CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

NOVEMBER 10, 2016
9:00 AM

Mayor Mark Radecki
Mayor Pro Tem Cory Moss
Council Member Abraham Cruz
Council Member Roy Haber, III
Council Member Newell Ruggles

Location: City Council Chamber, 15651 East Stafford Street, City of Industry, California 91744

Addressing the City Council:

- ***Agenda Items:*** *Members of the public may address the City Council on any matter listed on the Agenda. In order to conduct a timely meeting, there will be a three-minute time limit per person for any matter listed on the Agenda. Anyone wishing to speak to the City Council is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed card should be submitted to the City Clerk prior to the Agenda item being called and prior to the individual being heard by the City Council.*

- ***Public Comments (Non-Agenda Items):*** *Anyone wishing to address the City Council on an item not on the Agenda may do so during the "Public Comments" period. In order to conduct a timely meeting, there will be a three-minute time limit per person for the Public Comments portion of the Agenda. State law prohibits the City Council from taking action on a specific item unless it appears on the posted Agenda. Anyone wishing to speak to the City Council is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed card should be submitted to the City Clerk prior to the Agenda item being called by the City Clerk and prior to the individual being heard by the City Council.*

Americans with Disabilities Act:

- *In compliance with the ADA, if you need special assistance to participate in any City meeting (including assisted listening devices), please contact the City Clerk's Office (626) 333-2211. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.*

Agendas and other writings:

- *In compliance with SB 343, staff reports and other public records permissible for disclosure related to open session agenda items are available at City Hall, 15625 East Stafford Street, Suite 100, City of Industry, California, at the office of the City Clerk during regular business hours, Monday through Friday 9:00 a.m. to 5:00 p.m. Any person with a question concerning any agenda item may call the City Clerk's Office at (626) 333-2211.*

1. Call to Order

2. Flag Salute

3. Roll Call

4. Public Comments

5. CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no separate discussion of these items unless members of the City Council, the public, or staff request specific items be removed from the Consent Calendar for separate action.

5.1 Consideration of the Register of Demands for November 10, 2016

RECOMMENDED ACTION: Approve the Register of Demands and ratify the issuance of the checks.

6. ACTION ITEMS

6.1 Consideration of Change Order Numbers 5 and 6, submitted by Sully Miller Contracting Company for $17,084.73 for items not identified in the bid proposal and final bid quantities in conjunction with Clark Avenue Sidewalk Construction, Contract No. CITY-1422.

RECOMMENDED ACTION: Approve Change Order Numbers 5 and 6.

7. PUBLIC HEARING

7.1 Public Hearing for the consideration to extend a moratorium on the cultivation, processing, manufacturing, laboratory testing, labeling, storing and wholesale and retail distribution of cannabis in the City of Industry.

a. Consideration of Urgency Ordinance No. 798 – AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY EXTENDING A CITYWIDE MORATORIUM ON THE CULTIVATION,PROCESSING,MANUFACTURING,LABORATORY TESTING, LABELING, STORING AND WHOLESALE AND RETAIL DISTRIBUTION OF CANNABIS IN THE CITY, FOR A PERIOD OF 10 MONTHS AND 15 DAYS, PURSUANT TO GOVERNMENT CODE SECTION 65858(a).

RECOMMENDED ACTION: Adopt Urgency Ordinance No. 798.

7.2 Public Hearing for the consideration of Tentative Parcel Map 348 to subdivide an existing 28.9 acre parcel into five parcels and Development Plan No. 15-12 to develop five new industrial warehouse buildings located on the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry, and certifying a Final Environmental Impact Report, adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program regarding same.

a. Consideration of Resolution No. CC 2016-75 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CHESTNUT AVENUE WAREHOUSE PROJECT (SCH #2015101079) ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF AZUSA AVENUE AND CHESTNUT STREET IN THE CITY OF INDUSTRY, WITHIN THE "I" INDUSTRIAL ZONE AND "C" COMMERCIAL ZONE.

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-75.

b. Consideration of Resolution No. CC 2016-76 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 348 TO SUBDIVIDE AN EXISTING 28.9 ACRE PARCEL INTO FIVE PARCELS, AND DEVELOPMENT PLAN NO. 15-12 FOR THE CONSTRUCTION OF FIVE INDUSTRIAL WAREHOUSE BUILDINGS AT THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF AZUSA AVENUE AND CHESTNUT STREET IN THE CITY OF INDUSTRY, CALIFORNIA

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-76.

8. **CITY COUNCIL COMMITTEE REPORTS**

9. **AB 1234 REPORTS**

10. **CITY COUNCIL COMMUNICATIONS**

11. **CLOSED SESSION**

11.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to Government Code Section 54956.9(d)(1), City of Industry v. ZEREP Management Corporation, et al., Case No. BC 583096

11.2 Conference with real property negotiators pursuant to Government Code Section 54956.8

Property: 1123-1135 Hatcher Avenue
City Negotiators: Paul J. Philips, City Manager and James M. Casso, City Attorney

Negotiating Party: Ryan Gaytan
Under Negotiation: Price and Terms of Payment

11.3 Conference with real property negotiators pursuant to Government Code Section 54956.8

Property: Assessor's Parcel Number 8201-028-013
250 Puente Avenue
City Negotiators: Paul J. Philips, City Manager and
James M. Casso, City Attorney
Negotiating Party: New Venture Properties, LLC/Charles Tsai
Under Negotiation: Price and Terms of Payment

12. Adjournment to Thursday, November 17, 2016 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF NOVEMBER 10, 2016

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
100	GENERAL FUND	1,790,101.72
103	PROP A FUND	24,625.28
120	CAPITAL IMPROVEMENT FUND	141,306.53
140	CITY DEBT SERVICE	1,500.00
161	IPUC - ELECTRIC	322,270.16
TOTAL ALL FUNDS		2,279,803.69

BANK RECAP:

BANK	NAME	DISBURSEMENTS
BOFA	BANK OF AMERICA - CKING ACCOUNTS	406,844.88
PROP/A	PROP A - CKING ACCOUNT	24,625.28
REF	REFUSE - CKING ACCOUNT	8,831.36
WFBK	WELLS FARGO - CKING ACCOUNT	1,839,502.17
TOTAL ALL BANKS		2,279,803.69

APPROVED PER CITY MANAGER

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CITY OF INDUSTRY
BANK OF AMERICA
November 10, 2016

Check	Date			Payee Name	Check Amount
CITYELEC.CHK - City Electric					
1394	10/24/2016			**CITY OF INDUSTRY**	$277,778.08
	Invoice	Date	Description	Amount	
	10/24/16	10/24/2016	TRANSFER FUNDS-ELECTRIC	$277,778.08	
CITYGEN.CHK - City General					
WT1004	09/20/2016			**MIDAMERICA ADMINISTRATIVE &**	$106,206.38
	Invoice	Date	Description	Amount	
	9/20/16-WT1002	09/20/2016	RETIREE MEDICAL PREMIUM & CLAIMS	$106,206.38	
WT1005	10/26/2016			**MIDAMERICA ADMINISTRATIVE &**	$19,639.65
	Invoice	Date	Description	Amount	
	NOVEMBER 2016	10/26/2016	RETIREES MEDICAL PREMIUM REIMB-NOV 2016	$19,639.65	
PARKCIT.CHK - Parking Citation Checking					
581	10/21/2016			**SUPERIOR COURT OF CALIFORNIA,**	$2,825.00
	Invoice	Date	Description	Amount	
	SEPTEMBER 2016	11/04/2016	PARKING CITATIONS RPT-SEP 2016	$2,825.00	
582	10/21/2016			**TURBO DATA SYSTEMS, INC**	$395.77
	Invoice	Date	Description	Amount	
	25010	09/30/2016	CITATION PROCESSING-AUG/SEP 2016	$395.77	

Checks	Status	Count	Transaction Amount
	Total	5	**$406,844.88**

CITY OF INDUSTRY

PROP A

November 10, 2016

Check	Date			Payee Name	Check Amount
PROPA.CHK - Prop A Checking					
11664	10/21/2016			**ACE CONSTRUCTION AUTHORITY**	$3,337.39
	Invoice	Date	Description	Amount	
	ACE-204-17	10/05/2016	BETTERMENT AGRMT-FAIRWAY DR GRADE	$3,337.39	
11665	10/21/2016			**ACE CONSTRUCTION AUTHORITY**	$11,871.24
	Invoice	Date	Description	Amount	
	ACE-207-17	10/05/2016	BETTERMENT AGRMT-FULLERTON DR GRADE	$11,871.24	
11666	11/01/2016			**CITY OF INDUSTRY-REFUSE**	$78.80
	Invoice	Date	Description	Amount	
	2665506	10/01/2016	RR RENTAL-METROLINK	$78.80	
11667	11/01/2016			**INDUSTRY SECURITY SERVICES**	$8,648.65
	Invoice	Date	Description	Amount	
	14-18840	09/23/2016	SECURITY SVC-METROLINK	$1,729.73	
	14-18885	09/30/2016	SECURITY SVC-METROLINK	$1,729.73	
	14-18954	10/07/2016	SECURITY SVC-METROLINK	$1,729.73	
	14-19032	10/14/2016	SECURITY SVC-METROLINK	$1,729.73	
	14-19071	10/24/2016	SECURITY SVC-METROLINK	$1,729.73	
11668	11/01/2016			**SO CAL INDUSTRIES**	$93.87
	Invoice	Date	Description	Amount	
	241429	09/13/2016	RR RENTAL-METROLINK	$93.87	
11669	11/01/2016			**SO CALIFORNIA EDISON COMPANY**	$270.08
	Invoice	Date	Description	Amount	
	2017-00000457	10/19/2016	08/22-09/21/16 SVC-600 S BREA CYN B	$270.08	
11670	11/01/2016			**WALNUT VALLEY WATER DISTRICT**	$325.25
	Invoice	Date	Description	Amount	
	2444611	10/14/2016	9/1-9/29/16 SVC-PLATFORM METROLINK BREA CYN	$22.08	

CITY OF INDUSTRY

PROP A

November 10, 2016

Check	Date		Payee Name	Check Amount
PROPA.CHK - Prop A Checking				
2435549	10/11/2016	9/1-9/30/16 SVC-IRR METROLINK STN-SPANISH LN		$303.17

Checks	Status	Count	Transaction Amount
	Total	7	$24,625.28

CITY OF INDUSTRY
WELLS FARGO REFUSE
November 10, 2016

Checks	Date			Payee Name	Check Amount
REFUSE - Refuse Account					
4250	10/13/2016			HOT TOPIC	$1,625.28
	Invoice	Date	Description	Amount	
	10/13/16	10/13/2016	REFUND-ACCT #005303	$1,625.28	
4251	11/02/2016		VOIDED- PAPER JAM		$0.00
4252	10/12/2016			COMMERCE CONSTRUCTION	$5,211.04
	Invoice	Date	Description	Amount	
	10/12/16	10/12/2016	REFUND-ACCT #000050	$5,211.04	
4253	10/12/2016			ROSS	$1,995.04
	Invoice	Date	Description	Amount	
	10/12/16	10/12/2016	REFUND-ACCT #080853	$1,995.04	

Checks	Status	Count	Transaction Amount
	Total	4	$8,831.36

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
65027	10/20/2016			**CORDOBA CORPORATION**	$135,000.00
	Invoice	Date	Description	Amount	
	216-333	07/15/2016	REAL ESTATE ADVISORY SVC-JUN 2016	$45,000.00	
	216-365	08/15/2016	REAL ESTATE ADVISORY SVC-JUL 2016	$45,000.00	
	216-414	09/15/2016	REAL ESTATE ADVISORY SVC-AUG 2016	$45,000.00	
65028	10/26/2016			**MUTUAL OF OMAHA**	$15,722.49
	Invoice	Date	Description	Amount	
	000577773185	08/01/2016	LIFE INSURANCE PREMIUM-AUG 2016	$4,806.17	
	000577773186	09/01/2016	LIFE INSURANCE PREMIUM-SEP 2016	$5,458.16	
	000577773187	10/01/2016	LIFE INSURANCE PREMIUM-OCT 2016	$5,458.16	
65029	10/26/2016			**FRONTIER**	$481.50
	Invoice	Date	Description	Amount	
	841 7TH-OCT16	10/10/2016	10/10-11/09/16 SVC - 841 S. 7TH	$97.46	
	2017-00000424	10/10/2016	10/10-11/09/16 SVC - EM-21508 BAKER PKWY BLDG	$51.23	
	2017-00000425	10/10/2016	10/10-11/09/16 SVC - GENERATOR SITE-TELEMETRY	$51.23	
	2017-00000426	10/10/2016	10/10-11/09/16 SVC - 600 BREA CYN RD	$219.34	
	2017-00000427	10/10/2016	10/10-11/09/16 SVC - EM-21808 GARCIA LN-ALARM	$62.24	
65030	10/26/2016			**GAS COMPANY, THE**	$23.50
	Invoice	Date	Description	Amount	
	2017-00000428	10/17/2016	09/15-10/13/16 SVC - 610 S BREA CYN RD	$23.50	
65031	10/26/2016			**NOBLE AMERICAS ENERGY**	$15.35
	Invoice	Date	Description	Amount	
	162880006322087	10/14/2016	WHOLESALE GAS-SEP 2016	$15.35	
65032	10/26/2016			**SO CALIFORNIA EDISON COMPANY**	$258.15
	Invoice	Date	Description	Amount	
	2017-00000429	10/12/2016	09/09-10/11/16 SVC - 575 BALDWIN PARK AVE U	$65.91	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	2017-00000430	10/13/2016	09/12-10/12/16 SVC - 490 7TH U	$54.15	
	19835WAL-OCT16	10/14/2016	09/13-10/13/16 SVC - 19835 WALNUT DR.	$104.33	
	2017-00000431	10/18/2016	09/15-10/17/16 SVC - 1341 FULLERTON RD	$33.76	
65033	10/26/2016		**WALNUT VALLEY WATER DISTRICT**		$5,832.64
	Invoice	Date	Description	Amount	
	2435578	10/11/2016	09/01-09/30/16 SVC - IRR 820 FAIRWAY DR	$95.29	
	2435630	10/11/2016	09/01-09/30/16 SVC - LEMON AVE N OF CURRIER RD	$72.67	
	2435664	10/11/2016	09/01-09/30/16 SVC - BREA CYN RD & OLD RANCH RD	$40.07	
	2435697	10/11/2016	09/01-09/30/16 SVC - BAKER PKWY METER #1	$1,317.96	
	2435698	10/11/2016	09/01-09/30/16 SVC - BAKER PKWY METER #2	$752.10	
	2435704	10/11/2016	09/01-09/30/16 SVC - GRAND AVE CROSSING	$1,035.74	
	2435705	10/11/2016	09/01-09/30/16 SVC - GRAND AVE CROSSING	$73.34	
	2435707	10/11/2016	09/01-09/30/16 SVC - 22002 VALLEY BLVD	$382.37	
	2435680	10/11/2016	09/01-09/30/16 SVC - FERRERO & GRAND EAST	$703.28	
	2435724	10/11/2016	09/01-09/30/16 SVC - 21350 VALLEY-MEDIAN	$108.53	
	2435725	10/11/2016	09/01-09/30/16 SVC - GRAND CROSSING EAST	$43.33	
	2435726	10/11/2016	09/01-09/30/16 SVC - GRAND CROSSING WEST	$61.26	
	2435734	10/11/2016	09/01-09/30/16 SVC - E/S GRAND S/O BAKER PKWY	$158.86	
	2435740	10/11/2016	09/01-09/30/16 SVC - BREA CYN N OF RR TRKS	$204.69	
	2435741	10/11/2016	09/01-09/30/16 SVC - BREA CYN N OF CURRIER	$36.80	
	2435743	10/11/2016	09/01-09/30/16 SVC - 60 FWY INTERCHANGE	$18.87	
	2435761	10/11/2016	09/01-09/30/16 SVC - END OF BAKER PKWY-TEMP	$449.79	
	2444592	10/14/2016	09/01-09/29/16 SVC - PUMP STN N/W CHERYL	$23.77	
	2444612	10/14/2016	09/01-09/29/16 SVC - PUMP STN BREA CYN	$92.70	
	19835WAL-2444748	10/14/2016	09/01-09/29/16 SVC - 19835 WALNUT DR	$101.84	
	2444836	10/14/2016	09/01-09/29/16 SVC - NOGALES PUMP STN	$59.38	
65034	10/27/2016		**SAN GABRIEL VALLEY WATER**		$25.00
	Invoice	Date	Description	Amount	
	10/21/16	10/21/2016	FEE FOR CONFERENCE ON 11/09/16	$25.00	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
65035	10/27/2016			**SURETEC INSURANCE COMPANY**	$3,478.00
	Invoice	Date	Description	Amount	
	10/27/16	10/27/2016	PERFORMANCE BOND FOR MITIGATION MEASURES-	$3,478.00	
65036	10/31/2016			**LAND OF THE FREE FOUNDATION**	$10,000.00
	Invoice	Date	Description	Amount	
	TWO-STAR	10/31/2016	SPONSORSHIP	$10,000.00	
65037	11/01/2016			**HUMANA INSURANCE COMPANY**	$4,327.93
	Invoice	Date	Description	Amount	
	389690315	10/13/2016	DENTAL PREMIUM-NOV 2016	$4,327.93	
65038	11/01/2016			**MUTUAL OF OMAHA**	$5,299.95
	Invoice	Date	Description	Amount	
	000584986368	11/01/2016	LIFE INSURANCE PREMIUM-NOV 2016	$5,299.95	
65039	11/01/2016			**UNUM LIFE INSURANCE COMPANY**	$5,352.00
	Invoice	Date	Description	Amount	
	11/01-11/30/16	10/18/2016	LONG TERM CARE PREMIUM-NOV 2016	$5,352.00	
65040	11/01/2016			**CITY OF CHINO HILL UTILITY**	$286.02
	Invoice	Date	Description	Amount	
	2017-00000434	10/19/2016	09/19-10/17/16 SVC - 1550 RANCHO HILLS DR	$286.02	
65041	11/01/2016			**FRONTIER**	$485.11
	Invoice	Date	Description	Amount	
	2017-00000437	10/16/2016	10/16-11/15/16 SVC - PH AUTO PLAZA	$163.67	
	2017-00000438	10/16/2016	10/16-11/15/16 SVC - BREA CYN PUMP STN	$64.95	
	2017-00000439	10/16/2016	10/16-11/15/16 SVC - GENERATOR SITE-TELEMETRY	$48.62	
	2017-00000440	10/19/2016	10/19-11/18/16 SVC - ELECTRIC MODEM	$51.23	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	2017-00000441	10/19/2016	10/19-11/18/16 SVC - EM-21415 BAKER PKWY	$51.23	
	2017-00000442	10/19/2016	10/19-11/18/16 SVC - GENERATOR SITE-TELEMETRY	$43.39	
	2017-00000443	10/19/2016	10/19-11/18/16 SVC - FOLLOW'S CAMP GUARD	$62.02	
65042	11/01/2016			**INDUSTRY PUBLIC UTILITY**	$2,641.48
	Invoice	Date	Description	Amount	
	2017-00000435	10/14/2016	09/10-10/10/16 SVC - 600 BREA CYN RD	$2,641.48	
65043	11/01/2016			**SAN GABRIEL VALLEY WATER CO.**	$681.91
	Invoice	Date	Description	Amount	
	2017-00000436	10/19/2016	09/15-10/18/16 SVC - 14329 VALLEY	$438.80	
	841 7TH-OCT16	10/21/2016	09/19-10/20/16 SVC - 841 S SEVENTH	$140.98	
	2017-00000444	10/20/2016	09/16-10/19/16 SVC - 336 EL ENCANTO	$102.13	
65044	11/01/2016			**SO CALIFORNIA EDISON COMPANY**	$57,219.29
	Invoice	Date	Description	Amount	
	2017-00000445	10/18/2016	09/15-10/17/16 SVC - 17635 GALE	$1,696.75	
	2017-00000446	10/19/2016	09/01-10/01/16 SVC - VARIOUS SITES	$3,821.91	
	2017-00000447	10/19/2016	09/15-10/17/16 SVC - VARIOUS SITES	$3,061.61	
	2017-00000448	10/19/2016	07/18-10/17/16 SVC - VARIOUS SITES	$3,246.41	
	2017-00000449	10/19/2016	04/03-10/01/16 SVC - VARIOUS SITES	$36,170.84	
	2017-00000450	10/19/2016	08/16-10/17/16 SVC - VARIOUS SITES	$6,255.55	
	2017-00000451	10/19/2016	09/15-10/17/16 SVC - VARIOUS SITES	$81.73	
	2017-00000452	10/19/2016	09/15-10/17/16 SVC - PECK RD S/O PELLISSIER	$35.80	
	841 7TH-OCT16	10/19/2016	09/15-10/17/16 SVC - 841 7TH AVE	$888.09	
	2017-00000453	10/19/2016	09/15-10/17/16 SVC - VARIOUS SITES	$1,832.74	
	2017-00000454	10/22/2016	09/21-10/21/16 SVC - 580 S BREA CYN	$24.21	
	2017-00000455	10/22/2016	09/21-10/21/16 SVC - 21380 VALLEY PED	$79.32	
	2017-00000456	10/22/2016	09/21-10/21/16 SVC - 575 S BREA CYN	$24.33	
65045	11/10/2016			**MONTEBELLO HISTORICAL**	$100.00

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	Invoice	Date	Description	Amount	
	DUES	09/29/2016	MEMBERSHIP-HOMESTEAD	$100.00	
65046	11/10/2016			**A-1 SATELLITE TELEVISION**	$502.02
	Invoice	Date	Description	Amount	
	21126	10/20/2016	REPAIR DIRECT TV-CITY HALL	$159.00	
	21131	10/27/2016	SERVICE CALL-CITY HALL	$343.02	
65047	11/10/2016			**AABBA ANYTYME INC.**	$2,397.00
	Invoice	Date	Description	Amount	
	546945	10/11/2016	EMERGENCY REPAIR-CITY HALL	$2,397.00	
65048	11/10/2016			**ADVANCED DISCOVERY, INC.**	$4,638.21
	Invoice	Date	Description	Amount	
	B192440	09/30/2016	DOCUMENT MGMT SVC-LITIGATION	$4,638.21	
65049	11/10/2016			**AHSLAC**	$10.00
	Invoice	Date	Description	Amount	
	DUES	09/29/2016	MEMBERSHIP-HOMESTEAD	$10.00	
65050	11/10/2016			**ALVAKA NETWORKS**	$7,535.00
	Invoice	Date	Description	Amount	
	157605NP	09/30/2016	TRIP CHARGE	$495.00	
	157663	09/30/2016	ADD'L HOURS FOR SEP 2016	$7,040.00	
65051	11/10/2016			**AMERICAN ALLIANCE OF MUSEUMS**	$700.00
	Invoice	Date	Description	Amount	
	DUES	09/29/2016	MEMBERSHIP-HOMESTEAD	$700.00	
65052	11/10/2016			**ARAMARK REFRESHMENT SERVICE,**	$294.69
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo						
	8748268	10/25/2016	COFFEE/OFFICE SUPPLIES		$128.24	
	8761678	10/13/2016	WATER FILTERS		$166.45	
65053	11/10/2016			**AVANT-GARDE, INC**		$2,087.50
	Invoice	Date	Description		Amount	
	4155	10/20/2016	PROJECT MGMT-AZUSA AVE BRIDGE		$2,087.50	
65054	11/10/2016			**B AND T CATTLE**		$14,580.00
	Invoice	Date	Description		Amount	
	59	09/30/2016	MAINT SVC-OCT 2016		$14,580.00	
65055	11/10/2016			**BIGGS CARDOSA ASSOCIATES, INC.**		$15,773.18
	Invoice	Date	Description		Amount	
	70254	09/05/2016	REPAINTING OF AZUSA AVE BRIDGE		$15,773.18	
65056	11/10/2016			**BLAKE AIR CONDITIONING**		$1,219.41
	Invoice	Date	Description		Amount	
	42544	10/25/2016	A/C MAINT-CITY HALL		$200.41	
	M36700	10/10/2016	QTRLY A/C MAINT-CITY HALL		$1,019.00	
65057	11/10/2016			**BNI BUILDING NEWS**		$105.96
	Invoice	Date	Description		Amount	
	65752	10/18/2016	BNI STANDARD SPECS		$105.96	
65058	11/10/2016			**BROWN RUDNICK, LLP**		$25,003.90
	Invoice	Date	Description		Amount	
	704868	10/01/2016	PROF SVC-SEP 2016		$25,003.90	
65059	11/10/2016			**BRYAN PRESS**		$967.94
	Invoice	Date	Description		Amount	
	0075936	10/17/2016	BUSINESS CARDS-S. PARAGAS		$44.15	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	0075937	10/17/2016	BUSINESS CARDS MASTERS	$658.36	
	0075912	10/17/2016	BUSINESS CARDS-HAYES,ROSSI, & SCHLICHTING	$120.45	
	0075915	10/11/2016	#10 WINDOW ENVELOPES	$100.83	
	0075997	10/21/2016	BUSINESS CARDS-S. GOMES	$44.15	
65060	11/10/2016			**CAMERA SECURITY SYSTEMS, INC.**	$2,514.00
	Invoice	Date	Description	Amount	
	33499	10/06/2016	REPAIR CAMERAS-METRO SOLAR	$2,514.00	
65061	11/10/2016			**CARLSON, CALLADINE &**	$7,475.00
	Invoice	Date	Description	Amount	
	19045	09/14/2016	LEGAL SVC-AUG 2016	$7,475.00	
65062	11/10/2016			**CASC ENGINEERING AND**	$5,204.00
	Invoice	Date	Description	Amount	
	36358	09/30/2016	NPDES ENG SVC-COI	$5,204.00	
65063	11/10/2016			**CHEM PRO LABORATORY, INC**	$269.00
	Invoice	Date	Description	Amount	
	609418	09/23/2016	WATER TREATMENT-SEP 2016	$269.00	
65064	11/10/2016			**CITY OF INDUSTRY DISPOSAL CO.**	$4,760.74
	Invoice	Date	Description	Amount	
	2586608	07/31/2016	DISP SVC-132 TURNBULL CYN RD	$28.17	
	2586609	07/31/2016	DISP SVC-138 TURNBULL CYN RD	$28.17	
	2586610	07/31/2016	DISP SVC-15236 VALLEY BLVD	$169.02	
	2586611	07/31/2016	DISP SVC-16200 TEMPLE AVE	$84.51	
	2586612	07/31/2016	DISP SVC-14310 PROCTOR AVE	$84.51	
	2586596	07/31/2016	DISP SVC-16227 BV HANDFORD RD	$28.17	
	2586597	07/31/2016	DISP SVC-16238 BV HANDROF RD	$28.17	
	2586598	07/31/2016	DISP SVC-16224 BV HANDROF RD	$28.17	

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CITY.WF.CHK - City General Wells Fargo			
2586599	07/31/2016	DISP SVC-15714 NELSON AVE	$28.17
2586600	07/31/2016	DISP SVC-15652 NELSON AVE	$28.17
2586601	07/31/2016	DISP SVC-134 TURNBULL CYN RD	$28.17
2586602	07/31/2016	DISP SVC-14063 PROCTOR AVE	$84.51
2586603	07/31/2016	DISP SVC-22036 VALLEY BLVD	$84.51
2586604	07/31/2016	DISP SVC-20137 E WALNUT DR S	$28.17
2586605	07/31/2016	DISP SVC-15722 NELSON AVE	$28.17
2586606	07/31/2016	DISP SVC-17229 CHESTNUT ST	$84.51
2586607	07/31/2016	DISP SVC-130 TURNBULL CYN RD	$28.17
2586589	07/31/2016	DISP SVC-16010 HILL ST	$56.34
2586590	07/31/2016	DISP SVC-16014 HILL ST	$28.17
2586591	07/31/2016	DISP SVC-16229 BV HANDORF RD	$28.17
2586592	07/31/2016	DISP SVC-16242 BV HANDORF RD	$56.34
2586593	07/31/2016	DISP SVC-16220 BV HANDORF RD	$84.51
2586594	07/31/2016	DISP SVC-16218 BV HANDORF RD	$28.17
2586595	07/31/2016	DISP SVC-16217 BV HANDORF RD	$56.34
2586569	07/31/2016	DISP SVC-3226 GILMAN RD	$84.51
2586570	07/31/2016	DISP SVC-16000 TEMPLE AVE	$225.36
2586571	07/31/2016	DISP SVC-14362 PROCTOR AVE	$84.51
2586572	07/31/2016	DISP SVC-15710 NELSON AVE	$28.17
2586573	07/31/2016	DISP SVC-15702 NELSON AVE	$28.17
2586574	07/31/2016	DISP SVC-507 TURNBULL CYN RD	$56.34
2586575	07/31/2016	DISP SVC-15730 NELSON AVE	$28.17
2586576	07/31/2016	DISP SVC-15644 NELSON AVE	$28.17
2586577	07/31/2016	DISP SVC-15626 NELSON AVE	$28.17
2586578	07/31/2016	DISP SVC-629 GIANO AVE	$56.34
2586579	07/31/2016	DISP SVC-754 S 5TH AVE	$56.34
2586580	07/31/2016	DISP SVC-210 S 9TH AVE	$56.34
2586581	07/31/2016	DISP SVC-16020 HILL ST	$84.51
2586582	07/31/2016	DISP SVC-15736 NELSON AVE	$28.17
2586583	07/31/2016	DISP SVC-15634 NELSON AVE	$28.17

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CITY.WF.CHK - City General Wells Fargo			
2586584	07/31/2016	DISP SVC-257 TURNBULL CYN RD	$42.26
2586585	07/31/2016	DISP SVC-643 GIANO AVE	$56.34
2586587	07/31/2016	DISP SVC-15157 WALBROOK DR	$28.17
2586588	07/31/2016	DISP SVC-16000 HILL ST	$28.17
2586586	07/31/2016	DISP SVC-15151 PROCTOR AVE	$84.51
2621387	08/31/2016	DISP SVC-134 TURNBULL CYN RD	$28.17
2621388	08/31/2016	DISP SVC-14063 PROCTOR AVE	$84.51
2621389	08/31/2016	DISP SVC-22036 VALLEY BLVD	$84.51
2621390	08/31/2016	DISP SVC-20137 E WALNUT DR S	$28.17
2621391	08/31/2016	DISP SVC-15722 NELSON AVE	$28.17
2621392	08/31/2016	DISP SVC-17229 CHESTNUT ST	$84.51
2621393	08/31/2016	DISP SVC-130 TURNBULL CYN RD	$28.17
2621394	08/31/2016	DISP SVC-132 TURNBULL CYN RD	$28.17
2621395	08/31/2016	DISP SVC-138 TURNBULL CYN RD	$28.17
2621396	08/31/2016	DISP SVC-15236 VALLEY BLVD	$169.02
2621397	08/31/2016	DISP SVC-16200 TEMPLE AVE	$84.51
2621398	08/31/2016	DISP SVC-14310 PROCTOR AVE	$84.51
2621374	08/31/2016	DISP SVC-16000 HILL ST	$28.17
2621375	08/31/2016	DISP SVC-16010 HILL ST	$56.34
2621376	08/31/2016	DISP SVC-16014 HILL ST	$28.17
2621377	08/31/2016	DISP SVC-16229 BV HANDORF RD	$28.17
2621378	08/31/2016	DISP SVC-16242 BV HANDORF RD	$56.34
2621379	08/31/2016	DISP SVC-16220 BV HANDORF RD	$84.51
2621380	08/31/2016	DISP SVC-16218 BV HANDORF RD	$28.17
2621381	08/31/2016	DISP SVC-16217 BV HANDORF RD	$56.34
2621382	08/31/2016	DISP SVC-16227 BV HANDFORD RD	$28.17
2621383	08/31/2016	DISP SVC-16238 BV HANDORF RD	$28.17
2621384	08/31/2016	DISP SVC-16224 BV HANDROF RD	$28.17
2621385	08/31/2016	DISP SVC-15714 NELSON AVE	$28.17
2621386	08/31/2016	DISP SVC-15652 NELSON AVE	$28.17
2621365	08/31/2016	DISP SVC-754 S 5TH AVE	$56.34

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CITY.WF.CHK - City General Wells Fargo					
	2621366	08/31/2016	DISP SVC-210 S 9TH AVE	$56.34	
	2621367	08/31/2016	DISP SVC-16020 HILL ST	$84.51	
	2621368	08/31/2016	DISP SVC-15736 NELSON AVE	$28.17	
	2621369	08/31/2016	DISP SVC-15634 NELSON AVE	$28.17	
	2621370	08/31/2016	DISP SVC-257 TURNBULL CYN RD	$42.26	
	2621371	08/31/2016	DISP SVC-643 GIANO AVE	$56.34	
	2621372	08/31/2016	DISP SVC-15151 PROCTOR AVE	$84.51	
	2621373	08/31/2016	DISP SVC-15157 WALBROOK DR	$28.17	
	2621355	08/31/2016	DISP SVC-3226 GILMAN RD	$84.51	
	2621356	08/31/2016	DISP SVC-16000 TEMPLE AVE	$225.36	
	2621357	08/31/2016	DISP SVC-14362 PROCTOR AVE	$84.51	
	2621358	08/31/2016	DISP SVC-15710 NELSON AVE	$28.17	
	2621359	08/31/2016	DISP SVC-15702 NELSON AVE	$28.17	
	2621360	08/31/2016	DISP SVC-507 TURNBULL CYN RD	$56.34	
	2621361	08/31/2016	DISP SVC-15730 NELSON AVE	$28.17	
	2621362	08/31/2016	DISP SVC-15644 NELSON AVE	$28.17	
	2621363	08/31/2016	DISP SVC-15626 NELSON AVE	$28.17	
	2621364	08/31/2016	DISP SVC-629 GIANO AVE	$56.34	
65065	11/10/2016			**CITY OF INDUSTRY-PAYROLL ACCT**	$150,000.00
	Invoice	Date	Description	Amount	
	P/R 10/31/16	10/28/2016	REIMBURSE FOR PAYROLL 10/31/16	$150,000.00	
65066	11/10/2016			**CNC ENGINEERING**	$197,194.78
	Invoice	Date	Description	Amount	
	45456	10/27/2016	WALNUT DR SOUTH WIDENING	$166.29	
	45457	10/27/2016	VALLEY BLVD PCC PAVEMENT RECONSTRUCTION	$6,624.17	
	45458	10/27/2016	CLARK AVE WIDENING	$2,229.77	
	45459	10/27/2016	2016-2017 SLURRY SEAL	$469.95	
	45460	10/27/2016	GENERAL ENGINEERING SVC-CIP	$44,630.06	
	45461	10/27/2016	GENERAL ENGINEERING SVC-MAINT OF CITY	$47,948.90	

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CITY.WF.CHK - City General Wells Fargo			
45462	10/27/2016	TONNER CYN PROPERTY	$2,666.82
45463	10/27/2016	COLIMA RD WIDENING	$2,004.76
45464	10/27/2016	PUENTE VALLEY OPERABLE UNIT	$498.87
45465	10/27/2016	SEWER SYSTEM MAINT-EXPO CENTER	$1,003.92
45466	10/27/2016	EXPO CENTER UPGRADES-PAVILLION	$831.45
45467	10/27/2016	CITY ELECTRICAL FACILITIES	$1,747.77
45468	10/27/2016	TRES HERMANOS GENERAL ENGINEERING	$1,413.77
45469	10/27/2016	PUC RAILROAD SAFETY UPGRADE	$166.29
45470	10/27/2016	SAFETY UPGRADE AT VARIOUS RR CROSSINGS	$1,341.57
45471	10/27/2016	TRAFFIC SIGNAL AT DON JULIAN/SIXTH AVE	$2,205.03
45472	10/27/2016	SANITATION DIST INTERMODAL FACILITY	$856.07
45473	10/27/2016	SAN JOSE AVE RECONSTRUCTION	$7,128.60
45474	10/27/2016	PACIFIC PALMS LADRY BLDG ISSUES	$6,739.33
45475	10/27/2016	PAINT EVALUATION OF FENCE ALONG TEMPLE	$7,181.75
45476	10/27/2016	PACIFIC PALMS REPAIRS TO PAKING LOT	$172.47
45477	10/27/2016	HIGHWAY BRIDGE PROGRAM-AZUSA AVE	$1,919.89
45478	10/27/2016	HIGHWAY BRIDGE PROGRAM	$338.76
45479	10/27/2016	FISCAL YEAR BUDGET	$18,099.69
45480	10/27/2016	VARIOUS ASSIGNMENTS RELATED TO SUCCESSOR	$3,634.84
45481	10/27/2016	NEW CUL-DE-SAC EAST OF FAURE AVE	$3,992.42
45482	10/27/2016	NELSON AVE/PUENTE AVE WIDENING	$665.16
45483	10/27/2016	ARENTH AVE RECONSTRUCTION	$3,534.59
45484	10/27/2016	USGR STORMWATER PROJECT	$271.30
45485	10/27/2016	RESURFACING OF UNRUH AVE	$4,070.49
45486	10/27/2016	CARTEGRAPH IMPLEMENTATION AND MGMT	$2,129.93
45487	10/27/2016	CITYWIDE CATCH BASIN RETROFITS	$1,457.87
45488	10/27/2016	SEWER ATLAS FOR COI	$956.48
45490	10/27/2016	GRAND AVE BRIDGE WIDENING AT SAN JOE CREEK	$1,630.90
45491	10/27/2016	FULLERTON RD GRADE SEPARATION STUDY	$9,557.11
45492	10/27/2016	ALAMEDA CORRIDOR EAST PROJECT	$498.87
45493	10/27/2016	FAIRWAY DR GRADE SEPARATION	$4,246.58

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CITY.WF.CHK - City General Wells Fargo					
	45494	10/27/2016	NOGALES GRADE SEPARATION	$1,674.16	
	45505	10/27/2016	PAINT EVALUATION OF GRAND ARENA-EXPO	$47.70	
	45374	09/25/2016	HIGHWAY PREFORMANCE MONITORING SYSTEM	$313.76	
	45350	09/25/2016	IPUC BLDG AT 15660 STAFFORD ST	$126.67	
65067	11/10/2016		**COUNTY OF LA DEPT OF PUBLIC**		$30,752.76
	Invoice	Date	Description	Amount	
	PW-16101203504	10/12/2016	TRAFFIC SIGNAL MAINT	$9,177.75	
	PW-16101203314	10/12/2016	PUMP HOUSE MAINT	$10,378.62	
	PW-16101203304	10/12/2016	DEBRIS REMOVAL	$351.38	
	PW-16101203306	10/12/2016	STREET MAINT/INSPECTION	$3,534.80	
	PW-16101203305	10/12/2016	PAVEMENT PATCHING	$1,952.26	
	PW-16101203309	10/12/2016	TRAFFIC SIGNING	$127.84	
	PW-16101203294	10/12/2016	PROJECT DESIGN-TEMPLE AVE/PEREZ PL	$1,663.62	
	PW-16101203307	10/12/2016	EMERGENCY CALL-ROAD SERVICE	$3,566.49	
65068	11/10/2016		**COUNTY OF ORANGE**		$178,415.94
	Invoice	Date	Description	Amount	
	308-031-32 16	11/01/2016	FY 16/17-TONNER CYN	$327.00	
	306-021-01 16	11/01/2016	FY 16/17-TONNER CYN	$8,175.92	
	306-021-02 16	11/01/2016	FY 16/17-TONNER CYN	$169,404.64	
	306-021-13 16	11/01/2016	FY 16/17-TONNER CYN	$508.38	
65069	11/10/2016		**CSMFO**		$40.00
	Invoice	Date	Description	Amount	
	172252	11/01/2016	MEETING ON 11/16/16-STEVEN AVALOS	$40.00	
65070	11/10/2016		**CSMFO**		$40.00
	Invoice	Date	Description	Amount	
	172253	11/01/2016	MEETING ON 11/16/16-SUSAN PARAGAS	$40.00	

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CITY.WF.CHK - City General Wells Fargo					
65071	11/10/2016			**D M V RENEWAL**	$168.00
	Invoice	Date	Description	Amount	
	6PKM569-16	10/25/2016	REGISTRATION RENEWAL-LIC 6PKM569	$168.00	
65072	11/10/2016			**D M V RENEWAL**	$238.00
	Invoice	Date	Description	Amount	
	6UQX922-16	10/12/2016	REGISTRATION RENEWAL-LIC 6UQX922	$238.00	
65073	11/10/2016			**DAKOTA BACKFLOW CO.**	$160.00
	Invoice	Date	Description	Amount	
	39754	10/12/2016	ANNUAL TESTING-VARIOUS SITES	$160.00	
65074	11/10/2016			**DEPT OF ANIMAL CARE & CONTROL**	$4,482.62
	Invoice	Date	Description	Amount	
	10/15/16	10/15/2016	SHELTER COST-SEP 2016	$4,482.62	
65075	11/10/2016			**DEPT OF TRANSPORTATION**	$1,680.31
	Invoice	Date	Description	Amount	
	SL170177	10/12/2016	MAINT SIGNAL AND LIGHTS-JUL THRU SEP 2016	$1,680.31	
65076	11/10/2016			**DIGITAL DPD, INC.**	$340.38
	Invoice	Date	Description	Amount	
	13111	09/30/2016	PROGRAM FOR TWENTIES FESTIVAL	$294.17	
	13101	09/16/2016	CUSTOM STAMPS FOR INVOICE PROCESSING	$46.21	
65077	11/10/2016			**DRISKEL, DANA**	$250.00
	Invoice	Date	Description	Amount	
	PPDD1	10/27/2016	PRESENTER FEE FOR EVENT ON 11/7/16	$250.00	
65078	11/10/2016			**EASYLINK SERVICES**	$56.35
	Invoice	Date	Description	Amount	

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CITY.WF.CHK - City General Wells Fargo						
	07634191610	10/02/2016	FAX SVC-SEP 2016		$56.35	
65079	11/10/2016			**EGOSCUE LAW GROUP**		$962.50
	Invoice	Date	Description		Amount	
	11428	10/05/2016	LEGAL SVC-FOLLOW'S CAMP		$962.50	
65080	11/10/2016			**ELECTRA-MEDIA, INC**		$1,763.00
	Invoice	Date	Description		Amount	
	5173	10/15/2016	PUENTE HILLS AUTO DISPLAY		$1,763.00	
65081	11/10/2016			**ENCO UTILITY SERVICES**		$5,346.00
	Invoice	Date	Description		Amount	
	20-3-03-22	10/12/2016	CUSTOMER ACCOUNT SERVICES		$2,500.00	
	0612-000402S	10/14/2016	METER SYSTEM MONITORING-METRO SOLAR		$2,846.00	
65082	11/10/2016			**FEDERAL EXPRESS CORP.**		$302.85
	Invoice	Date	Description		Amount	
	5-577-60392	10/14/2016	MESSENGER SVC		$302.85	
65083	11/10/2016			**FOSS, HARRY RICHARD**		$225.00
	Invoice	Date	Description		Amount	
	PPRF1	10/18/2016	PRESENTER FEE FOR EVENT ON 12/04/16		$225.00	
65084	11/10/2016			**FRAZER, LLP**		$25,360.00
	Invoice	Date	Description		Amount	
	145693	10/15/2016	COI-ACCTG SVC 10/1-10/15/16		$25,360.00	
65085	11/10/2016			**FUEL PROS, INC.**		$150.00
	Invoice	Date	Description		Amount	
	0000027052	09/30/2016	INDUSTRY HILLS FUEL STN MAINT		$150.00	

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CITY.WF.CHK - City General Wells Fargo					
65086	11/10/2016			**GONSALVES & SON, JOE A.**	$5,000.00
	Invoice	Date	Description	Amount	
	155206	10/19/2016	LEGISLATIVE SVC-NOV 2016	$5,000.00	
65087	11/10/2016			**GREATLAND CORPORATION**	$177.71
	Invoice	Date	Description	Amount	
	5298863 RI	10/19/2016	1099 TAX FORMS	$177.71	
65088	11/10/2016			**HADDICK'S AUTO BODY**	$70.00
	Invoice	Date	Description	Amount	
	H-75709	10/18/2016	TOWING SVC-LIC 1320295	$70.00	
65089	11/10/2016			**HOME DEPOT CREDIT SERVICE**	$469.10
	Invoice	Date	Description	Amount	
	6320882	10/19/2016	MISC SUPPLIES-CITY HALL	$82.00	
	4310133	09/21/2016	MISC SUPPLIES-CITY HALL	$141.14	
	9310556	09/26/2016	GARBAGE DISPOSAL-CITY HALL	$92.61	
	8060580	10/07/2016	JUMP PRO STARTER-CITY VEHICLES	$153.35	
65090	11/10/2016			**INDUSTRY MANUFACTURERS**	$86,222.70
	Invoice	Date	Description	Amount	
	SEPTEMBER 2016	10/14/2016	EXPENSE REIMBURSEMENT FOR SEP 2016	$86,222.70	
65091	11/10/2016			**INDUSTRY SECURITY SERVICES**	$37,718.61
	Invoice	Date	Description	Amount	
	14-19058	10/24/2016	SECURITY SVC 10/14-10/20/16	$15,723.76	
	14-19069	10/24/2016	SECURITY SVC-TRES HERMANOS	$2,187.12	
	14-19030	10/14/2016	SECURITY SVC-TRES HERMANOS	$2,187.12	
	14-19033	10/14/2016	ADD'L SECURITY FOR RODEO	$2,113.53	
	14-19019	10/14/2016	SECURITY SVC 10/07-10/13/16	$15,507.08	

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CITY.WF.CHK - City General Wells Fargo					
65092	11/10/2016			**INDUSTRY TIRE SERVICE**	$177.49
	Invoice	Date	Description	Amount	
	0271166	10/04/2016	REPLACE TIRE-LIC 7W20338	$177.49	
65093	11/10/2016			**INTERNATIONAL LINE BUILDERS**	$314.06
	Invoice	Date	Description	Amount	
	796903	10/07/2016	ELECTRICAL SVC-EAST END DEV	$314.06	
65094	11/10/2016			**JANUS PEST MANAGEMENT**	$305.00
	Invoice	Date	Description	Amount	
	181230	10/08/2016	PEST SVC-15660 STAFFORD	$305.00	
65095	11/10/2016			**JEFF PARRIOTT PHOTOGRAPHIC**	$5,350.00
	Invoice	Date	Description	Amount	
	00494	09/27/2016	PROF SVC-HOMESTEAD	$3,488.75	
	00496	10/25/2016	PROF SVC-HOMESTEAD	$1,861.25	
65096	11/10/2016			**KIMLEY-HORN & ASSOCIATES, INC.**	$56,131.01
	Invoice	Date	Description	Amount	
	8331341	08/31/2016	STREET LIGHTING ANALYSIS-AUG 2016	$979.99	
	8325234	08/31/2016	GENERAL TRAFFIC ENG AND REVIEW	$10,043.63	
	8331340	08/31/2016	FAIRWAY DR GRADE SEPARATION	$8,672.92	
	8331339	08/31/2016	TRAFFIC SIGNAL DESIGN-FAIRWAY DR RR	$3,470.96	
	7692501	03/31/2016	TRAFFIC SURVEY-VARIOUS SITES	$2,033.16	
	8325242	08/31/2016	TRAFFIC ENGINEETING SVC	$23,967.12	
	8325241	08/31/2016	TRAFFIC SIGNAL PLAN-PROCTOR/VALLEY	$4,562.03	
	8325243	08/31/2016	TRAFFIC ENG REVIEW-FAIRWAY DR	$2,401.20	
65097	11/10/2016			**KLEINFELDER, INC.**	$15,939.78
	Invoice	Date	Description	Amount	
	001121774	09/16/2016	GEO SVC-CLARK AVE WIDENING	$870.00	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	001124926	10/12/2016	SOIL TESTING-VALLEY BLVD RECONSTRUCTION	$15,069.78	
65098	11/10/2016			**KLINE'S PLUMBING, INC.**	$675.00
	Invoice	Date	Description	Amount	
	10158	10/21/2016	PLUMBING REPAIR-HOMESTEAD	$675.00	
65099	11/10/2016			**L A COUNTY DEPT OF PUBLIC**	$14,255.00
	Invoice	Date	Description	Amount	
	SA170000080	09/27/2016	FINAL ACCTG 15/16, EST 16/17-AGRMT #29597	$14,255.00	
65100	11/10/2016			**L A COUNTY FIRE DEPT.**	$3,525.00
	Invoice	Date	Description	Amount	
	IN0248020	10/20/2016	STORAGE TANK-PAC PALMS GENERATOR FACILITY	$2,353.00	
	IN0241337	10/20/2016	HAZARDOUS MATERIAL-IND HILLS FUELING STN	$1,172.00	
65101	11/10/2016			**L A COUNTY SHERIFF'S**	$25,590.83
	Invoice	Date	Description	Amount	
	171220JK	10/24/2016	PRISONER MAINT-SEP 2016	$178.03	
	171117NH	10/24/2016	SPECIAL EVENT-DIRECTED PATROL	$25,287.00	
	171174NH	10/24/2016	HELICOPTER SVC-SEP 2016	$125.80	
65102	11/10/2016			**LA PUENTE VALLEY COUNTY**	$285.43
	Invoice	Date	Description	Amount	
	BS; 10/16	10/19/2016	WATER MONITORING-BOY SCOUTS RESERVOIR	$285.43	
65103	11/10/2016			**LANG, HANSEN, O'MALLEY &**	$25,000.00
	Invoice	Date	Description	Amount	
	5792	10/06/2016	LEGISLATIVE SVC-OCT 2016	$25,000.00	
65104	11/10/2016			**LOCKS PLUS**	$4,025.02
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	33046	09/14/2016	REPLACE KNOBS/LOCKS-15660 STAFFORD	$1,388.50	
	23389	10/24/2016	KEY CONTROL SYSTEM-1123 HATCHER	$54.50	
	33227	10/03/2016	INSTALL LINES ON S/C DOORS-CITY HALL	$1,881.42	
	33043	09/25/2016	REPLACE LEVERS-CITY HALL	$700.60	
65105	11/10/2016			**MERRITT'S ACE HARDWARE**	$200.04
	Invoice	Date	Description	Amount	
	094311	09/16/2016	MISC SUPPLIES-HOMESTEAD	$30.13	
	094312	09/16/2016	MISC SUPPLIES-HOMESTEAD	$169.91	
65106	11/10/2016			**MICHAEL BAKER INTERNATIONAL,**	$66,640.31
	Invoice	Date	Description	Amount	
	956227	10/06/2016	PLANNING SUPPORT SVC-SEP 2016	$66,640.31	
65107	11/10/2016			**MR PLANT & INTERIOR BOTANICAL**	$702.00
	Invoice	Date	Description	Amount	
	NOV 4985	11/01/2016	PLANT MAINT-NOV 2016	$588.00	
	NOV 4984	11/01/2016	PLANT MAINT-NOV 2016	$114.00	
65108	11/10/2016			**NATIONAL TRUST FOR HISTORIC**	$250.00
	Invoice	Date	Description	Amount	
	DUES	09/29/2016	MEMBERSHIP-HOMESTEAD	$250.00	
65109	11/10/2016			**NHA ADVISORS, LLC**	$2,037.50
	Invoice	Date	Description	Amount	
	10/25/16	10/25/2016	FINANCIAL ADVISORY SVC-CONSULTING	$2,037.50	
65110	11/10/2016			**OLMOS PROFESSIONAL SERVICES**	$8,782.00
	Invoice	Date	Description	Amount	
	228	10/31/2016	JANITORIAL SVC-IMC	$1,467.00	
	226	10/31/2016	JANITORIAL SVC-IPUC BLDG	$1,815.00	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo						
	227	10/31/2016	JANITORIAL SVC-CITY HALL		$5,500.00	
65111	11/10/2016			**PARS**		$300.00
	Invoice	Date	Description		Amount	
	35701	10/10/2016	AGENCY BASE FEE		$300.00	
65112	11/10/2016			**PHILIPS, PAUL J.**		$562.78
	Invoice	Date	Description		Amount	
	10/19/16	10/19/2016	REIMBURSE FOR EXPENSES-LUNCH MEETINGS		$562.78	
65113	11/10/2016			**R.F. DICKSON CO., INC.**		$17,131.51
	Invoice	Date	Description		Amount	
	2508182	09/30/2016	STREET AND PARKING LOT SWEEPING		$17,131.51	
65114	11/10/2016			**R.P. LAURAIN & ASSOCIATES, INC.**		$4,800.00
	Invoice	Date	Description		Amount	
	9297	10/06/2016	APPRAISAL FEE FOR 1123-1135 HATCHER AVE		$4,800.00	
65115	11/10/2016			**REGIONAL GOVERNMENT**		$15,513.75
	Invoice	Date	Description		Amount	
	6335	09/30/2016	HR SERVICES-SEP 2016		$15,513.75	
65116	11/10/2016			**RICOH USA, INC.**		$2,801.58
	Invoice	Date	Description		Amount	
	5045050419	10/13/2016	METER READING-HR COPIER		$65.39	
	21982395	10/14/2016	METER READING-FINANCE COPIER		$288.04	
	5045117823	10/19/2016	METER READING-VARIOUS COPIERS		$2,427.43	
	5045223701	10/25/2016	METER READING-FINANCE COPIER		$20.72	
65117	11/10/2016			**RICOH USA, INC.**		$3,751.21
	Invoice	Date	Description		Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	51973451	10/15/2016	COPIER LEASE-HR	$282.73	
	51973146	10/15/2016	COPIER LEASE-NOV 2016	$3,166.14	
	52075088	10/22/2016	COPIER LEASE-CODE ENFORCEMENT	$302.34	
65118	11/10/2016			**SAN BERNARDINO COUNTY TAX**	$42,846.36
	Invoice	Date	Description	Amount	
	1000-011-20-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$3,743.27	
	1000-031-15-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$7,704.27	
	1000-031-14-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$4,516.16	
	1000-021-14-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$11,686.11	
	1000-021-13-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$7,605.24	
	1000-011-22-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$2,375.20	
	1000-011-21-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$1,454.92	
	1000-011-19-0 16	11/01/2016	FY 2016/2017-TRES HERMANOS	$3,761.19	
65119	11/10/2016			**SAN GABRIEL VALLEY ECONOMIC**	$25,000.00
	Invoice	Date	Description	Amount	
	5067	08/24/2016	MEMBERSHIP RENEWAL-FY 16/17	$25,000.00	
65120	11/10/2016			**SAN GABRIEL VALLEY NEWSPAPER**	$4,912.40
	Invoice	Date	Description	Amount	
	0010847261	09/23/2016	NOTICE IF INTENT-DEV PLAN 15-21	$446.08	
	0010847269	09/23/2016	NOTICE IF INTENT-DEV PLAN 16-3	$573.04	
	0010842371	09/09/2016	NOTICE OF PUBLIC HEARING	$440.56	
	0010850247	09/30/2016	NOTICE OF PUBLIC HEARING	$468.16	
	0010850228	09/30/2016	NOTICE OF PUBLIC HEARING	$446.08	
	0010850206	09/30/2016	NOTICE OF PUBLIC HEARING	$363.28	
	0010837755	08/26/2016	NOTICE OF PUBLIC HEARING	$335.68	
	0010842904	09/09/2016	NOTICE OF QUALIFICATIONS-PLANNING	$407.44	
	0010842901	09/09/2016	NOTICE OF QUALIFICATIONS-ENGINEERING	$407.44	
	0010842411	09/09/2016	NOTICE OF QUALIFICATIONS-ARCHITECTURE	$407.44	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	0010834625	08/15/2016	REQUEST FOR PROPOSALS-METRO SOLAR	$617.20	
65121	11/10/2016			**SATSUMA LANDSCAPE & MAINT.**	$129,083.07
	Invoice	Date	Description	Amount	
	1016EC	10/28/2016	LANDSCAPE SVC-EXPO CENTER	$16,476.47	
	1016CH-1	10/28/2016	LANDSCAPE SVC-VARIOUS AGENCY SITES	$22,834.52	
	1016TA	10/27/2016	LANDSCAPE SVC-TEMPLE AND AZUSA	$35,730.84	
	1016XROADS	10/28/2016	LANDSCAPE SVC-CROSSROADS PKY NORHT &	$25,032.87	
	1016CH	10/28/2016	LANDSCAPE SVC-CIVIC FINANCIAL CENTER	$29,008.37	
65122	11/10/2016			**SCS FIELD SERVICES**	$8,395.25
	Invoice	Date	Description	Amount	
	0287310	09/30/2016	IND HILLS-MAINT LANDFILL GAS SYSTEM	$8,395.25	
65123	11/10/2016			**SNOWDEN ELECTRIC COMPANY,**	$4,961.00
	Invoice	Date	Description	Amount	
	16-0328	10/14/2016	MAINT SVC-METRO SOLAR	$4,961.00	
65124	11/10/2016			**SO CAL INDUSTRIES**	$183.80
	Invoice	Date	Description	Amount	
	245264	10/12/2016	RR RENTAL-TONNER CYN/GRAND AVE	$93.87	
	244480	10/07/2016	FENCE RENTAL-INDUSTRY HILLS	$89.93	
65125	11/10/2016			**SO CALIFORNIA EDISON COMPANY**	$20,445.41
	Invoice	Date	Description	Amount	
	7500716063	10/18/2016	09/01-09/30/16 SVC - OLD RANCH RD/MAYO AVE	$5,623.22	
	7500716064	10/18/2016	09/01-09/30/16 SVC - 208 S. WADDINGHAM WAY	$3,667.31	
	7500716065	10/18/2016	09/01-09/30/16 SVC - 745 ANAHEIM-PUENTE RD	$1,027.46	
	7500716075	10/18/2016	09/01-09/30/16 SVC - 133 N. AZUSA AVE	$1,860.71	
	7500716076	10/18/2016	09/01-09/30/16 SVC - 208 S. WADDINGHAM WAY	$8,266.71	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
65126	11/10/2016			**SOUTHERN CALIFORNIA**	$139.00
	Invoice	Date	Description	Amount	
	05/16/16	05/16/2016	DUES FOR FY 2016-2017	$139.00	
65127	11/10/2016			**SQUARE ROOT GOLF &**	$168,737.38
	Invoice	Date	Description	Amount	
	1253H	10/27/2016	LANDSCAPE SVC-VARIOUS CITY SITES	$137,060.20	
	1251ELHM	10/27/2016	LANDSCAPE SVC-VARIOUS CITY SITES	$7,971.43	
	1252ELHM	10/27/2016	LANDSCAPE SVC-HOMESTEAD	$17,221.75	
	1250ELHM	10/27/2016	LANDSCAPE SVC-EL ENCANTO	$6,484.00	
65128	11/10/2016			**STAPLES BUSINESS ADVANTAGE**	$542.19
	Invoice	Date	Description	Amount	
	8041353780	10/08/2016	OFFICE SUPPLIES	$289.69	
	8041444620	10/15/2016	OFFICE SUPPLIES	$252.50	
65129	11/10/2016			**STATE COMPENSATION INS. FUND**	$5,131.33
	Invoice	Date	Description	Amount	
	NOVEMBER 2016	11/02/2016	PREMIUM FOR 11/1-12/1/16	$5,131.33	
65130	11/10/2016			**TELEPACIFIC COMMUNICATIONS**	$6,847.17
	Invoice	Date	Description	Amount	
	82936581-0	09/30/2016	INTERNET SVC-CITY/METRO/IPUC	$6,847.17	
65131	11/10/2016			**THE DOLPHIN GROUP, INC.**	$15,716.29
	Invoice	Date	Description	Amount	
	30457	07/31/2016	MEDIA CONSULTING-JUL 2016	$15,716.29	
65132	11/10/2016			**THE PUN GROUP**	$18,000.00
	Invoice	Date	Description	Amount	
	1600295	10/07/2016	COI-AUDIT FY 15/16	$18,000.00	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
65133	11/10/2016			**THOMSON REUTERS - WEST**	$316.15
	Invoice	Date	Description	Amount	
	0834541146	09/09/2016	CA CODE BOOKS	$316.15	
65134	11/10/2016			**U.S. BANK**	$1,500.00
	Invoice	Date	Description	Amount	
	4415782	09/23/2016	COI-ADMIN FEESFOR 2010 GO REF BONDS	$1,500.00	
65135	11/10/2016			**UNDERGROUND SERVICE ALERT OF**	$34.50
	Invoice	Date	Description	Amount	
	920160158	10/01/2016	DIG ALERTS	$34.50	
65136	11/10/2016			**VANGUARD CLEANING SYSTEMS,**	$320.00
	Invoice	Date	Description	Amount	
	29752	10/10/2016	ADD'L SERVICE FOR HOMESTEAD FESTIVAL	$250.00	
	29771	10/12/2016	JANITORIAL SVC INCREASE-HOMESTEAD	$70.00	
65137	11/10/2016			**WALNUT VALLEY WATER DISTRICT**	$18,574.76
	Invoice	Date	Description	Amount	
	8719-005-905 16	11/01/2016	PROP TAX FY 16/17-VARIOUS SA SITES	$28.00	
	8719-007-906 16	11/01/2016	PROP TAX FY 16/17-PART OF IBC	$14,628.88	
	8269-036-270 16	11/01/2016	PROP TAX FY 16/17-VARIOUS CITY SITES	$3,917.88	
65138	11/10/2016			**WASTE SYSTEMS TECHNOLOGY,**	$20,562.33
	Invoice	Date	Description	Amount	
	16-1021	08/13/2016	COMMERCIAL WASTE PROGRAM	$20,562.33	
65139	11/10/2016			**WEATHERITE SERVICE**	$1,353.00
	Invoice	Date	Description	Amount	
	L168715	10/07/2016	A/C MAINT-15660 STAFFORD/15559 RAUSCH	$765.00	

CITY OF INDUSTRY
WELLS FARGO BANK
November 10, 2016

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
L168748	10/18/2016	A/C MAINT-HOMESTEAD		$588.00

Checks	Status	Count	Transaction Amount
	Total	113	$1,839,502.17

CITY COUNCIL

ITEM NO. 6.1

CITY OF INDUSTRY

Incorporated June 18, 1957

MEMORANDUM

To: Honorable Mayor Radecki and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Clem Calvillo, City Engineer, CNC Engineering
Josh Nelson, Deputy City Engineer, CNC Engineering
Gerardo Perez, CNC Engineering

Date: November 10, 2016

SUBJECT: **Consideration of Change Orders Nos. 5 and 6 for Contract No. CITY-1422, Clark Avenue Widening and Sidewalk Construction and Salt Lake Avenue Sidewalk Construction, with Sully-Miller Contracting Co. and Authorize the City Manager to Execute the Approved Change Orders**

DISCUSSION

On August 13, 2015, the City Council awarded Contract No. CITY-1422, Clark Avenue Widening and Sidewalk Construction and Salt Lake Avenue Sidewalk Construction, in the amount of $632,064.95.

During the course of construction, certain items of work were not identified in the bid proposal which resulted in additional costs. Also final bid quantities increased or decreased based on final field measurements.

As of October 11, 2016, the City Engineer has reviewed the following change orders for completeness and accuracy as to the materials and labor included:

- **Change Order No. 5**: There are two service pedestals shown to be installed on the electrical plans, however, the bid proposal does not include a pay item for these pedestals. The Contractor based their bid on the items listed in the bid proposal. The contract specifications state that the bid proposal takes precedence over the special provisions and the plans. Furthermore, the electrical engineering consultant agrees that they did not include the pedestals in their quantity take-off used for the bid proposal. Therefore, the Contractor was asked to submit a cost proposal to furnish and install these two service pedestals. The cost for these pedestals is $13,151.57. The cost was reviewed by the electrical engineering consultant and they agree that the cost is fair and reasonable.

- **Change Order No. 6:** Final field measurements were completed and underruns and over-runs are detailed in Exhibit A. A list of final costs for underruns and over-runs is as follows;

  Underruns – The total credit for bid quantity underruns is ($10,806.07).

  Over-runs – The total additional cost for bid quantity over-runs is $14,739.25. The following bid items had quantity over-runs;

  Schedule A – General Civil

  Bid Item No. 5 – Removed an additional tree not shown on the plans but interfering with construction at a cost of $835.00.

  Bid Item No. 12 - Unclassified excavation increased due to removal of wet material encountered during roadway excavation. Cost is $1,296.00.

  Bid Item No. 13 – The asphalt quantity increased by 65.25 tons due to placement of a leveling course in order to tie-in and blend in to the existing roadway. Cost is $4,763.25. See attached asphalt tickets.

  Bid Item No. 14 – Installed an additional 140 square feet of concrete pavement due to existing damaged concrete pavement behind the new driveway approaches that was not called out on the project plans. Cost is $1,204.00

  Bid Item No. 17 - Installed an additional 54.6 lineal feet of curb and gutter to replace existing damaged curb and gutter encountered after clearing and grubbing of the existing vegetation. Cost is $1,419.60.

  Schedule D – Street Lighting

  Bid Item No. 3 – The actual boring of the street light conduit increased by 166 lineal feet. The original quantity did not include boring across three existing driveways, existing pedestrian ramps and sidewalk. Cost is $3,984.00.

  Bid Item No. 11 – The quantity of electrical cable increased by 538 lineal feet. The lineal footage for the 17 new street light poles (vertical measurement) was not included in the original cost estimate. The cost is $1,237.40.

Net additional cost under Change Order No. 6 is $3,933.16.

FISCAL IMPACT

Table 1 - Summary of Project Costs

Contract	$632,064.95
Change Order No. 1 - 4	$12,668.38
Change Order No. 5 and 6	**$17,084.73**
Revised Project Cost	**$661,818.06**

The revised contract amount for Change Orders 1-6 total $661,818.06. An additional cost of $29,753.11 or a 4.7% increase from the original project contract amount. However, the original contract amount of $632,064.95 includes a contingency in the amount of $53,100.00 for unforeseen conditions. Therefore the actual amount of the contract is $608,718.06 and therefore, no additional appropriations are required.

RECOMMENDATION

Staff recommends City Council approve Change Order Nos. 5 and 6, authorize the City Manager or his designee to execute the approved change orders.

Exhibits: Change Order No. 5 and 6

CITY OF INDUSTRY

CHANGE ORDER

15625 E. Stafford St.
City of Industry, CA 91744
(626)333-2211

Change Order No. 5

Project Clark Ave Widening and Sidwalk Construction and Salt Lake Ave Sidewalk Construction **Contract No.** CITY-1422 **Date** 11/10/2016

Type Project Street Widening and Sidewalk Construction **Contractor** Sully Miller Contracting Company

Location City of Industry

Explanation:

Furnish and install to service pedestals

Extra Work by: _____ Contract Items | X Negotiated | _____ T & M

The contractor is hereby directed to perform all labor and to provide all materials necessary to carry out the work described below:

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	TOTALS ($) +	TOTALS ($) -
1	Furnish and install to service pedestals	Lump Sum	$13,151.57	$13,151.57	
			TOTAL COST	**$13,151.57**	

T & M SUMMARY

*Labor Cost	+ 20%	Total Labor
*Equipment Cost	+ 15%	Total Equipment
*Material Cost	+ 15%	Total Materials
(*Attach breakdown of labor, equipment and materials)		Sub-Total

CHANGE ORDER SUMMARY			% of Contract Amount		
Original Contract Amount		$632,064.95		Other Additive	
Total Previous Change Orders	$	12,668.38	2.00%	Total T & M	
Total Change Orders	$	25,819.95	4.09%	**Pay This CHANGE ORDER**	**$ 13,151.57** 2.08%

Authorized by_____ Additional Working Days 5

I hereby certify that the quantities shown and/or amounts shown for equipment, material and labor costs (if any) are correct to the best of my knowledge and the total cost shown above shall be considered final payment for the work specified by this change order. The total cost includes compensation for any delay in the preparation of this change order and the time to complete the specified work.

Contractor Representative 10/25/16 Date

Clement N. Calvillo - City Engineer 10/24/16 Date

Paul J.Philips - City Manager Date

Gerardo Perez - Project Manager 10.27.16 Date

C.O. # 5

CITY OF INDUSTRY

CHANGE ORDER

15625 E. Stafford St.
City of Industry, CA 91744
(626)333-2211

Change Order No. 6

Project Clark Ave Widening and Sidwalk Construction and Salt Lake Ave Sidewalk Construction **Contract No.** CITY-1422 **Date** 11/10/2016

Type Project Street Widening and Sidewalk Construction **Contractor** Sully Miller Contracting Company

Location City of Industry

Explanation:

Final Bid Quantities

Extra Work by: X Contract Items | Negotiated | T & M

The contractor is hereby directed to perform all labor and to provide all materials necessary to carry out the work described below:

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	TOTALS ($) +	TOTALS ($) -
1	Bid Quantity Adjusments (Underrun)	Lump Sum	($10,806.07)		$10,806.07
2	Bid Quantity Adjustments (Over-run)	Lump Sum	$14,739.25	$14,739.25	
			TOTAL COST	**$3,933.18**	

T & M SUMMARY

*Labor Cost	+ 20%		Total Labor
*Equipment Cost	+ 15%		Total Equipment
*Material Cost	+ 15%		Total Materials
(*Attach breakdown of labor, equipment and materials)			Sub-Total
CHANGE ORDER SUMMARY		% of Contract Amount	Other Additive
Original Contract Amount	$632,064.95		Total T & M
Total Previous Change Orders	$25,819.95	4.09%	
Total Change Orders	$ 29,753.13	4.71%	**Pay This CHANGE ORDER** **$ 3,933.18** 0.62%

Authorized by_____ Additional Working Days 5

I hereby certify that the quantities shown and/or amounts shown for equipment, material and labor costs (if any) are correct to the best of my knowledge and the total cost shown above shall be considered final payment for the work specified by this change order. The total cost includes compensation for any delay in the preparation of this change order and the time to complete the specified work.

Contractor Representative — Date 10/25/16

Paul J. Philips - City Manager — Date 11/2/2016

Clement N. Calvillo - City Engineer — Date 10.24.16

Gerardo Perez - Project Manager — Date 10.27.16

C.O. # 6

SULLY-MILLER CONTRACTING CO.

June 22, 2016

City of Industry
P.O. Box 3366
City of Industry, CA 91744
Attn: City Engineer

Project: Clark Ave. Widening

RE: **Change Order Request #5 for Street Light Pedestals**

Description	Quantity	U/M	Total	Amount
MSL Quote	1	LS	$ 12,163.20	$ 12,163.20
10% on 1st $5,000	1	LS	$ 500.00	$ 500.00
5% on Balance	1	LS	$ 358.16	$ 358.16
1% Bond	1	LS	$ 130.21	$ 130.21
Total Amount				$ 13,151.57

Respectfully,

Linda Newton
Project Manager

MSL ELECTRIC, INC.

Lic # 822450, C10

PROJECT CCO QUOTATION

JOB NAME:	Clark Ave.	Client JOB#	
CCO Description:	Street Light Service Pedestals	MSL Job #	2255
CCO Request #:	1	Bid Date:	6/13/16

Item #	Description of Work	Quantity	Unit	Unit Price	Extension
1	**Furnish & Install Street Light Pedestal**	2	Ea	$6,081.60	12,163.20
					-
				Grand Total	**$ 12,163.20**

EXCLUSIONS: Same as original contract.

Prepared by: **Kevin Moore**

4938 E. La Palma Ave, Anaheim, CA 92807 - Tel (714) 693-4837, Fax (714)693-4838

MSL ELECTRIC, INC.

CHANGE ORDER REQUEST WORKSHEET

JOB NAME: Clark Ave.

Client JOB# 0

CCO Description: Street Lighting Service Pedestal

MSL Job # 2255

Date: June 13, 2016

CCO Request #: 1

#	Material	Qty	U/P	U/M	Extension
1	Service Pedestal	2	3,950.00	e	7,900.00
2	Service Pedestal foundati	2	150.00	e	300.00
3					
4					
5					
6					
7					0.00
8					
	Totals				8,200.00
	Sales tax		9.00%		738.00
	Total Material				8,938.00
	Equipment				433.44
	Mark-Up		15%		1,405.72
	Total Equipment				1,839.16
	Total Material & Equipment				10,777.16
	Total Labor				1,386.05
	GRAND TOTAL				**$12,163.20**

Labor Hours		
4.00	e	8.00
4.00	e	8.00
Hours		16.00
Rate		$72.19
Sub-Total		1,155.04
		0.00
Direct Labor		$1,155.04
Mark-Up	20%	$231.01
Total Labor		$1,386.05

Equipment	Hours	Rate		Total
work truck w/compressor	8.00	54.18		433.44
		Total		$433.44

4938 E La Palma Ave Anaheim, CA 92807 ph 714 693-4837, fax 714 693-4838

INDUSTRY URBAN-DEVELOPMENT AGENCY
15625 E. Stafford Street, City of Industry, CA 91744

PROJECT: **Clark Avenue Widening & Sidewalk Construction & Salt Lake Ave**
CONTRACT NO: **CITY-1422**
CONTRACTOR: **Sully Miller Contracting Company**

BID QUANTITY ADJUSTMENTS

ITEM NO.	DESCRIPTION OF ITEM	CONTRACT QUANTITY IN UNITS	UNIT MEAS.	CONTRACT UNIT AMOUNT	CONTRACT AMOUNT	QUANTITY TO DATE	TOTAL AMOUNT TO DATE	REMAINING BALANCE
SCHEDULE A - GENERAL CIVIL								
1	Saw cut and Remove AC Pavement Including Base	2,320	SF	3.70	8,584.00	2319.00	$8,580.30	$3.70
2	Cold Milling AC Pavement, 2" Thick	7,890	SF	0.84	6,627.60	7890.00	$6,627.60	
3	Saw cut and remove curb and gutter including base	800	LF	8.75	7,000.00	798.00	$6,982.50	$17.50
4	Saw cut and remove driveway/sidewalk/pedestrian ramp including base and integrated curb where it exists	2,670	SF	2.95	7,876.50	2668.00	$7,870.60	$5.90
5	Remove Tree	27	EA	835.00	22,545.00	28.00	$23,380.00	($835.00)
6	Clearing and Grubbing	1	LS	2,300.00	2,300.00	1.00	$2,300.00	
7	Remove Existing Wrought Iron Fence and Automatic Gate including footings completely	300	LF	9.80	2,940.00	300.00	$2,940.00	
8	Construct Wrought Iron Fence	255	LF	148.00	37,740.00	255.00	$37,740.00	
9	Construct Wrought Iron Automatic Gate (L=36'), slide gate operator including electrical conduit to electrical connection,	1	LS	41,000.00	41,000.00	1.00	$41,000.00	
10	Temporary Chain Link Fence	1	LS	3,000.00	3,000.00	1.00	$3,000.00	
11	Permanent Chain Link Fence, Including the Removal and	20	LF	86.00	1,720.00	20.00	$1,720.00	
12	Unclassified Excavation (export), including aggregate base material removal	945	CY	48.00	45,360.00	972.00	$46,656.00	($1,296.00)
13	Construct AC Pavement	370	TN	73.00	27,010.00	435.25	$31,773.25	($4,763.25)
14	Construct 8" PCC Pavement, including 10" Caltrans Class 2	860	SF	8.60	7,396.00	1000.00	$8,600.00	($1,204.00)
15	Construct Crushed Aggregate Base or Caltrans Class 2 Base	420	CY	53.00	22,260.00	410.00	$21,730.00	$530.00
16	Install Geogrid TX-170 or approved equal	621	SY	9.15	5,682.15	599.00	$5,480.85	$201.30
17	Construct A2 curb and gutter per City Standard Plan 112, including Caltrans Class 2 Base	605	LF	26.00	15,730.00	659.60	$17,149.60	($1,419.60)
18	Construct sidewalk per City Standard Plan 115, including Caltrans Class 2 Base	11,740	SF	5.75	67,505.00	11555.26	$66,442.75	$1,062.26
19	Construct pedestrian ramp per City Standard Plan 116 including, Caltrans Class 2 Base and Detectable Warning Surface (4' x4')	1	EA	2,900.00	2,900.00	1.00	$2,900.00	
20	Construct Driveway per City Standard Plan 114, including Caltrans Class 2 Base	900	SF	7.40	6,660.00	755.16	$5,588.18	$1,071.82

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CONTRACTOR: **Sully Miller Contracting Company**

BID QUANTITY ADJUSTMENTS

ITEM NO.	DESCRIPTION OF ITEM	CONTRACT QUANTITY IN UNITS	UNIT MEAS.	CONTRACT UNIT AMOUNT	CONTRACT AMOUNT	QUANTITY TO DATE	TOTAL AMOUNT TO DATE	REMAINING BALANCE
21	Construct Tree Wells and Covers per SPPWC Plan 519-3, Type 3, Case 2	28	EA	172.00	4,816.00	28.00	$4,816.00	
22	Adjust Existing Storm Drain Manhole to Grade	1	EA	1,300.00	1,300.00	1.00	$1,300.00	
23	Relocate Street Sign	6	EA	75.00	450.00	5.00	$375.00	$75.00
24	Pavement Markers, Markings, Striping, remove conflicting	1	LS	5,100.00	5,100.00	1.00	$5,100.00	
25	SWPPP Preparation and Implementation	1	LS	3,700.00	3,700.00	1.00	$3,700.00	
SCHEDULE B - DRAINAGE								
1	Remove Catch Basin including local depression	1	EA	1,600.00	1,600.00	1.00	$1,600.00	
2	Construct Catch Basin per SPPWC Plan 313-3, Case E	1	EA	12,000.00	12,000.00	1.00	$12,000.00	
3	Install 18" RCP 2000D, connector pipe	30	LF	440.00	13,200.00	30.00	$13,200.00	
4	Install Junction Structure per SPPWC Standard Plan 331-3	1	EA	4,500.00	4,500.00	1.00	$4,500.00	
SCHEDULE C - LANDSCAPE AND IRRIGATION								
1	Trees 24" Box	28	EA	540.00	15,120.00	28.00	$15,120.00	
2	Shrubs 1 gal.	616	EA	8.00	4,928.00	440.00	$3,520.00	$1,408.00
3	3" Thick Mulch	55	CY	67.00	3,685.00	50.00	$3,350.00	$335.00
4	Weed Abatement	5,922	SF	0.17	1,006.74	5920.00	$1,006.40	$0.34
5	Soil Prep/Fine Grade	5,922	SF	0.58	3,434.76	5600.00	$3,248.00	$186.76
6	Landscape Maintenance	5,922	SF	0.85	5,033.70	5922.00	$5,033.70	
7	Irrigation	5,922	SF	4.25	25,168.50	5600.00	$23,800.00	$1,368.50
8	Install Irrigation System Sleeves, including asphalt removal and	110	LF	50.00	5,500.00	110.00	$5,500.00	
9	Refurbish Irrigation System (area shown in Detail S1, on Sheet 2	1	LS	4,000.00	4,000.00	1.00	$4,000.00	
SCHEDULE D - STREET LIGHTING								
1	Trench	1,795	FT	5.75	10,321.25	1510.00	$8,682.50	$1,638.75
2	Sand Shade	1,795	FT	1.85	3,320.75	1510.00	$2,793.50	$527.25
3	Boring	318	FT	24.00	7,632.00	484.00	$11,616.00	($3,984.00)
4	Surface Restoration (Asphalt or Concrete)	340	FT	3.45	1,173.00	170.00	$586.50	$586.50
5	1 1/2 Conduit Schedule 40 PVC	654	FT	3.45	2,256.30	485.00	$1,673.25	$583.05
6	2" Conduit, Schedule 40	1,514	FT	3.45	5,223.30	1505.00	$5,192.25	$31.05
7	3" Conduit, Schedule 40	125	FT	8.00	1,000.00	120.00	$960.00	$40.00
8	10-1/2" x 17" x 12" Handhole	13	EA	230.00	2,990.00	13.00	$2,990.00	

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ITEM NO.	DESCRIPTION OF ITEM	CONTRACT QUANTITY IN UNITS	UNIT MEAS.	CONTRACT UNIT AMOUNT	CONTRACT AMOUNT	QUANTITY TO DATE	TOTAL AMOUNT TO DATE	REMAINING BALANCE
9	Light Pole Foundations	17	EA	750.00	12,750.00	17.00	$12,750.00	
10	3/C 2 #2 and #4 AL CLP 600V	1,572	FT	6.60	10,375.20	1473.00	$9,721.80	$653.40
11	2/C #8 AL CLP 600V	654	FT	2.30	1,504.20	1192.00	$2,741.60	($1,237.40)
12	Connectors (4W Secondary Bars), 600V	39	EA	160.00	6,240.00	36.00	$5,760.00	$480.00
13	28' 3" Electrolier - Single Bracket 8' Mast Arm	17	EA	3,000.00	51,000.00	17.00	$51,000.00	
14	16,000 HPSV S/C Head-Cobra Semi Cut Off	17	EA	400.00	6,800.00	17.00	$6,800.00	
							TOTAL DEDUCTION	($3,933.18)

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Arlington DATE 5/5
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☐ CMB ☐ CL2 ☑ OTHER
CHARGE ☑ 32
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

32352

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/28
CUSTOMER [illegible]
JOB ADDRESS [illegible]
Total → 32 Tons / 4-28-16
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☑ OTHER
CHARGE ☑ [illegible]
CASH ☐

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CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

33438

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE [illegible]
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 32T
CASH ☐

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33439

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
Total 80 Tons | 4-20-16
CITY _____ P.O. # 48
LICENSE # _____ TON MILES _____

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

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31600

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # 10R TON MILES _____

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

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32351

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # 10479
LICENSE # _____ TON MILES _____

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☑ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

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30275

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☐ _____
CASH ☐ _____

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29900

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☐ _____
CASH ☐ _____

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31150

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☐ _____
CASH ☐ _____

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31149

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE El Monte DATE 3/21
CUSTOMER
JOB ADDRESS
CITY P.O. #
LICENSE # TON MILES

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 112 T
CASH ☐

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CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30835

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE El Monte DATE 4/15
CUSTOMER
JOB ADDRESS
112 Tons total / 4-15-16
CITY P.O. #
LICENSE # TON MILES

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑
CASH ☐

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31894

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE El Monte DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS
CITY P.O. #
LICENSE # TON MILES

BOB TAIL ☐ STRONG ARM ☐
10 WHEELER ☐ T & T ☐
SUPER 10 ☑ SEMI TRL - LOW SIDE ☐
SUPER 14 ☐ BOTTOM ☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31895

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 4

SITE Almond DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS Clark
CITY IND P.O. # 10034 [illegible]
LICENSE # [illegible] TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 64T
CASH ☐

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31897

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 5

SITE Almond DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS Clark
CITY IND P.O. # 10034 [illegible]
LICENSE # [illegible] TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 80T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31898

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 3

SITE Almond DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS Clark
CITY IND P.O. # 20-[illegible]5
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 48T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31896

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 6

SITE El Monte DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS Glen
CITY Ind P.O. # 10178
LICENSE # 0412 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31899

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 7

SITE El Monte DATE 4/14
CUSTOMER Sully Miller
JOB ADDRESS Glen
CITY Ind P.O. # 10178
LICENSE # 15 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31893

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE El Monte DATE 4/15
CUSTOMER Sully Miller
JOB ADDRESS Glen
CITY Ind P.O. # 10178
LICENSE # 12 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 12 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31900

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 4/14
CUSTOMER
JOB ADDRESS
CITY P.O. #
LICENSE # 048 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 6 1/2 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31890

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 4/14
CUSTOMER
JOB ADDRESS
CITY P.O. #
LICENSE # 112 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 8 1/2 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31891

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 4/14
CUSTOMER
JOB ADDRESS
CITY P.O. #
LICENSE # 041 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 9 1/2 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31892

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 4/14
CUSTOMER Sly mile
JOB ADDRESS Chel
Total → 112 Tons / 4/14/16
CITY IND P.O. #
LICENSE # 048 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31887

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 4/14
CUSTOMER Sly mile
JOB ADDRESS Chel
CITY IND P.O. #
LICENSE # 048 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 32 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31888

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

3

SITE Almond DATE 4/14
CUSTOMER Sly mile
JOB ADDRESS Chel
CITY IND P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 48 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31889

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 1

SITE [illegible] DATE 4/13
CUSTOMER [illegible]
JOB ADDRESS [illegible]
Total → 96 Tons | 4-13-16
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☐ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31285

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 2

SITE [illegible] DATE 4/13
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # 1 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 32 T
CASH ☐

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CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31286

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 3

SITE [illegible] DATE 4/13
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 48 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31287

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 4

SITE El Monte DATE 4/13
CUSTOMER Sly Mills
JOB ADDRESS Clark
CITY IND P.O. # 1012478
LICENSE # 1 TON MILES 12

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 60T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31288

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 5

SITE El Monte DATE 4/13
CUSTOMER Sly Mills
JOB ADDRESS Clark
CITY IND P.O. # 1012478
LICENSE # TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 80T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31289

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 6

SITE El Monte DATE 4/13
CUSTOMER Sly Mills
JOB ADDRESS Clark
CITY IND P.O. # 1012478
LICENSE # 049 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 96T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31290

Inspectors'

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502

PHONE (951) 823-0600 • FAX (951) 823-0603

SITE elmore DATE 3/21

CUSTOMER Silymar

JOB ADDRESS

Total 112 Tons

CITY IA P.O. #

LICENSE # 01 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER

CHARGE ☑ 16 T

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30829

1

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502

PHONE (951) 823-0600 • FAX (951) 823-0603

2

SITE elmore DATE

CUSTOMER Silymar

JOB ADDRESS

CITY IWS P.O. #

LICENSE # 32 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER

CHARGE ☑ T

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30830

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502

PHONE (951) 823-0600 • FAX (951) 823-0603 3

SITE elmore DATE 3/21

CUSTOMER Silymar

JOB ADDRESS

CITY IWS P.O. #

LICENSE # 01 TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER

CHARGE ☑ 48 T

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30831

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/6
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31143

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/8
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 32T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31144

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/12
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 14T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31284

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30732

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS 101 797 89
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ~~☐ OTHER~~ _____
CHARGE ☐ _____
CASH ☐ 3-22-16 / 16 Tons Potrero

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30797

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31672

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

4

SITE el monte DATE 3/21
CUSTOMER Sully Miller
JOB ADDRESS 94
CITY MO P.O. #
LICENSE # 29 TON MILES PV

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 64T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30832

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

5

SITE el monte DATE 3/21
CUSTOMER Sully Miller
JOB ADDRESS 94
CITY MO P.O. #
LICENSE # 01 TON MILES PV

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 80T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30833

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

6

SITE el monte DATE 3/21
CUSTOMER Sully Miller
JOB ADDRESS 94
CITY MO P.O. #
LICENSE # 25 TON MILES PV

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 96T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30834

To: Inspector

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____

CUSTOMER _____

JOB ADDRESS _____

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ _____

CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30826

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____

CUSTOMER _____

JOB ADDRESS _____

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ _____

CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30827

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE _____

CUSTOMER _____

JOB ADDRESS _____

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ _____

CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30828

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 3/25
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ 16 T
CASH ☐ 3-25-16/32 Tons

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30352

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 3/25
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ 22 T
CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30353

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/1
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ 12 T
CASH ☐ _____

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE [signature]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31673

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 6

SITE Almonte DATE 4/12
CUSTOMER Sully Miller
JOB ADDRESS
CITY IND P.O. # 10134789
LICENSE # 112 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31281

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 7

SITE Almonte DATE 4/12
CUSTOMER Sully Miller
JOB ADDRESS
CITY IND P.O. # 10134789
LICENSE # 049 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 11 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31282

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 8

SITE Almonte DATE 4/12
CUSTOMER Sully Miller
JOB ADDRESS
CITY IND P.O. # 10134789
LICENSE # 112 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 12.8 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31283

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 3

SITE Almond DATE 4/12
CUSTOMER Sthymn
JOB ADDRESS
CITY [illegible] P.O. # [illegible]
LICENSE # 048 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 48 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31278

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 4

SITE Almond DATE 4/12
CUSTOMER Sthymn
JOB ADDRESS
CITY [illegible] P.O. # [illegible]
LICENSE # 112 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 64 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31279

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 5

SITE Almond DATE 4/12
CUSTOMER Sthymn
JOB ADDRESS
CITY [illegible] P.O. # [illegible]
LICENSE # 048 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER
CHARGE ☐ 20 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31280

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 3/23
CUSTOMER Sully Miller
JOB ADDRESS
CITY IWD P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30837

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 3/23
CUSTOMER Sully Miller
JOB ADDRESS
CITY IWD P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 2T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30838

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Almond DATE 3/23
CUSTOMER Sully Miller
JOB ADDRESS
CITY IWD P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 24.12 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30839

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Elmore DATE 3/24
CUSTOMER Silverado
JOB ADDRESS
CITY P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16 T
CASH ☐ 3-24-16/48 Tons TOTAL

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30843

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Elmore DATE 3/24
CUSTOMER Silverado
JOB ADDRESS
CITY P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30844

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE Elmore DATE 3/24
CUSTOMER Silverado
JOB ADDRESS
CITY P.O. #
LICENSE # TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ ~~OTHER~~
CHARGE ☑ 16 T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30845

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 4

SITE Almonte DATE 4/11
CUSTOMER Sally
JOB ADDRESS
CITY IND P.O. # 10130184
LICENSE # 046 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 10 YT
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29698

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 5

SITE Almonte DATE 4/11
CUSTOMER Sally
JOB ADDRESS
CITY IND P.O. # 10130187
LICENSE # 042 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 8 OT
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29699

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603 6

SITE Almonte DATE 4/11
CUSTOMER Sally
JOB ADDRESS
CITY IND P.O. # 10130188
LICENSE # 112 TON MILES PU

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 7 YT
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29700

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/11
CUSTOMER [illegible]
JOB ADDRESS [illegible]
Total 128 Tons
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 1 LOT
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

We make deliveries inside the curb line and on the lot at Customer's risk only and accept no responsibility whatsoever for damages resulting from deliveries.

CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29695

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/11
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 32T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29696

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 4/11
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # 249 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 40T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

1½% service charge (18% per annum) on all accounts over 30 days. In the event that payments are not made in accordance with the terms and conditions as noted, purchaser agrees that if purchaser's account is referred to a collection agency or to an attorney for collection, that interest at the legal rate, court costs, collection fees and reasonable attorney's fees, where applicable, will be added to the account.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

29697

Inspectors Copies

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/16

CUSTOMER _____

JOB ADDRESS _____

Total Tons 112 Tons 3-16-16

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☑	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ 16T

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

Side WALK 30726

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/16

CUSTOMER _____

JOB ADDRESS _____

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ 3 Yd

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30727

Infinity Recycling & Materials, Inc.

P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/16

CUSTOMER _____

JOB ADDRESS _____

CITY _____ P.O. # _____

LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER _____

CHARGE ☑ 5 YT

CASH ☐

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CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30728

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 2/22
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER [illegible]
CHARGE ☑ [illegible]
CASH ☐

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CUSTOMER SIGNATURE [illegible]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30840

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 2/22
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # 28 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER [illegible]
CHARGE ☑ [illegible]
CASH ☐

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CUSTOMER SIGNATURE [illegible]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30841

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 2/22
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER [illegible]
CHARGE ☐ [illegible]
CASH ☐

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CUSTOMER SIGNATURE [illegible]

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30842

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 3/16
CUSTOMER [illegible]
JOB ADDRESS
CITY [illegible] P.O. #
LICENSE # [illegible] TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 64T
CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30729

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 3/16
CUSTOMER [illegible]
JOB ADDRESS
CITY [illegible] P.O. #
LICENSE # [illegible] TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 80T
CASH ☐

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CUSTOMER SIGNATURE

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CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30730

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE [illegible] DATE 3/16
CUSTOMER [illegible]
JOB ADDRESS
CITY [illegible] P.O. #
LICENSE # [illegible] TON MILES

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☑	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER
CHARGE ☑ 16T
CASH ☐

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30731

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/17
CUSTOMER _____
JOB ADDRESS Inspectors Copy
Total 48 Tons | 3-17-16
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☑ _____
CASH ☐ _____

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WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30785

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/17
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # _____ TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☐ _____
CASH ☐ _____

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WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30786

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

SITE _____ DATE 3/17
CUSTOMER _____
JOB ADDRESS _____
CITY _____ P.O. # _____
LICENSE # 28 TON MILES _____

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☐	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☐ CMB ☐ CL2 ☐ OTHER _____
CHARGE ☐ _____
CASH ☐ _____

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CUSTOMER SIGNATURE _____

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

30787

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

1

SITE [illegible] DATE 4/12
CUSTOMER [illegible]
JOB ADDRESS [illegible]
Total > 144 Tons / 4-12-16
CITY [illegible] P.O. # [illegible]
LICENSE # 048 TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER

CHARGE ☑ 144T

CASH ☐

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31276

Infinity Recycling & Materials, Inc.
P.O. BOX 553, RIVERSIDE, CA 92502
PHONE (951) 823-0600 • FAX (951) 823-0603

2

SITE [illegible] DATE 4/12
CUSTOMER [illegible]
JOB ADDRESS [illegible]
CITY [illegible] P.O. # [illegible]
LICENSE # [illegible] TON MILES [illegible]

BOB TAIL	☐	STRONG ARM	☐
10 WHEELER	☐	T & T	☐
SUPER 10	☑	SEMI TRL - LOW SIDE	☐
SUPER 14	☐	BOTTOM	☐

☑ CMB ☐ CL2 ☐ OTHER

CHARGE ☑ 152T

CASH ☐

It is agreed between Buyer and Seller that the sale of all non-returnable Aggregate Materials which have been manufactured to Purchaser's order is consummated and title passed to Purchaser at time of loading at our plant site.

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CUSTOMER SIGNATURE

WHITE: OFFICE BILLING GREEN: NUMERICAL FILE
CANARY: TRUCKER PINK: CUSTOMER GOLDENROD: INSPECTOR

31277

CITY COUNCIL

ITEM NO. 7.1

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: Honorable Mayor and Councilmembers

From: Paul J. Philips, City Manager

Date: November 10, 2016

Subject: Consideration of an extension of Urgency Ordinance No. 797 prohibiting the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis in the City

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OVERVIEW:

Urgency Ordinance No. 797:
On October 13, 2016, the City Council adopted Urgency Ordinance No. 797, which imposed a 45-day moratorium on the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis in the City. The purpose of the moratorium was to provide the City with time to study the issues related to recreational marijuana and possible amendments to the City's Municipal Code ("Code"), so that appropriate land use decisions can be made with respect to recreational marijuana.

Pursuant to the provisions of Government Code Section 65858, the City may extend the moratorium ordinance after a noticed public hearing, to prohibit uses of land which may conflict with a contemplated general plan, specific plan or zoning proposal which the legislative body, planning commission, or planning department is considering or studying, or intends to consider or study within a reasonable period of time.

City's Municipal Code:
The City's Code currently prohibits medical marijuana dispensaries, along with cultivation and delivery in all zones in the City. However, given that the recreational use of marijuana is currently not permitted in California, the City's Code is silent with respect to processing, manufacturing, laboratory testing, labeling, storing and the wholesale and retail distribution of marijuana in the City.

Proposition 64:
On June 28, 2016, the California Secretary of State certified Proposition 64, the Control, Regulate and Tax Adult Use of Marijuana Act ("AUMA"), for the November 8, 2016 ballot. If passed by a majority of California voters, the AUMA would make it lawful for individuals 21 years

of age and older, to possess, process, transport, purchase, obtain, or give away, to persons 21 years of age or older, without any compensation whatsoever, up to 28.5 grams of marijuana in the form of concentrated cannabis, or not more than eight grams of marijuana in the form of concentrated cannabis contained in marijuana products. The AUMA would also make it lawful for individuals 21 years of age and older, to possess, plant, cultivate, harvest, dry or process not more than six living marijuana plants and possess the marijuana produced by the plants. Further, the AUMA would make it lawful for individuals 21 years of age and older, to smoke or ingest marijuana or marijuana products.

As drafted, the AUMA allows local governments to ban recreational marijuana businesses entirely, and allows cities to reasonably regulate cultivation, and to ban outdoor cultivation.

DISCUSSION

If passed by the voters, portions of the AUMA could take effect as soon as the day after the election, specifically recreational use by adults, and cultivation in private residences. Given that the City's Code is silent on recreational marijuana, the City Council adopted the urgency ordinance to temporarily prohibit the cultivation, processing, manufacturing, laboratory testing, labeling, storing and the wholesale and retail distribution of marijuana in the City. As permitted under the AUMA, the moratorium also prohibits outdoor cultivation in all zones of the City, including residential zones. However, indoor, personal cultivation is allowed in private residences, as under the AUMA, the City cannot prohibit that type of activity.

As reflected in the findings set forth in Urgency Ordinance No. 797, there is a current and immediate threat to the public health, safety and welfare if recreational marijuana businesses locate in the City without proper regulations in place, and if there are no regulations in place which address cultivation of recreational marijuana. Absent the adoption of an extension of the moratorium, it is likely that the establishment and operation of recreational marijuana businesses, and the cultivation of marijuana in the City will result in harmful effects to the City's businesses, property owners and residents.

Given the provisions of the AUMA, Staff has commenced a study regarding issues surrounding recreational marijuana, including personal cultivation in private residences, and is reviewing the City's Code.

The current moratorium prohibits the cultivation, processing, manufacturing, laboratory testing, labeling, storing and the wholesale and retail distribution of marijuana in the City. Further, the moratorium also prohibits the outdoor cultivation of marijuana in all zoning districts in the City. Consistent with the provisions of the AUMA, the current moratorium does not prohibit the indoor, personal cultivation of up to six marijuana plants in a private residence.

The current 45-day moratorium expires on November 27, 2016. The review of the City's Code and study on potential impacts are still ongoing and threats to the public health, safety, and welfare identified by the City Council in Urgency Ordinance No. 797 still exist. As set forth above, pursuant to Government Code Section 65858, the Council may, following a public hearing, extend the moratorium for a period of up to 10 months and 15 days, to October 12, 2017, in

order to allow staff the necessary amount of time to compile and process the available data and develop a suitable regulatory approach. If after such additional time sufficient progress has not been made to establish Code amendments needed to address the issue, the City Council has the option to extend the ordinance for an additional year.

This report constitutes the written report required by California Government Code Section 65858(d).

FISCAL IMPACT

None.

RECOMMENDATION

It is recommended that the City Council: (1) open the public hearing; (2) take public testimony; (3) close the public hearing; (4) read the ordinance by title only and waive further reading; and (5) Adopt Urgency Ordinance No. 798 - An Urgency Ordinance of the City Council of the City of Industry Extending by an Additional 10 Month and 15 Days the Terms and Provisions of Urgency Ordinance No. 797 Prohibiting the Cultivation, Processing, Manufacturing, Laboratory Testing, Labeling, Storing and Wholesale and Retail Distribution of Cannabis in the City

ATTACHMENTS

Attachment A: Interim Urgency Ordinance

URGENCY ORDINANCE NO. 798

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY EXTENDING A CITYWIDE MORATORIUM ON THE CULTIVATION, PROCESSING, MANUFACTURING, LABORATORY TESTING, LABELING, STORING AND WHOLESALE AND RETAIL DISTRIBUTION OF CANNABIS IN THE CITY, FOR A PERIOD OF 10 MONTHS AND 15 DAYS, PURSUANT TO GOVERNMENT CODE SECTION 65858(a)

THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES ORDAIN AS FOLLOWS:

SECTION 1. Findings.
The City Council of the City of Industry (the "City") adopts this ordinance based upon the following findings and determinations:

A. On October 13, 2016, the City Council adopted Urgency Ordinance No. 797, which imposed a 45-day moratorium on the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis in the City. The purpose of the moratorium was to provide the City with time to study the issues related to recreational marijuana and possible amendments to the City's Municipal Code ("Code"), so that appropriate land use decisions can be made with respect to recreational marijuana. Staff has commenced its research on this issue in light of the provisions of Proposition 64, the Control Regulate and Tax the Adult Use of Marijuana Act ("AUMA"); and

B. Pursuant to the provisions of Government Code Section 65858, the City may extend a moratorium ordinance after a noticed public hearing, to prohibit uses of land which may conflict with a contemplated general plan, specific plan or zoning proposal which the legislative body, planning commission, or planning department is considering or studying, or intends to consider or study within a reasonable period of time; and

C. The City has an overriding interest in planning and regulating the use of property within the City. Implicit in any plan or regulation is the City's interest in maintaining the quality of urban life, maintaining commercial and industrial activities, and the character of the City's neighborhoods. Without stable, well-planned neighborhoods, areas of the City can quickly deteriorate, with tragic consequences to social, environmental and economic values. Absent the adoption of an extension of the moratorium, it is likely that the establishment and operation of recreational marijuana businesses, and the cultivation of marijuana in the City, will result in harmful effects to the City's businesses, property owners and residents; and

D. As drafted, the AUMA allows local governments to ban recreational marijuana businesses entirely, and allows cities to reasonably regulate personal indoor cultivation, and to ban outdoor cultivation.

E. On November 5, 1996, the voters of the State of California approved Proposition 215, which enacted the Compassionate Use Act of 1996, codified at California Health and Safety Code §11362.5 ("the CUA"). The CUA decriminalizes the otherwise unlawful possession and cultivation of marijuana for certain medical purposes under certain limited and specified circumstances; and

F. In 2004, the Legislature enacted Senate Bill 420, codified at California Health & Safety Code §11362.7 *et seq.*, and referred to as the Medical Marijuana Program ("MMP") to clarify the scope of the CUA, and to provide qualifying patients and primary caregivers who collectively or cooperatively cultivate marijuana for medical purposes with a limited defense to certain specified State criminal statutes. Assembly Bill 2650 (2010) and Assembly Bill 1300 (2011) amended the MMP to expressly recognize the authority of cities to "[a]dopt local ordinances that regulate the location, operation, or establishment of a medical marijuana cooperative or collective"; and

G. In *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc.* (2013) 56 Cal.4th 729, the California Supreme Court held that "[n]othing in the CUA or the MMP expressly or impliedly limits the inherent authority of a local jurisdiction, by its own ordinances, to regulate the use of its land…"; and

H. On October 9, 2015, Governor Brown signed three bills into law (AB 266, AB 243, and SB 643) which collectively are known as the Medical Marijuana Regulation and Safety Act ("MMRSA"). The MMRSA established a State licensing scheme for commercial medical marijuana uses while protecting local control by requiring that all such businesses must have a local license or permit to operate before obtaining a State license. The MMRSA allows the City to completely prohibit commercial and private medical marijuana activities; and

I. On June 28, 2016, the Secretary of State certified Proposition 64, the Control, Regulate and Tax Adult Use of Marijuana Act ("AUMA"), for the November 8, 2016 ballot. If passed by a majority of California voters, the AUMA would make it lawful for individuals 21 years of age and older, to possess, process, transport, purchase, obtain, or give away, to persons 21 years of age or older, without any compensation whatsoever, up to 28.5 grams of marijuana in the form of concentrated cannabis, or not more than eight grams of marijuana in the form of concentrated cannabis contained in marijuana products. The AUMA would also make it lawful for individuals 21 years of age and older, to possess, plant, cultivate, harvest, dry or process not more than six living marijuana plants and possess the marijuana produced by the plants. Further, the AUMA would make it lawful for individuals 21 years of age and older, to smoke or ingest marijuana or marijuana products. If passed by the voters, portions of the AUMA could take effect as soon as the

day after the election, specifically recreational use by adults, and cultivation in private residences; and

J. As set forth in Chapter 9.92 of the City's Code, the cultivation and delivery of medical marijuana, and medical marijuana dispensaries are prohibited in all zones in the City; and

K. The City Council finds there is a current and immediate threat to the health, safety and welfare of City residents, those employed in the City, local businesses, and the community as a whole, arising from the risks associated with the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis whether medical or recreational. Citywide prohibition of all activities, from cultivation to point of sale, is proper and necessary to avoid the risks of criminal activity, degradation of the natural environment, malodorous smells and indoor electrical fire hazards that may result from such activities; and

L. Several California cities have experienced negative secondary effects and adverse impacts, of marijuana processing and distribution uses, including offensive odors, illegal sales and distribution of marijuana, trespassing, theft, violent robberies and attempted robberies, and fire hazards; and

M. The California Attorney General's 2008 Guidelines for Security and Non-Diversion of Marijuana Grown for Medical Use points out that marijuana cultivation or other concentrations of marijuana in any location or premises without adequate security increases the risk that surrounding homes or businesses may be negatively impacted by nuisance activity, such as loitering or crime; and

N. Until and unless the California Department of Food and Agriculture establishes a track and trace program for reporting the movement of marijuana items through the distribution chain, as mandated by California Business & Professions Code §19335, the risk of crime from theft and burglary attendant to manufacturing and distribution facilities is significant. Until traceable, stolen product will have street value for sale to minors; and

O. Manufacturing of cannabis products can involve the use of chemicals and solvents, and as a result, the manufacture of hash oil concentrate, often added to edibles, drink and liquids, carries a significant risk of explosion due to the distillation process utilized to extract tetrahydrocannabinol. Major burn treatment centers at two hospitals in Northern California reported in 2015 that nearly 10 percent of severe burn cases were attributed to butane hash oil explosions, which was more than burn cases from car accidents and house fires combined; and

P. The CUA, MMP and Proposition 64 do not confer a land use right or the right to create or maintain a public nuisance; and

Q. The City Council desires to assure that the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis is prohibited in the City until the City has had a reasonable opportunity to study the ramification of same, and report the findings, so that appropriate land use decisions can be made; and

R. The City Council further desires to extend this moratorium ordinance to expressly clarify that the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis is prohibited in all zones throughout the City.

S. The immediate ban of all commercial or industrial cannabis activities will maintain the status quo while allowing the City to investigate and research the safety and options of regulation and taxation; and

T. The City will take steps to update its Municipal Code and Zoning Ordinance to develop a comprehensive approach to cannabis, meant to protect the public health, safety, and welfare; and

U. This ordinance is not a project subject to the California Environmental Quality Act, Public Resources Code Sections 21000 *et seq.*, pursuant to Sections 15306 and 15378 of the CEQA Guidelines because it does not have the potential to create a physical environmental effect.

SECTION 2. CEQA.

A. This ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in a physical change in the environment, directly or indirectly.

B. This ordinance is not a project within the meaning of Section 15306 (Information Collection) because it does not have the potential to create a physical environmental effect.

C. This ordinance is not subject to CEQA under the general rule set forth in Section 15061(b)(3) of the CEQA Guidelines that CEQA only applies to projects which have the potential for causing a significant effect on the environment. For the reasons set forth in subparagraphs A-B above, it can be seen with certainty that there is no possibility that this ordinance will have a significant effect on the environment.

SECTION 3. Extension of Moratorium.

A. The City Council finds and determines that the Recitals set forth in Section 1 are true and correct and are incorporated herein by reference.

B. In accordance with the authority granted pursuant to Government Code Section 65858, the moratorium imposed pursuant to Urgency Ordinance No. 797 shall hereby be extended for a period of ten (10) months and fifteen (15) days from and after the expiration of Urgency Ordinance No. 797, and the following regulations are hereby imposed. These regulations shall prevail over any conflicting provisions of the City of Industry Municipal Code, or other ordinances, resolutions, and policies of the City of Industry:

1. A person may not plant, cultivate, harvest, dry, or process cannabis outdoors in any zoning district in the City. No use permit, building permit, variance, or any other permit or entitlement, whether administrative or discretionary, shall be approved for any such use or activity.

2. Any commercial or industrial use involving cannabis, including, but not limited to, the cultivation, processing, manufacturing, laboratory testing, labeling, storing, delivery, transportation, and wholesale and retail distribution of cannabis, and all cannabis derivatives, is prohibited. No use permit, building permit, variance, or any other permit or entitlement, whether administrative or discretionary, shall be approved for any such use or activity.

3. For purposes of this Ordinance, the term "cannabis" shall have the same meaning as "cannabis" under California Business and Professions Code Section 19300.5(f).

Section 4. Interim Urgency Ordinance.

Based on the findings set forth in Section 1, above, this ordinance is an interim ordinance adopted as an urgency measure pursuant to Government Code Section 65858, and pursuant to the authority granted to the City in Article 11, Section 7 of the California Constitution, and is for the immediate preservation of the public peace, health and welfare.

Section 5. Effective Date.

Pursuant to Government Code Section 65858, this Ordinance shall become effective immediately upon adoption, if passed and adopted by at least a four-fifths vote of the City Council, and shall extend the moratorium from and after the date that Urgency Ordinance No. 797 would have otherwise expired, for a period of ten (10) months and fifteen (15) days, pursuant to Government Code Section 65858. This ordinance will terminate upon a determination by the City Council supported by substantial evidence that the threat to the public health, safety, and welfare described in Section 1 of this ordinance has been ameliorated, or by the adoption of ordinance or amendments extending or superseding this ordinance.

Section 6. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, including the application of such part or provision to other

persons or circumstances, shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be held unconstitutional, invalid or unenforceable.

SECTION 6: Certification.

That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on November 10, 2016 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane M. Schlichting, Chief Deputy City Clerk

CITY COUNCIL

ITEM NO. 7.2

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Troy Helling, Senior Planner

Date: November 10, 2016

Subject: Development Plan 15-12 and Tentative Parcel Map 348 – Southeast corner Azusa Avenue and Chestnut Street

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Overview

Section 17.04.120 of the Municipal Code ("Code") requires that when separate applications for the same project involve final decisions by the Planning Commission and City Council, all applications first be submitted to the Planning Commission for review and recommendation and then to the City Council for a final decision. This project involves the following two applications submitted by CT Realty Investors.

- Consideration of Tentative Parcel Map 348, to subdivide an existing 28.9 acre parcel into five parcels, in accordance with Section 16.12.030 of the Code.

- Consideration of Development Plan 15-12, to develop five new industrial warehouse buildings totaling 614,597 square feet in the "I" Industrial Zone and the "C" Commercial Zone, in accordance with Section 17.36.020 of the City's Code.

The Planning Commission recommended City Council approval of the Environmental Impact Report ("EIR") and above applications at its September 22, 2016 meeting.

Location and Surroundings

As shown on the location map (Attachment 1), the project site is located on the southeast corner of Azusa Avenue and Chestnut Street. The site is 28.9 acres, and includes Los Angeles County Tax Assessor Parcel Numbers (APN) 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. Warehouses, a Material Recovery Facility and a disposal company are located to the east. Warehouses and manufacturing uses are located to the south. A vacant property, warehouses and manufacturing facilities are located to the west of the project site, across Azusa Avenue.

Project Description

Tentative Parcel Map 348

Tentative Parcel Map 348 is to subdivide an existing 28.9 acre parcel into five parcels (Attachment 2).

Parcel 1 will be a 7.17 acre lot (313,294 square feet). Parcel 2 will be a 10.28 acre lot (447,886 square feet). Parcel 3 will be a 5.41 acre lot (235,685 square feet). Parcel 4 will be a 3.36 acre lot (146,542 square feet) and Parcel 5 will be a 2.6 acre lot (113,405 square feet). Each parcel will accommodate one industrial warehouse building.

Development Plan 15-12

Development Plan Application 15-12 is a proposal to construct five industrial warehouse buildings with a total combined 614,597 square feet as shown on the overall site plan (Attachment 3).

Parcel 1, Building A

As shown in the site plan (Attachment 4), the proposed building on Parcel 1 will be 155,600 square feet on a 7.17 acre lot (313,294 square feet). The building will include 28,500 square feet of office area. The loading area for the building on Parcel 1 will be located on the north side of the building and will be screened from Azusa Avenue and Virgil Waters Way by an eight foot tall concrete screen wall. There will be 18 dock-high loading bays, and two grade-level loading doors in the loading area. The building will be accessed from Azusa Avenue by a 28 foot wide driveway, from Virgil Waters Way, by a 35 foot wide driveway, and a new public street to the east by a 45 foot driveway. Parcel 1 requires 206 parking spaces and 208 spaces are provided as follows:

- 158 standard spaces (9'x19')
- 41 compact spaces (8'x16') (19.9%)
- 7 ADA accessible spaces
- In addition, there will be bike racks for 18 bikes.

There will be a total of 44,772 square feet of landscaping (14.3%) for Parcel 1. A trash enclosure containing a trash bin and a recycling bin will be provided in the parking area adjacent to the new building.

As shown on the elevations for the building on Parcel 1 (Attachment 5), the building is proposed to be approximately 38 feet tall and the elevations would include variations in wall height and be adorned with areas with more glass glazing to enhance the more visible elevations and differentiate the office area from the warehouse area.

Parcel 2, Building B

As shown in the site plan (Attachment 6), the proposed building on Parcel 2 will be 224,116 square feet on a 10.28 acre lot (447,886 square feet). The building will include 47,400 square feet of office area. The loading area for the building on Parcel 2 will be located on the north side of the building and will be screened by a new eight foot tall concrete screen wall on the west side of the loading dock area. There will be 27 dock-high loading bays and two grade-level loading doors in the loading area. The loading area will be accessed from Azusa Avenue by one 40 foot wide driveway on the west side of the property, and one 30 foot driveway on the southeast side of the property. Additional driveways for cars are located on Railroad Street and Azusa Avenue. Parcel 2 requires 273 parking spaces and 273 spaces are provided as follows:

- 228 standard spaces (9'x19')
- 39 compact spaces (8'x16') (14.3%)
- 8 ADA accessible spaces
- In addition, there will be bike racks for 9 bikes.

There will be a total of 61,845 square feet of landscaping (13.8%) for Parcel 2. A trash enclosure containing a trash bin and a recycling bin will be provided in the parking area adjacent to the new building.

As shown on the elevations for the building on Parcel 2 (Attachment 7), the building is proposed to be approximately 50 feet tall and will include variations in wall height, pop outs and wall angles with enhanced window glazing on the elevations that are visible from Azusa Avenue to differentiate and enhance the office area from the warehouse area.

Parcel 3, Building C

As shown in the site plan (Attachment 8), the proposed building on Parcel 3 will be 115,227 square feet on a 5.41 acre lot (235,685 square feet). The building will include 11,000 square feet of office area. The loading area for the building on Parcel 3 will be located on the west side of the building and will be screened by an eight foot tall concrete screen wall. There will be 14 dock-high loading bays and two grade-level loading doors in the loading area. The building will be accessed from Curl Court by one 35 foot wide driveway and one 28 foot driveway. Parcel 3 requires 166 parking spaces and 170 spaces are provided as follows:

- 138 standard spaces (9'x19')
- 26 compact spaces (8'x16') (15.3%)
- 6 ADA accessible spaces
- In addition, there will be bike racks for 9 bikes.

There will be a total of 28,253 square feet of landscaping (12%) for Parcel 3. A trash enclosure containing a trash bin and a recycling bin will be provided in the parking area adjacent to the new building.

As shown on the elevations for the building on Parcel 3 (Attachment 9), the building is proposed to be approximately 36 feet tall and the elevations show a variation in wall height at the southwest corner where the building is more visible from the street and be adorned with window glazing to differentiate office area from the warehouse area.

Parcel 4, Building D

As shown in the site plan (Attachment 10), the proposed building on Parcel 4 will be 72,271 square feet on a 3.36 acre lot (146,542 square feet). The building will include 10,000 square feet of office area. The loading area for the building on Parcel 4 will be located on the west side of the building and will be screened with an eight foot tall concrete screen wall on the north side. There will be 7 dock-high loading bays and one grade-level loading door in the loading area. The building will be accessed from a new street off of Virgil Waters Way, via one 45 foot wide driveway. Parcel 4 requires 114 parking spaces and 114 spaces are provided as follows:

- 86 standard spaces (9'x19')
- 23 compact spaces (8'x16') (20%)
- 5 ADA accessible spaces
- In addition, there will be bike racks for 9 bikes.

There will be a total of 17,708 square feet of landscaping (12.1%) for Parcel 4. A trash enclosure containing a trash bin and a recycling bin will be provided in the parking area adjacent to the new building.

As shown on the elevations for the building on Parcel 4 (Attachment 11), the building is proposed to be approximately 34 feet tall, and the elevations include window glazing at the office area at the northwest corner of the building that is more visible from the street, and will differentiate the office area from the warehouse area.

Parcel 5, Building E

As shown in the site plan (Attachment 12), the proposed building on Parcel 5 will be 47,383 square feet on a 2.6 acre lot (113,405 square feet). The building will include 8,000 square feet of office area. The loading area for the building on Parcel 5 will be located on the east side of the building and will be screened from Chestnut Street by an eight foot tall concrete screen wall. There will be 5 dock-high loading bays and one grade-level loading door in the loading area. The loading area for the building will be accessed from Chestnut Street by one 40 foot wide driveway, and the office area will be accessed by a 26 foot driveway on the new street off of Virgil Waters Way. Parcel 5 requires 80 parking spaces and 82 spaces are provided as follows:

- 63 standard spaces (9'x19')
- 15 compact spaces (8'x16') (18.3%)
- 4 ADA accessible spaces
- In addition, there will be bike racks for 9 bikes.

There will be a total of 26,270 square feet of landscaping (23.2%) for Parcel 5. A trash enclosure containing a trash bin and a recycling bin will be provided in the parking area adjacent to the new building.

As shown on the elevations for the building on Parcel 5 (Attachment 13), the building is proposed to be approximately 34 feet tall and the elevations would include a variation in wall height at the office area at the northwest corner and uses more window glazing to differentiate office area from the warehouse area.

Staff Analysis

Tentative Parcel Map Application

The proposed tentative parcel map is consistent with the Zoning ("I" – Industrial) and General Plan (Employment) designations of the site and complies with Title 16, Subdivisions, and the development and design standards in Section 17.36, Design Review, of the Industry Municipal Code. Specifically, the proposal complies with the following sections of the Municipal Code:

- Section 16.10.010 requires a minimum 50 foot street frontage on a dedicated street. The proposed parcel map would provide at least 900 feet of frontage on Parcel 1, at least 600 feet of frontage on Parcel 2, at least 180 feet of frontage on Parcel 3, at least 75 feet of frontage on Parcel 4 and at least 460 feet of frontage on Parcel 5.
- Section 16.10.020 requires a minimum lot area of 50,000 square feet (1.15 acres). The proposed parcel map would provide 181,075 square feet of lot area (4.147 acres) on Parcel 1, 334,361 square feet (7.678 acres) on Parcel 2, 181,075 square feet of lot area (4.147 acres) on Parcel 3, 334,361 square feet (7.678 acres) on Parcel 4 and 181,075 square feet of lot area (4.147 acres) on Parcel 5.
- Section 16.10.030 requires that driveway access not be shared with any other parcels in the industrial zone. All five parcels have separate driveways.

- Section 16.10.040 requires that surface drainage be handled on-site and not “sheet flow” on to adjacent parcels. Per the preliminary Low Impact Development (LID) plan, surface drainage will not flow across parcel lines. This will be enforced during grading and low impact development plan approval process per Chapter 13.16 of the Municipal Code.
- Section 16.12.030 requires that a tentative parcel map meet all of the requirements for a tentative map as provided under the Subdivision Map Act. Parcel Map 348 complies with the Sections 66474 and 66473.1 of the Subdivision Map Act as described in the findings addressed below.

Staff recommends approval of Tentative Parcel Map 348 based on the following findings:

- The map is consistent with the General Plan and any applicable specific plans. The proposed subdivision is located in an area designated as Employment in the General Plan, which allows for industrial uses (e.g. manufacturing, distribution, assembly), such as stand-alone Industrial warehouse buildings, when zoned. In this case, the site is zoned Industrial and a stand-alone industrial warehouse building is permitted and conforms to the Employment land use designation. Policy LU1-1 of the General Plan states that the City accommodate business and employment uses as the primary land use. The proposed subdivision would allow five stand-alone industrial warehouse buildings in keeping with surrounding uses and in accordance with the direction of the General Plan. The project site is not located within an adopted specific plan.
- The design or improvement is consistent with the General Plan and any applicable specific plans. The proposed subdivision complies with the minimum size, frontage, access, and drainage requirements addressed in Section 16.10 of the Municipal Code and the development standards in Section 17.36 of the Municipal Code. The project site is not located within an adopted specific plan.
- The site is physically suitable for the type of development. The project site is flat, was previously graded, and there are no known physical or environmental hazards.
- The site is physically suitable for the proposed density of development. The proposed subdivision would result in five parcels that exceed minimum lot area and width requirements. The proposed industrial buildings comply with building coverage requirements.
- The design of the proposed improvements will not cause substantial environmental damage or substantially and unavoidably injury to fish, wildlife or their habitat. As documented in the DEIR, the development on an existing lot will not result in significant environmental impacts to fish, wildlife or their habitat.
- The design or improvements will not cause serious public health problems. As documented in the EIR, the proposed project complies with development standards, complies with access and circulation requirements, does not alter emergency response, is not located in flood zones, near active earthquake faults, will not be used to store or produce hazardous materials, and will comply with applicable building and fire codes.
- The design or improvement will not conflict with easements. All easements are identified on Tentative Parcel Map 348 and the proposed improvements will not conflict with, be located on, or alter the easements.
- The subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities. In terms of passive or natural heating opportunities, the proposed subdivision would accommodate a structure that can be oriented in an alignment to allow a southern exposure. In terms of passive or natural cooling opportunities, the proposed

subdivision is located in an area where the prevailing winds are from the west and is configured to allow a structure to be oriented such that it may take advantage of prevailing breezes. The site of the proposed subdivision is a flat and previously graded area and conforms to the allowable densities and lot area that may be occupied by a building. The proposed office building will comply with the requirements of the California Green Code, which stipulates minimum insulation standards, energy efficient lighting and appliances, and other provisions intended to improve energy efficiency and reduce greenhouse gases and water consumption.

- The subdivision will not violate the requirements of the Los Angeles Regional Water Quality Control Board because a preliminary Low Impact Development (LID) Plan has been reviewed by the City Engineer and found in compliance with the provisions of Chapter 13.16, Stormwater and Urban Runoff Pollution Control. Prior to issuance of the grading permit, the final LID must be found to conform to the preliminary LID and approved by the City Engineer. As a condition for issuing a certificate of occupancy or building final, the city, will require facility operators and owners to build all the stormwater pollution control BMPs and structural or treatment BMPs that are shown on the approved project stormwater mitigation plan and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the municipal NPDES permit and other applicable regulatory requirements.

- The subdivision is consistent with Section 66412.3 of the Subdivision Map Act regarding the City's share of the regional housing need and that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources because the subdivision is located in the City's Industrial Zone, and is therefore only suitable for industrial development, and no residential development is permitted.

Development Plan Application

The proposed development project is consistent with the Zoning ("I" – Industrial) and General Plan (Employment) designations of the site and complies with the following development and design standards in Section 17.36, *Design Review*, of the Industry Municipal Code. Specifically, the project:

- Meets development standards. Chapter 17.36 includes standards regarding building height, lot coverage, and trash/recycling enclosures to which the proposed project complies.
- Meets screening and loading requirements. Section 17.36.060.R requires that loading areas not located at the rear of the building be screened by a minimum eight foot tall wall, landscaping, or the building itself. The loading bays for the five proposed buildings are located on sides that best screen the bays and are placed behind an eight foot tall screen wall.
- Meets building setback standards. Section 17.36.060.L of the Municipal Code requires that all buildings and structures be set back a minimum of 30 feet from the curb. As proposed, the five buildings will all be set back at least 30 feet from the curb.
- Meets design guidelines. Sections 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The architectural treatment of the building is varied and professional in appearance, with the office areas facing the streets. The bulk of the landscaping on the lots are located in the front setbacks between the streets and the buildings, which will provide a green separation between the street and the facility.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one space per 750 square feet of floor area over 25,000 square feet. Based on this formula, 838 total parking spaces are required for the entire site and 844 parking spaces are proposed. In

addition, Section 17.36.060 K of the Municipal Code limits the amount of compact parking to 20 percent of the total parking. There are 137 compact spaces (16.2 %) proposed in compliance with the development standards.

- Meets access requirements. Sections 17.36.060.K and N of the Municipal Code require a minimum driveway and drive-aisle width of 26 feet. The 14 proposed driveways range from 26 feet to 45 feet in width would provide access from Azusa Avenue, Virgil Waters Way, Chestnut Street, Railroad Street, Curl Court and the new street off of Virgil Waters Way. Drive-aisle widths of 26 feet are proposed to provide internal circulation.
- Exceeds bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the development accommodate four bicycles for the first 50,000 square feet and one bicycle per each additional 50,000 square feet. Based on this formula, 30 bicycles must be accommodated, and parking for 54 bicycles is proposed.
- Complies with drainage and water quality requirements. The applicant has submitted a preliminary Low Impact Development (LID) Plan to the City Engineer per Chapter 13.16 of the Municipal Code and the project can meet drainage and water quality requirements. The LID improvements will be implemented prior to issuance of the grading plan and/or final approval of the building.

Staff recommends approval of Development Plan 15-12 based on the following findings:

- The project site is suitable for development in accordance with the proposed project because the site was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Environmental Impact Report, and is designated as Employment in the General Plan and zoned Manufacturing, which are consistent with the proposed industrial development.

- The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Environmental Impact Report, the proposed project would add approximately 2,867 vehicle trips per day, which equates to approximately 243 AM trips per hour and approximately 259 PM trips per hour. All study area roadways and intersections are projected to operate at acceptable levels of service during peak hours, with the exception of the intersection of Gale Avenue and Azusa Avenue. However, with the improvements that include converting a westbound through lane to a right turn lane and installing westbound right turn overlap phase, the proposed project will not have a significant impact under the existing plus project traffic conditions and will not significantly impact road capacity. In addition, the proposed project provides the necessary setbacks of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached Conditions of Approval set operational and management standards that ensure the business will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance.

- The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design.

- The development is consistent with the provisions of the General Plan because the Property is designated as Employment, which allows the development of buildings for industrial uses.

Environmental Analysis

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared pursuant to Public Resources Code § 15063 (California Environmental Quality Act) and circulated for the project for a 30-day public review concurrent with the publication of a Notice of Preparation of an Environmental Impact Report ("EIR") on October 23, 2015, concluding on November 23, 2015 (Attachment 14). The Notice of Preparation was posted on the site, City Hall, Council Chambers and Fire Station 118 and published in the San Gabriel Valley Tribune on October 23, 2015. The purpose of the Initial Study was: 1) to evaluate whether preparation of an EIR was necessary; and, 2) to focus the EIR document on the issue areas determined to be potentially significant. The Initial Study identified that an EIR was necessary to evaluate potentially significant environmental impacts. The Initial Study identified that environmental effects in the following issue areas were determined to not be significant and did not require further evaluation in an EIR: Aesthetics, Agriculture and Forest Resources, Biological Resources, Geology and Soils, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Population/Housing, Public Services, Recreation and Utilities/Service Systems. The Initial Study determined that the proposed project would potentially have significant environmental impacts relating to Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Transportation/Traffic, and therefore, the City undertook preparation of an EIR for the proposed project. A public scoping meeting was also held by the City of Industry for the project on June 2, 2016.

On July 15, 2016 the Notice of Availability of Draft EIR was published in the San Gabriel Valley Tribune, posted at City Hall, the Council Chambers, Fire Station 118 and mailed to property owners in the vicinity of the project sites and identified interested parties pursuant to Public Resources Code §15087 (Attachment 14). The public review and comment period for the Draft EIR (DEIR) began on July 15, 2016 and ended on August 29, 2016. The DEIR evaluated 5 areas of controversy and issues to be resolved as follows: Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Transportation/Traffic. The DEIR determined that the following issue area would be less than significant with mitigation: Cultural Resources, Hazards and Hazardous Materials, Noise and Transportation/Traffic. The DEIR identified significant and unavoidable environmental impacts in the Operational related Air Quality and Operational Greenhouse Gas Emissions. The DEIR identified mitigation measures that would reduce the Air Quality and Greenhouse Gas Emissions impacts, but not to levels below significance.

Two alternatives were studied in the EIR. The alternatives are as follows:

No Project Alternative: In addition to alternative development scenarios, CEQA Guidelines Section 15126.6(e) requires the analysis of a "no project" alternative. The purpose of examining such an alternative is to allow decision-makers to compare the effects of approving the project with the effects of not approving the project. For the purposes of this analysis, the "no project" alternative would serve as a "no development" alternative with the site remaining in its existing, vacant condition.

Reduced Intensity Alternative: This alternative would reduce the overall development density proposed by the project by 20 percent, thereby providing approximately 407,758 square feet of warehouse building space and approximately 86,320 square feet of office space. The intent of this alternative is to reduce the project's air quality impacts, which were determined as significant and unavoidable.

The Draft EIR provides a comparison of the alternatives, including the No Project Alternative, in Draft EIR Section 7.0. The Draft EIR concluded that the Reduced Development Alternative would be the environmentally superior alternative. This alternative would have superior environmental impacts related to air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, utilities, and service systems. However, the significant

and unavoidable impacts related to air quality and GHG emissions could not be avoided. Impacts related to aesthetics, agricultural and forestry services, biological resources, cultural resources, land use and planning, and population and housing would be similar to the proposed project. This alternative would meet some of the project objectives identified, but not to the extent of the proposed project.

The following sections summarize the analysis of significant and unavoidable environmental impacts presented in the EIR. To approve the proposed project, the City Council will have to adopt a Statement of Overriding Considerations ("SOC") for the following impact areas:

Air Quality

Generation of a substantial increase in emission that would be inconsistent with the applicable air quality management plan (Impact 5.1-1).

Mitigation Measures AQ-2 through AQ-6 applied for Impact 5.1-1 would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in truck trips and associated increase in criteria air pollutant emissions, the proposed project would continue to be potentially inconsistent with the assumptions in the air quality management plan. Therefore, Impact 5.1-1 would remain significant and unavoidable.

Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x (Impact 5.1-3)

Operational emissions associated with the increase in truck trips generated by the proposed project would exceed the South Coast Air Quality Management District's ("SCAQMD") operational threshold for nitrous oxides (NO_x). Implementation of mitigation measure AQ-2 would reduce operational-related NO_x emissions; however NO_x emissions would continue to exceed SCAQMD's regional significance threshold for NOx. Mitigation Measure AQ-2 requires that the forklifts operating at the warehouse buildings be powered by electricity or alternative fuels instead of diesel fuel. Mitigation Measures AQ-3 through AQ-6 (including creating parking spaces for low emission vehicles and carpools; posting weatherproof anti-idling signs; signage requiring transport refrigeration units to be powered by zero emission sources; and notification to tenants about the availability of alternatively fueled cargo handling equipment and other matters related to alternate fuel supplies) would reduce project-related emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source criteria air pollutant emissions. Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the applicant, subsequent tenants, and the City. No additional mitigation measures that are feasible for the project developer/applicant to implement and the City to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source criteria air pollutant emissions. The proposed project's NO_x emissions would continue to exceed the SCAQMD's regional construction significance threshold, and project and cumulative impacts would be significant and unavoidable.

Greenhouse Gas Emissions

Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria (Impact 5.3-1).

Greenhouse gas emissions associated with the increase in truck trips generated by the proposed project would exceed the South Coast Air Quality Management District's operational threshold for greenhouse gas. Implementation of Mitigation Measures GHG-1 and GHG-2 (electricity for the buildings must be offset from installation of solar panels installed on the office component of the

building structure; landscape plans have to assist with passive solar heating and cooling of the buildings) and AQ-2 through AQ-6 would reduce project-related GHG emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source GHG emissions (which comprise approximately 80 percent of the project's total GHG emissions). Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the applicant, subsequent tenants, and the City. No additional mitigation measures that are feasible for the project developer/applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source GHG emissions. Therefore, project-related GHG emissions would continue to exceed the SCAQMD's bright-line and efficiency threshold, and impacts would be significant and unavoidable.

The City of Industry finds, based on the Draft EIR that the proposed project would result in a significant and unavoidable impact to air quality and climate change and greenhouse gas emissions despite implementation of all feasible mitigation. Hence, the attached Statement of Overriding Considerations is provided for the City Council's consideration.

The Statement of Overriding Considerations weighs the proposed project's benefits against the proposed project's significant and unavoidable impacts. The benefits of the proposed project are included include in the Statement of Overriding Considerations (Attachment 15, Exhibit B).

The Statement of Overriding Considerations is made pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093 in connection with the proposed approval of the Chestnut Street Warehouse Project, consisting of construction and operation of 614,596 square feet of warehouse/office uses within five buildings and subdivision of the 28.9-acre site into five parcels in the City of Industry.

CEQA requires a lead agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The City Council finds that the economic, social, and other benefits of the proposed project outweigh the significant and unavoidable impacts identified in the EIR and in the record, which are:

- **Impact 5.1-1:** The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.

- **Impact 5.1-3:** Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x.

- **Impact 5.3-1:** Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria.

- **Cumulative Impact (Criteria Air Pollutant Emissions):** Operation of the project would result in a cumulatively considerable contribution net increase of a criteria pollutant for which the project region is nonattainment.

The City further finds that these unavoidable impacts are overridden by the project benefits as set forth in this Statement of Overriding Considerations. In making this finding, the City Council has balanced the benefits of the proposed project against its unavoidable impacts and has indicated its willingness to accept the adverse impacts. The City Council finds that each one of the following benefits of the

proposed project, independent of the other benefits, would warrant approval of the proposed project notwithstanding the unavoidable environmental impacts of the proposed project:

1. The proposed project would result in economic growth and strengthening of the city's industrial area, through capital investment that attracts new light industrial, warehousing, or distribution uses and results in the creation of new jobs, establishment of new businesses, and expansion of the city's tax base.

2. The proposed project would create a series of signature projects that illustrate the high-quality design and construction expected of new warehousing, distribution, or light industrial developments in the City of Industry.

3. The proposed project allows flexibility of building size and location for warehousing, distribution, or light industrial projects that create new jobs and promote quality development.

4. The project site is in a highly urbanized environmental setting surrounded by similar types of uses. Existing infrastructure and services would be adequate to serve the proposed project with limited system upgrades and improvements. The project site is near a major roadway system, and the availability of a vacant site would allow the site's development without major demolition or relocation efforts.

5. The project site has been previously graded, and there are no native habitats, sensitive natural communities, riparian habitats, wetlands, wildlife corridors, or protected trees on or in its vicinity. The area surrounding the project site is a highly urbanized and built-out area of the City of Industry that is devoted primarily to industrial uses. The proposed project would have no adverse impacts on candidate, sensitive, or special-status species, wetlands, or other biological resources.

CEQA requires the City to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its significant and unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" and the proposed project approved. In this instance, it is the desire of the City of Industry that this property be developed with industrial uses in order to further the goals of the General Plan. With the dissolution of redevelopment, the City is unable fiscally or physically to develop the property. Sale and development of the property is important to the City, as it will generate approximately 997 employees and result in the development of 614,597 square feet of warehouse/office space. The sale of the property will allow for development, which will increase the property value and therefore property taxes of not only the City of Industry but also Los Angeles County. Ultimately, the implementation of the proposed project would result in the creation of new jobs, bringing economic growth to the City of Industry.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Industry has determined that the identified significant and unavoidable impacts may be considered "acceptable" due to the specific considerations listed above that outweigh the significant and unavoidable impacts that would result from implementation of the proposed project. Accordingly, the City of Industry adopts the Statement of Overriding Considerations, recognizing that significant and unavoidable impacts would result from implementation of the proposed project. Having (1) adopted all feasible mitigation measures, (2) rejected alternatives to the proposed project, and (3) recognized all unavoidable significant impacts, the City of Industry hereby finds that each of the separate benefits of the proposed project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the proposed project and outweighs and

overrides its significant and unavoidable impacts, and thereby justifies the approval of the Chestnut Street Warehouse Project.

Public Comments

The EIR was circulated for public comment between July 15, 2016 and August 29, 2016. Six comments were received by the public during the comment period. Most of the comments received had concerns regarding air quality and traffic impacts. As required by CEQA a full response to all public comments received during the comment period have been prepared and attached to the Final Environmental Impact Report.

AB 52 Tribal Consultation

AB 52 requires that the City provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested to be notified. If the tribes do not respond within 30 days of being notified, then the AB 52 consultation process is concluded.

The Soboba Band of Luiseño Indians was notified of the proposed project on August 5, 2015, and a response was received from Cultural Resource Director, Joseph Ontiveros that the Soboba Band does not have any specific concerns regarding known cultural resources in the specified area encompassed by the project. He further indicated that the Soboba Band wishes to defer to Gabrieleño tribal consultants, who are closer to the project site. The Gabrieleño Band of Mission Indians-Kizh Nation was also notified of the proposed project on August 5, 2015, and a response was received from Andrew Salas. He indicated that the areas around and near the project site are known settlement areas for Native American villages and requested that ground-disturbing activities be monitored.

The City and the developer will fulfill its AB 52 requirements for the project with a condition that If buried tribal cultural resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with a representative of the Gabrieleño Band of Mission Indians – Kizh Nation and other tribes who have proven traditional and cultural affiliation with the project site pursuant to PRC Section 21080.3.1, the City of Industry, and other appropriate agencies.

Planning Commission Consideration:

On September 22, 2016, the Planning Commission consider the DEIR, tentative parcel map, and development plan, and considered all testimony written and oral. The Planning Commission recommended that the City Council approve the DEIR and the land use entitlements for the proposed project.

Recommendation

Staff recommends that the City Council:

1) Adopt Resolution No. CC 2016-75 (Attachment 15) certifying the final Environmental Impact Report, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and

2) Adopt Resolution No. CC 2016-76 (Attachment 16) approving Tentative Parcel Map 448 and Development Plan No. 15-12, with the Standard Requirements and Conditions of Approval contained in the Resolution.

Attachments

- Attachment 1: Location Map
- Attachment 2: Tentative Parcel Map
- Attachment 3: Overall Site Plan
- Attachment 4: Parcel 1 Site Plan
- Attachment 5: Parcel 1 Elevations
- Attachment 6: Parcel 2 Site Plan
- Attachment 7: Parcel 2 Elevations
- Attachment 8: Parcel 3 Site Plan
- Attachment 9: Parcel 3 Elevations
- Attachment 10: Parcel 4 Site Plan
- Attachment 11: Parcel 4 Elevations
- Attachment 12: Parcel 5 Site Plan
- Attachment 13: Parcel 5 Elevations
- Attachment 14: Public Hearing Notice
- Attachment 15: Resolution No. CC 2016-75 Approving the Final Environmental Impact Report for the Chestnut Avenue warehouse project, July 2016. Including Exhibit A, a Mitigation Monitoring and Reporting Program and Exhibit B, Statement of Overriding Considerations
- Attachment 16: Resolution No. CC 2016-76 Approving Tentative Parcel Map 348 and Development Plan No. 15-12 and with the Standard Requirements and Conditions of Approval contained in the Resolution.

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Attachment 1
DP 15-12 and TPM 348
Location Map

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Attachment 2
Tentative Parcel Map

TENTATIVE PARCEL MAP NO. 348

IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1, 2, AND 3, OF PARCEL MAP NO. 113, AS PER MAP FIELD IN BOOK 91, PAGE 51 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS AND A PORTION OF LOT 2 OF BIDART TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, AND A PORTION OF LOT "A" OF TRACT NO. 746, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, ALL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3, IN THE CITY OF INDUSTRY, IN THE COUNTY OF LOS ANGELES, STATE OF
CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 113, FILED IN BOOK 91, PAGE 51 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBONS OR OTHER MINERALS IN AND UNDER THAT PORTION OF SAID LAND LYING WITHIN SAID LOT 8 OF ROWLAND ADDITION NO. 2, WITHOUT THE RIGHT OF SURFACE ENTRY FOR DEVELOPMENT THEREOF, AS RESERVED BY THE COUNTY OF LOS ANGELES IN DEED RECORDED NOVEMBER 01, 1972 AS INSTRUMENT NO. 3180.

TOGETHER WITH,

THAT PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, IN THE CITY OF INDUSTRY, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHERLY OF THE NORTHEAST LINE OF RAILROAD STREET AS DESCRIBED IN THAT CERTAIN DEED RECORDED ON JANUARY 20, 1965 IN BOOK D-2770, PAGE 816 OF OFFICIAL RECORDS IN FAVOR OF THE CITY OF INDUSTRY, AS INSTRUMENT NO. 256, OCTOBER 29, 1969 IN CHAIN.

EXCEPT THEREFROM THAT PORTION THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF LOT 9 OF SAID ROWLAND ADDITION NO. 2;
THENCE ALONG THE WESTERLY LINE OF SAID LOT 9, NORTH 6°36'4" EAST 828.67 FEET; THENCE NORTH 83° 36' 00" WEST 433.93 FEET TO THE EASTERLY LINE OF THE WESTERLY 15.00 FEET, MEASURED AT RIGHT ANGLES, OF SAID LOT 7; THENCE ALONG SAID EASTERLY LINE SOUTH 6° 20|' 47" WEST 526.25 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF RAILROAD STREET. A 60 FOOT PUBLIC ROAD AS DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED JANUARY 20, 1965 AS INSTRUMENT NO. 1624 IN BOOK D-2770, PAGE 816 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID RAILROAD STREET AS FOLLOWS:

SOUTH 43° 16' 23" EAST 332.16 FEET AND SOUTHEASTERLY ALONG A TANGENT CURVE
CONCAVE NORTHEASTERLY HAVING A RADIUS OF 470.00 FEET, AN ARC DISTANCE OF 202.31 FEET TO THE INTERSECTION WITH THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 9; THENCE ALONG SAID PROLONGATION NORTH 6° 36' 4" EAST 6.74 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT ONE-HALF OF ALL GAS AND HYDROCARBONS THEREUNDER AS RESERVED BY CLINTON F. SECCOMBE, ET. AL., IN DEED RECORDED JANUARY 08, 1954 IN BOOK 43546, PAGE 159, OFFICIAL RECORDS.

TOGETHER WITH,

THAT PORTION OF LOT 2 OF THE BIDART TRACT, IN THE CITY OF INDUSTRY, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF SAID LOT 2 DISTANT THEREIN SOUTH 5°45|'00" WEST 167.36 FEET FROM THE NORTHWEST CORNER THEREOF; THENCE PARALLEL WITH THE NORTH LINE OF SAID LOT 2, SOUTH 84°15'00" EAST, 35.75 FEET TO ITS INTERSECTION WITH THE EAST LINE OF PROPOSED ANAHEIM-PUENTE ROAD (120.00 FEET WIDE) SHOWN ON MAP FILED IN THE OFFICE OF THE COUNTY SURVEYOR OF SAID COUNTY AS MAP NO. B-2628, SAID INTERSECTION BEING THE TRUE POINT OF BEGINNING, SAID INTERSECTION ALSO BEING A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1440.00 FEET. A RADIAL LINE THROUGH SAID INTERSECTION BEARING SOUTH 82° 23' 46" EAST; THENCE CONTINUING ALONG SAID PARALLEL LINE SOUTH 84°15|' 00" EAST 149.25 FEET; THENCE AT RIGHT ANGLE SOUTH 5° 45' 00" WEST 6.29 FEET TO THE NORTH LINE OF THAT CERTAIN LAND DESCRIBED PER DEED, RECORDED NOVEMBER 08, 1963 IN BOOK D-2249, PAGE 453, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTH LINE SOUTH 84° 15' 00" EAST 249.68 FEET TO ITS INTERSECTION WITH A LINE PARALLEL WITH AND DISTANT WESTERLY 68.06 FEET, AS MEASURED AT RIGHT ANGLES FROM THE EAST LINE OF SAID LOT 2; THENCE SOUTH 6° 35'00" WEST ALONG SAID PARALLEL LINE,
144.20 FEET TO A POINT ON THE NORTH LINE OF THE LAND DESCRIBED IN DEED TO THE CITY OF INDUSTRY, RECORDED APRIL 30, 1964 AS INSTRUMENT NO. 1517 IN BOOK D-2453, PAGE 676, OFFICIAL RECORDS OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 530.00 FEET, A RADIAL THROUGH SAID POINT BEARING SOUTH 8° 09|' 13" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE 68.40 FEET TO ITS INTERSECTION WITH THE EAST LINE OF SAID LOT 2, A RADIAL THROUGH SAID INTERSECTION BEARING NORTH 15° 32' 51" EAST; THENCE NORTH 6°35'00" EAST ALONG SAID EAST LINE 325.13 FEET TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE NORTH 84° 15|' 00" WEST ALONG THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 454.28 FEET TO ITS INTERSECTION WITH THE PROPOSED EAST LINE OF AFOREMENTIONED ANAHEIM PUENTE ROAD (120 FEET WIDE) SAID INTERSECTION BEING ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1440.00 FEET, A RADIAL THROUGH SAID INTERSECTION BEARING NORTH 75° 42' 21" WEST, THENCE SOUTHWESTERLY ALONG SAID NON-TANGENT CURVE 168.14 FEET TO THE TRUE POINT OF BEGINNING.

ALSO EXCEPT THAT LAND GRANTED TO CITY OF INDUSTRY RECORDED AUGUST 10, 2006 AS INSTRUMENT NO. 06-1781879 AND IN DEED RECORDED NOVEMBER 27, 2006 AS INSTRUMENT NO. 06-2607498 OF OFFICIAL RECORDS.

ALSO EXCEPT THE FOLLOWING LAND:

BEGINNING AT THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED TO UTILITY TRAILER MANUFACTURING COMPANY, RECORDED SEPTEMBER 27, 1978, AS INSTRUMENT NO. 78-1073603 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE PARALLEL OF SAID PARCEL, SOUTH 6° 33' 44" WEST, 186.71 FEET TO A LINE PARALLEL WITH AND DISTANT 173.65 FEET AS MEASURED AT RIGHT ANGLES FROM THE NORTHERLY LINE OF BIDART TRACT; THENCE ALONG SAID PARALLEL LINE, NORTH 84°15|'00" WEST , 68 FEET THENCE NORTH 6° 35' 00" EAST, 184.89 FEET TO ITS INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID UTILITY TRAILER MANUFACTURING COMPANY PARCEL; THENCE ALONG SAID WESTERLY PROLONGATION, SOUTH 85°45' 49" 68.59 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED, IN, UNDER OR UPON THE NORTHERLY 173.65 FEET (MEASURED AT RIGHT ANGLES) OF LOT 2, BUT WITHOUT THE RIGHT TO LOCATE DRILLING RIG OR RIGS WITHIN 100 FEET OF ANY IMPROVEMENT THEREON AT THE TIME OF DRILLING, AS RESERVED IN THE DEED FROM BESSIE ISRAEL, A WIDOW AND EDITH E. SECCOMBE, A MARRIED WOMAN, EACH AS TO AN UNDIVIDED ONE-HALF INTEREST RECORDED FEBRUARY 09, 1955 IN BOOK 46858, PAGE 390, OFFICIAL RECORDS.

TOGETHER WITH,

THAT PORTION OF LOT "A" OF TRACT NO. 746, IN THE CITY OF INDUSTRY, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF CHESTNUT STREET, 40.00 FEET WIDE, AS SHOWN ON SAID MAP AND ALSO SHOWN ON A MAP OF THE ROWLAND ADDITION NO. 2, RECORDED IN BOOK 4, PAGE 7 OF MAPS, IN SAID RECORDER|S OFFICE DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF A LINE PARALLEL WITH AND 20.00 FEET SOUTHERLY AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF LOT 8 OF SAID ROWLAND ADDITION NO. 2, WITH THE NORTHEASTERLY PROLONGATION OF THAT CERTAIN COURSE IN THE SOUTHEASTERLY BOUNDARY OF THE LAND GRANTED TO THE COUNTY OF LOS ANGELES IN THE DEED RECORDED JANUARY 25, 1966 AS INSTRUMENT NO. 3116, IN BOOK D-3186, PAGE 733 OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS NORTH 58° 40' 02" EAST, 159.32 FEET TO A POINT OF TANGENCY WITH A CURVE CONCAVE SOUTHERLY, AND HAVING A RADIUS OF 29.00 FEET, SAID CURVE ALSO BEING TANGENT AT ITS EASTERLY TERMINUS WITH A CURVE, CONCAVE SOUTHWESTERLY, AND HAVING A RADIUS OF 910.52 FEET AND BEING CONCENTRIC WITH AND 54.00 FEET SOUTHWESTERLY MEASURED RADIALLY, FROM THAT CERTAIN CURVE IN THE NORTHEASTERLY BOUNDARY OF THE LAND DESIGNATED AS "PARCEL 6-20 IN THE FINAL ORDER OF CONDEMNATION IN FAVOR OF THE COUNTY OF LOS ANGELES" RECORDED SEPTEMBER 27, 1967 AS INSTRUMENT NO. 3437 IN BOOK D-3781, PAGE 520 OF SAID OFFICIAL RECORDS, DESCRIBED AS HAVING A RADIUS OF 964.52 FEET, SAID POINT OF TANGENCY BEING THE TRUE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID FIRST MENTIONED CURVE, THROUGH A CENTRAL ANGLE OF 64° 23' 47", AN ARC DISTANCE OF 32.59 FEET TO SAID EASTERLY TERMINUS; A RADIAL LINE TO SAID EASTERLY TERMINUS BEARS NORTH 33°03'49" EAST; THENCE SOUTHEASTERLY ALONG SAID 910.52 FOOT RADIUS CURVE, THROUGH A CENTRAL ANGLE 9° 29' 57", AN ARC DISTANCE OF 150.96 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE, SOUTH 47° 26' 14" EAST 16.39 FEET TO SAID PARALLEL LINE; THENCE CONTINUING, SOUTH 47° 26' 14" EAST, TO THE SOUTHERLY LINE OF SAID CHESTNUT STREET; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, TO THE NORTHEAST CORNER OF LOT 4 OF ROWLAND ADDITION NO. 1, RECORDED IN BOOK 3, PAGE 92 OF MAPS, IN SAID RECORDER|S OFFICE; THENCE NORTHERLY ALONG THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF SAID LOT 4, A DISTANCE OF 20.00 FEET TO A POINT ON SAID PARALLEL LINE; SAID POINT ALSO BEING THE SOUTHWESTERLY TERMINUS OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 29.00 FEET, SAID SOUTHWESTERLY TERMINUS BEING TANGENT TO SAID NORTHERLY PROLONGATION THENCE NORTHEASTERLY ALONG SAID LAST MENTIONED CURVE, THROUGH A CENTRAL ANGLE OF 32°34|' 37", AN ARC DISTANCE OF 16.49 FEET; THENCE TANGENT TO SAID CURVE, NORTH 38° 47|' 02" EAST, 84.82 FEET TO THE POINT OF TANGENCY WITH THE FIRST ABOVE MENTIONED 29.00 FOOT RADIUS CURVE; THENCE NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE IF 19° 53' 00", AN ARC DISTANCE OF 10.06 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT ALL PRECIOUS METALS AND RIGHT OF ENTRY TO EXTRACT AND REMOVE THE SAME, AS RESERVED IN THE DEED OF PARTITION BETWEEN JOHN ROWLAND SR., ET AL., RECORDED IN BOOK 10, PAGE 39 OF DEEDS.

TOGETHER WITH,

PARCEL 1 OF PARCEL MAP NO. 113 IN CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP FILED IN BOOK 91, PAGE 51 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 113, THE FOLLOWING DESCRIBED LAND;

BEGINNING AT THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED TO UTILITY TRAILER MANUFACTURING COMPANY, RECORDED SEPTEMBER 27, 1978, AS INSTRUMENT NO. 78-1073603 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE PARALLEL OF SAID PARCEL, SOUTH 6° 33' 44" WEST, 186.71 FEET TO A LINE PARALLEL WITH AND DISTANT 173.65 FEET AS MEASURED AT RIGHT ANGLES FROM THE NORTHERLY LINE OF BIDART TRACT; THENCE ALONG SAID PARALLEL LINE, NORTH 84°15' 00" WEST , 68 FEET THENCE NORTH 6° 35|' 00" EAST, 184.89 FEET TO ITS INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID UTILITY TRAILER MANUFACTURING COMPANY PARCEL; THENCE ALONG SAID WESTERLY PROLONGATION, SOUTH 85°45' 49"
68.59 FEET TO THE POINT OF BEGINNING.ALSO EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBONS OR OTHER MINERALS IN AND
UNDER THAT PORTION OF SAID LAND LYING WITHIN SAID LOT 8 OF ROWLAND ADDITION
NO. 2 WITHOUT THE RIGHT OF SURFACE ENTRY FOR DEVELOPMENT THEREOF, AS RESERVED BY THE COUNTY OF LOS ANGELES IN DEED RECORDED NOVEMBER 01, 1972 AS INSTRUMENT NO. 3180.

TOGETHER WITH,

PARCEL 2 OF PARCEL MAP NO. 113 IN CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP FILED IN BOOK 91, PAGE 51 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPT THEREFROM ALL OIL, GAS, HYDROCARBONS OR OTHER MINERALS IN AND
UNDER THAT PORTION OF SAID LAND LYING WITHIN SAID LOT 8 OF ROWLAND ADDITION
NO. 2 WITHOUT THE RIGHT OF SURFACE ENTRY FOR DEVELOPMENT THEREOF, AS RESERVED BY THE COUNTY OF LOS ANGELES IN DEED RECORDED NOVEMBER 01, 1972 AS INSTRUMENT NO. 3180.

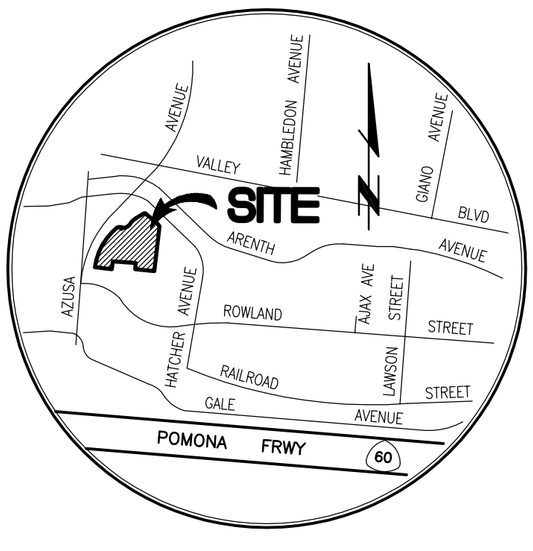
TOGETHER WITH,

THAT PORTION OF LOT 2 OF THE BIDART TRACT, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN MAP BOOK 15, PAGE 79 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL 2, DESCRIBED IN
QUITCLAIM DEED TO TOSCO OPERATING COMPANY INC., RECORDED DECEMBER 29, 2000, AS INSTRUMENT NO. 00-2027298 OF OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING ALSO BEING ON THE NORTHERLY LINE OF RAILROAD STREET, 60.00 FEET WIDE, DESCRIBED IN DEED RECORDED APRIL 30, 1964, AS INSTRUMENT NO. 1517, IN BOOK D2453, PAGE 676 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHERLY LINE, NORTH 84° 15' 00" WEST, 120.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 47.12 FEET TO THE EASTERLY LINE OF AZUSA AVENUE, 120.00 FEET WIDE, AS SHOWN ON PARCEL MAP NO. 113, RECORDED IN BOOK 91, PAGE 51, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE TANGENT TO THE LAST CURVE AND ALONG SAID EASTERLY LINE, NORTH 05° 45' 00" EAST, 73.73 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01° 50' 51", AN ARC DISTANCE OF 46.44 FEET TO ITS INTERSECTION WITH THE NORTHERLY LINE OF SAID TOSCO OPERATING COMPANY INC. PARCEL; THENCE ALONG SAID NORTHERLY LINE, SOUTH 84° 15' 00" EAST, 149.25 FEET TO THE EASTERLY LINE OF SAID PARCEL; THENCE ALONG SAID EASTERLY LINE, SOUTH 05° 45' 00" WEST, 150.20 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED IN, UNDER OR UPON SAID LAND BUT WITHOUT THE RIGHT TO LOCATE DRILLING RIG, OR RIGS WITHIN 100 FEET OF ANY IMPROVEMENTS THEREON AT THE TIME OF DRILLING, AS RESERVED IN THE DEED FROM BESSIE ISRAEL, A WIDOW, AND EDITH E. SECCOMBE, A MARRIED WOMAN, EACH AS TO AN UNDIVIDED ONE-HALF INTEREST, RECORDED FEBRUARY 09, 1955 IN BOOK 46858, PAGE 390 OF OFFICIAL RECORDS.

APN: 8264-025-903, 904, 908, 909, 911, 914, 915, 917 & 918



VICINITY MAP

N.T.S.

SURVEYOR'S NOTES:

1. AS TO TITLE COMMITMENT NO.: NCS-700769-SA1
TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:
INDUSTRY URBAN-DEVELOPMENT, A PUBLIC BODY, CORPORATE AND POLITIC.

AS TO TITLE COMMITMENT NO.: NCS-727573-ONT1
TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:
CITY OF INDUSTRY, A MUNICIPAL CORPORATION

2. PROJECT ADDRESS: 17300 CHESTNUT STREET
948 SOUTH AZUSA AVENUE
CITY OF INDUSTRY, CALIFORNIA

3. ASSESSOR'S PARCEL NUMBER: 8264-024-909
8264-025-903
8264-025-904
8264-025-908
8264-025-911
8264-025-914
8264-025-915
8264-025-917
8264-025-918

4. PARCEL AREAS: SEE AREA TABLE

5. "I" (INDUSTRIAL) - PER CITY OF INDUSTRY ZONING MAP
"C" (COMMERCIAL) - PER CITY OF INDUSTRY ZONING MAP

DEVELOPER:

CT REALTY
65 ENTERPRISE, SUITE 150
ALISO VIEJO, CA 92656
PHONE: (949) 330-5770
FAX: (949) 330-5771

ARCHITECT:

HPA
18831 BARDEEN AVENUE, SUITE 100
IRVINE, CA 92612
PHONE: (949) 863-1770
FAX: (949) 863-0851

UTILITY COMPANIES:

SEWER

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY
ADRIANA RAZA
1955 WORKMAN MILL ROAD
WHITTIER, CA 90607
PHONE: (562) 908-4288
FAX: (562) 699-5422

PHONE

VERIZON
AMIN ABOUELHOUDA
1400 EAST PHILLIPS BOULEVARD
POMONA, CA 91766
PHONE: (909) 469-6332
FAX: (909) 620-6256

GAS

SOUTHERN CALIFORNIA GAS COMPANY
MIGUEL CALDERON
1919 SOUTH STATE COLLEGE
ANAHEIM, CA 92806-6114
PHONE: (714) 634-3118
FAX: (714) 634-3101

ELECTRIC

SOUTHERN CALIFORNIA EDISON COMPANY
JOE ZAVALA
800 WEST CIENAGA AVENUE
SAN DIMAS, CA 91773
PHONE: (909) 394-2811
FAX: (909) 394-2836

CABLE

TIME WARNER CABLE
JUDY BOWERS
17777 CENTER COURT DRIVE NORTH, 8th FLOOR
CERRITOS, CA 90703
PHONE: (562) 677-0259
FAX: (704) 414-9140

WATER

ROLAND WATER DISTRICT
3021 S. FULLERTON ROAD
ROWLAND HEIGHTS, CA 91748
PHONE: (562) 697-1726
FAX: (562) 697-6149

SURVEYOR:

PREPARED UNDER THE DIRECTION OF:

BRIAN L. THIENES
P.L.S. NO. 5750
REG. EXP. 12/31/15

DATE

PROFESSIONAL LAND SURVEYOR
BRIAN L. THIENES
NO. 5750
STATE OF CALIFORNIA

Last Update: 6/26/15
O:\3300-3399\3364\TPM\3364TPM.dwg

TENTATIVE PARCEL MAP NO. 348

IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1, 2, AND 3, OF PARCEL MAP NO. 113, AS PER MAP FIELD IN BOOK 91, PAGE 51 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS AND A PORTION OF LOT 2 OF BIDART TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, AND A PORTION OF LOT "A" OF TRACT NO. 746, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, ALL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXISTING EASEMENTS:

1. THE USE OF AND RIGHT OF WAY OVER AND THROUGH THAT PORTION OF SAID LAND CROSSED BY A DITCH IN USE BY JOHN REED ON JULY 1871 ALSO KNOWN AS THE REED DITCH, AS GRANTED BY THOMAS ROWLAND TO JOHN REED, BY DEED RECORDED IN BOOK 17, PAGE 455 OF DEEDS, AND AS RESERVED IN DEED FROM WALLACE RANKIN AND WIFE, TO ALVIN R. SMITH AND WIFE, DATED NOVEMBER 02, 1920 IN BOOK 7489, PAGE 60 OF DEEDS. (THE LOCATION OF SAID DITCH IS NOT DETERMINABLE FROM THE RECORDS)

2. A RIGHT OF WAY FOR A ROAD GRANTED BY THOMAS ROWLAND TO WILLIAM R. ROWLAND BY DEED RECORDED IN BOOK 155, PAGE 544 OF DEEDS, AND AS RESERVED IN DEED FROM WALLACE RANKIN AND WIFE, TO ALVIN R. SMITH AND WIFE, RECORDED NOVEMBER 02, 1920 IN BOOK 7489, PAGE 60 OF DEEDS. (SAID EASEMENT IS NOT PLOTTABLE FROM RECORD)

3. AN EASEMENT FOR CONSTRUCTION, LAYING AND MAINTAINING AN IRRIGATION PIPE LINE, IN FAVOR OF JOSEPH FAURE RECORDED IN BOOK 3780, PAGE 298 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

4. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN FAVOR SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JANUARY 04, 1944 IN BOOK 20573, PAGE 74 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

5. 10. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERLY CALIFORNIA EDISON COMPANY RECORDED MARCH 08, 1955 IN BOOK 47126, PAGE 366 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)
   TO BE QUITCLAIMED BE A SEPARATE INSTRUMENT

6. AN EASEMENT FOR CONSTRUCTION, MAINTENANCE, OPERATION, ALTERATION, REPAIR, REPLACEMENT AND/OR REMOVAL OF COMMUNICATION FACILITIES CONSISTING OF POLES, CABLES, CROSSARMS, WIRES, ANCHORS, GUYS BRACES, UNDERGROUND CONDUITS, MANHOLES AND APPURTENANCES FOR THE TRANSMISSION OF ELECTRIC ENERGY FOR COMMUNICATION, OTHER PURPOSES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED APRIL 15, 1955 IN BOOK 47501, PAGE 313 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)
   TO BE QUITCLAIMED BE A SEPARATE INSTRUMENT

7. AN EASEMENT FOR POLES, CONDUITS AND INCIDENTAL PURPOSES IN FAVOR OF GENERAL TELEPHONE COMPANY RECORDED JUNE 15, 1955 IN BOOK 48078, PAGE 340 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

8. AN EASEMENT FOR POLES, TRANSFORMER PAD AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED OCTOBER 11, 1955 IN BOOK 49200, PAGE 294 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)
   TO BE QUITCLAIMED BE A SEPARATE INSTRUMENT

9. AN EASEMENT FOR WIRES, CONDUITS AND INCIDENTAL PURPOSES IN FAVOR OF GENERAL TELEPHONE COMPANY RECORDED OCTOBER 21 1957 IN BOOK 55899, PAGE 294 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

10. AN EASEMENT FOR POLES, CONDUITS AND INCIDENTAL PURPOSES IN FAVOR OF GENERAL TELEPHONE COMPANY RECORDED MAY 04, 1961 AS INSTRUMENT NO. 3236 IN BOOK D-1210, PAGE 955 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

11. AN EASEMENT FOR PIPE LINE AND INCIDENTAL PURPOSES IN FAVOR OF ROWLAND AREA COUNTY WATER DISTRICT RECORDED MAY 15, 1961 AS INSTRUMENT NO. 3873 IN BOOK D-1221, PAGE 672 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

12. AN EASEMENT FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES IN FAVOR OF FAIRDAY PROPERTIES, A LIMITED PARTNERSHIP RECORDED JANUARY 20, 1965 AS INSTRUMENT NO. 1625 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

13. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED OCTOBER 06, 1967 AS INSTRUMENT NO. 3449 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

14. AN EASEMENT FOR INSTALL, USE, MAINTAIN, ALTER, ADD TO, REPAIR, REPLACE, INSPECT, REMOVE, AERIAL, ELECTRIC LINES, COMMUNICATION LINES CONSISTING OF OVERHANGING CROSSARMS, WIRES, CABLES, CONDUITS NECESSARY APPURTENANCES FOR CONVEYING ELECTRIC ENERGY FOR ANY, ALL PURPOSES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED APRIL 27, 1970 AS INSTRUMENT NO. 2534 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

15. AN EASEMENT FOR SANITARY SEWERS, APPURTENANT STRUCTURES AND INCIDENTAL PURPOSES IN FAVOR OF CITY OF INDUSTRY AND COUNTY SANITATION DISTRICT NO. 21 OF LOS ANGELES COUNTY RECORDED FEBRUARY 11, 1972 IN BOOK D-5351, PAGE 111 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

16. AN EASEMENT FOR CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, REMOVE ITS FACILITIES, CONSISTING OF POLES, CABLES, CROSSARMS, WIRES, ANCHORS, GUYS, BRACES, UNDERGROUND CONDUITS, MANHOLES, APPURTENANCES FOR THE TRANSMISSION OF ELECTRIC ENERGY FOR COMMUNICATION OTHER PURPOSES AND INCIDENTAL PURPOSES IN FAVOR OF GENERAL TELEPHONE COMPANY RECORDED NOVEMBER 14, 1978 AS INSTRUMENT NO. 78-1269642 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

17. AN EASEMENT FOR STREET, HIGHWAY PURPOSES AND INCIDENTAL PURPOSES IN FAVOR OF CITY OF INDUSTRY RECORDED AUGUST 30, 2004 AS INSTRUMENT NO. 04-2233405 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

18. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JANUARY 05, 1954 IN BOOK 43522, PAGE 36 OF OFFICIAL RECORDS (SAID EASEMENT IS NOT PLOTTABLE FROM RECORD)

19. AN EASEMENT FOR POLES, WIRES, CONDUITS AND INCIDENTAL PURPOSES IN FAVOR OF GENERAL TELEPHONE COMPANY RECORDED OCTOBER 21, 1957 IN BOOK 55899, PAGE 294 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

20. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JUNE 24, 1968 AS INSTRUMENT NO. 3050 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

21. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED APRIL 22, 1992 AS INSTRUMENT NO. 92-714145 OF OFFICIAL RECORDS. (SAID EASEMENT PLOTTED HEREON)

LEGEND:

- PROPERTY LINE
- SUBDIVISION LINE
- R/W LINE
- 429 — GRADE BREAK LINE
- EXIST. CONTOUR
- DIRECTION OF SURFACE FLOW

PROJECT DATA:

SITE AREA							
in s.f.	312,416	447,884	235,684	146,538	113,335	1,255,857	s.f.
in acres	7.17	10.28	5.41	3.36	2.60	28.83	ac
BUILDING AREA							
Building Footprint	142,100	200,016	109,727	69,271	43,383	564,497	s.f.
office - 1st floor	15,000	18,300	5,500	7,000	4,000	49,800	s.f.
office - 2nd floor	13,500	18,300	5,500	3,000	4,000	44,300	s.f.
office - 3rd floor		5,800				5,800	s.f.
warehouse office		5,000				5,000	s.f.
warehouse	127,100	176,716	104,227	62,271	39,383	509,697	s.f.
TOTAL	155,600	224,116	115,227	72,271	47,383	614,597	s.f.
COVERAGE	49.8%	50.0%	48.9%	49.3%	41.8%	48.9%	
AUTO PARKING REQUIRED							
Warehouse							
0-25K @ 1/500 s.f.	50	50	50	50	50	250	stalls
25K-100K @ 1/750 s.f.	100	100	100	64	30	394	stalls
Above 100K @ 1/1,000 s.f.	56	125	16	n/a	n.a	197	stalls
TOTAL	206	275	166	114	80	841	stalls
AUTO PARKING PROVIDED							
standard (9' x 19')	158	240	138	86	63	685	stalls
handicap (9' x 19')	7	8	6	5	4	30	stalls
compact (8' x 16') 20% max.	41 *19.9%*	31 *11.1%*	26 *15.3%*	23 *20%*	14 *17.3%*	136	stalls
TOTAL	206	279	170	114	81	850	stalls
ZONING ORDINANCE FOR CITY							
Indstrial - I							
MAXIMUM FLOOR AREA RATION							
F.A.R. - .50							
SETBACK							
front / Street - 30' from the curb line of any street or highway, whether the street is improved or not							
LANDSCAPE REQUIREMENT							
in percentage	12%	12%	12%	12%	12%	12%	
LANDSCAPE PROVIDED							
in s.f.	44,772	64,462	28,374	17,742	27,708	183,058	s.f.
in percentage	14.3%	14.4%	12.0%	12.1%	24.4%	14.6%	

NOTES:

ALL STREET DEDICATIONS (LOTS A THROUGH F) WILL BE RECORDED BY SEPARATE INSTRUMENTS PRIOR TO MAP RECORDATION AS EASEMENTS.

SEE SHEET 5 OF 5 FOR STREET DEDICATIONS

AREAS:

PARCEL #	S.F.	AC.
PARCEL 1	312,416	7.173
PARCEL 2	447,884	10.284
PARCEL 3	235,684	5.411
PARCEL 4	146,538	3.365
PARCEL 5	113,335	2.603
LOT "A"	21,431	0.491
LOT "B"	2,801	0.064
LOT "C"	18,151	0.416
LOT "D"	3,452	0.078
LOT "E"	25,499	0.584
LOT "F"	2,153	0.049
VACATION	945	0.021
TOTAL	1,330,289	30.539

PROPOSED EASEMENTS:

1. 10' WIDE EASEMENT FOR WATER LINE PURPOSES TO THE CITY OF INDUSTRY.
2. 10' WIDE EASEMENT FOR WATER LINE PURPOSES TO THE CITY OF INDUSTRY.
3. 15' WIDE EASEMENT FOR SEWER PURPOSES TO THE CITY OF INDUSTRY.
4. 10' WIDE EASEMENT FOR STORM DRAIN PURPOSES TO THE CITY OF INDUSTRY.
5. 10' WIDE EASEMENT FOR STORM DRAIN PURPOSES OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1.
6. 10' WIDE EASEMENT FOR STORM DRAIN PURPOSES OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 3
7. 10' WIDE EASEMENT FOR STORM DRAIN PURPOSES OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 3.

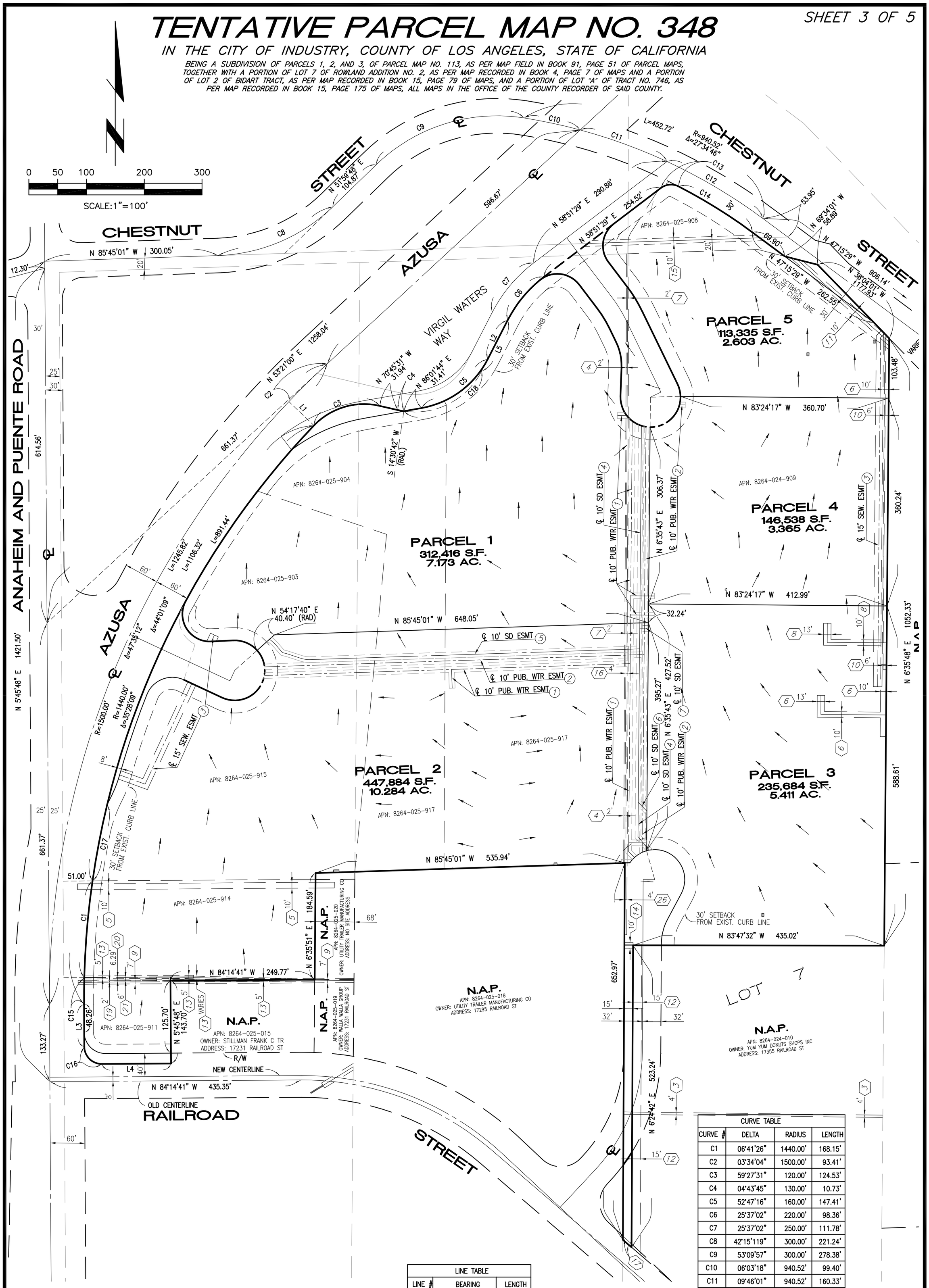
LEGEND:

ABAN	ABANDONED	FB	FIELD BOOK	NW	NORTHWEST	SEC	SOUTHEAST CORNER
ACC	ACCEPTED	FC	FLOOD CONTROL	NWC	NORTHWEST CORNER	SEC 7	SECTION 7
AC	ASPHALTIC CONCRETE	FD	FOUND	NW'LY	NORTHWESTERLY	SF	SQUARE FEET
AP	ANGLE POINT	FDC	FIRE DEPARTMENT CONNECTION	OH	OVERHEAD	SFN	SEARCHED, FOUND NOTHING
ARV	AIR RELEASE VALVE	FF	FINISHED FLOOR ELEVATION	OIL W.W.	OIL WASTE WATER LINE	SLCB	STREET LIGHT CONTROL BOX
BC	BEGINNING OF CURVE	FH	FIRE HYDRANT	O.R.	OFFICIAL RECORDS	SLPB	STREET LIGHT PULL BOX
BET	BETWEEN	FL	FLOW LINE	O/S	OFF SET	SMH	SEWER MANHOLE
BFP	BACKFLOW PREVENTION DEVICE	FL IFOB	FL AT INSIDE WALL CB	PA	PLANTER AREA	SP	SIGN POST
BK	BOOK	FNC	FENCE	PB	PULL BOX	ST LT	STREET LIGHT
BLDG	BUILDING	FOC	FIBER OPTIC CABLE	PCC	POINT OF COMPOUND CURVE	SW	SOUTHWEST
BOB	BASIS OF BEARINGS	FP	FINISH PAVEMENT	PCL	PARCEL	SWC	SOUTHWEST CORNER
BR	BRASS	FS	FINISH SURFACE	PED	PEDESTAL	SW'LY	SOUTHWESTERLY
BRMP	BOTTOM OF RAMP	FW	FRONT OF WALK	PG	PAGE	SW&T	SPIKE WASHER & TIN
BSTP	BOTTOM STEP	←——	DIRECTION OF DRAINAGE FLOW	PI	POINT OF INTERSECTION	S/W	SIDEWALK
BW	BACK OF WALK	G	GAS LINE	PIV	POST INDICATOR VALVE	T	TANGENT
BX	BOTTOM OF "X"	GA	GUY ANCHOR	PKWY	PARKWAY	T 3 S	TOWNSHIP 3 SOUTH
C	COMPACT PARKING STALL	GFA	GROSS FLOOR AREA	PL	PROPERTY LINE	TB	TOP OF BERM
CAB	CABINET	GM	GAS METER	PM	PROPORTIONATE MEASUREMENT	T&T	TACK & TAG
CADT	CALIF. DEPT. OF TRANSPORTATION	GP	GUARD POST	P.M.	PARCEL MAP	TC	TOP OF CURB
CATV	CABLE TELEVISION	GTE	GENERAL TELEPHONE CONDUIT	P.M.B.	PARCEL MAP BOOK	TAN	TANGENT
C&G	CURB AND GUTTER	GTE MH	GENERAL TELEPHONE MANHOLE	P.O.B.	POINT OF BEGINNING	TE	TRASH ENCLOSURE
CB	CATCH BASIN	GTE VLT	GENERAL TELEPHONE VAULT	POC	POINT ON CURVE	TELE	TELEPHONE
CC & R's	COVENANTS, CONDITIONS AND RESTRICTIONS	GV	GAS VALVE	P.O.C.	POINT OF CONNECTION	TELE SW B	TELEPHONE SWITCH BOX
		HB	HOSE BIB	P.O.L.	POINT ON LINE	TG	TOP OF GRATE
CD	CURB DRAIN	HC	HANDICAP	POR	PORTION	10" TR	10" DIAMETER TREE
CEFB	CITY ENGINEER'S FIELD BOOK	HCR	HANDICAP RAMP	POS	POINT ON SLOPE	TMH	TELEPHONE MANHOLE
CF	CURB FACE	HWF	HOG WIRE FENCE	PP	POWER POLE	TOE	TOE OF SLOPE
C.F.	CALCULATED FROM	ICB	IRRIGATION CONTROL BOX	PRC	POINT OF REVERSE CURVE	TOP	TOP OF SLOPE
CHIS	CHISLED	ICV	IRRIGATION CONTROL VALVE	PROD	PROLONGATION	TP	TELEPHONE POLE
C/L	CENTERLINE	ILLEG	ILLEGIBLE	PROP	PROPOSED	T.P.O.B.	TRUE POINT OF BEGINNING
CLF	CHAIN LINK FENCE	INST NO	INSTRUMENT NUMBER	PT	POINT	TR.	TRACT
CMP	CORRUGATED METAL PIPE	INT	INTERSECTION	PTS	POINTS	TRANS	TRANSFORMER
CO.ENG.FB	COUNTY ENGINEER'S FIELD BOOK	INV	INVERT	PT.COM.	POINT OF COMMENCEMENT	TRMP	TOP OF RAMP
CONC	CONCRETE	IP	IRON PIPE	PTR	PRELIMINARY TITLE REPORT	TS	TRAFFIC SIGN
COR	CORNER	L	LENGTH	PUN	PUNCHED	TSCB	TRAFFIC SIGNAL CONTROL BOX
CSFB	COUNTY SURVEYOR'S FIELD BOOK	LACE	LOS ANGELES COUNTY ENGINEER	PWD	PARKWAY DRAIN	TSPB	TRAFFIC SIGNAL PULL BOX
D	DELTA=CENTRAL ANGLE	LACS	LOS ANGELES COUNTY SURVEYOR	PWFB	PUBLIC WORKS FIELD BOOK	TSTP	TOP STEP
△	DELTA=CENTRAL ANGLE	LD	LEGAL DESCRIPTION	R.	RECORD	TVLT	TELEPHONE VAULT
DCV	DETECTOR CHECK VALVE	LIP	LIP OF GUTTER	R	RADIUS	TW	TOP OF WALL
DED	DEDICATION	LP	LIGHT POLE	R 11 W	RANGE 11 WEST	TWB	TOP OF BLOCK WALL
DESC	DESCRIBED	LS	LICENSED SURVEYOR	RAD	RADIAL	TX	TOP OF "X"
DI	DROP INLET	L&T	LEAD AND TACK	R.C.B.	REINFORCED CONCRETE BOX	TYP	TYPICAL
DIST	DISTANCE	LT&T	LEAD TACK AND TAG	RCE	REGISTERED CIVIL ENGINEER	U.D.	UTILITY DROP
DN	DOWN	LTLT	LOT LIGHT	RCLW	RECLAIMED WATER LINE	UDG	UNDERGROUND CONDUIT
DOC NO	DOCUMENT NO.	LT STD	LIGHT STANDARD	RD	ROOF DRAIN	ULT	ULTIMATE
DRWY	DRIVEWAY	M	MEASURED	R.D.	ROAD DEPARTMENT	UTIL	UTILITY
E	EAST	MAX	MAXIMUM	RDFB	ROAD DEPARTMENT FIELD BOOK	UTIL B	UTILITY BOX
E'LY	EASTERLY	M.B.	MAP BOOK	REC	RECORD	UTIL CAB	UTILITY CABINET
EB	ESTABLISHED BETWEEN	MH	MANHOLE	REF	REFERENCE	V	VALVE
EBFM	ESTABLISHED BETWEEN FOUND MONUMENTS	MIN	MINIMUN	RET	RETAINING	VAC	VACATION
		MON	MONUMENT	RR	RAILROAD	VG	VALLEY GUTTER
EBP	ESTABLISHED BY PRORATION	MS	MOW STRIP	R.S.B.	RECORD OF SURVEY BOOK	VLT	VAULT
EC	EDGE OF CONCRETE	MW	MONITORING WELL	R/W	RIGHT OF WAY	W	WATER LINE
EC	END OF CURVE	N	NORTH	S	SEWER LINE	W	WEST
EF	ESTABLISHED FROM	N&T	NAIL AND TIN	S	SOUTH	W/	WITH
ELEC	ELECTRIC	N'LY	NORTHERLY	SBL	SETBACK LINE	W'LY	WESTERLY
EM	ELECTRIC METER	N.A.P.	NOT A PART	S.B.M.	SAN BERNARDINO MERIDIAN	WA	WATER ASSEMBLY
EMH	ELECTRIC MAN HOLE	NE	NORTHEAST	S'LY	SOUTHERLY	WDF	WOOD FENCE
EP	EDGE OF PAVEMENT	NEC	NORTHEAST CORNER	S&W	SPIKE & WASHER	WIF	WROUGHT IRON FENCE
EPB	ELECTRIC PULL BOX	NE'LY	NORTHEASTERLY	SCE	SOUTHERN CALIFORNIA EDISON CO.	WM	WATER METER
ESMT	EASEMENT	NF	NOTHING FOUND	SCO	SEWER CLEAN OUT	WSO	WATER SHUT OFF VALVE
EST	ESTABLISHED	NG	NATURAL GROUND	SD	STORM DRAIN	WV	WATER VALVE
ESTAB	ESTABLISH	NO	NUMBER	SDMH	STORM DRAIN MANHOLE	W VLT	WATER VAULT
EXIST	EXISTING	NT&T	NAIL TIN & TAG	SE	SOUTHEAST	X-ARM	CROSS ARM
FAR	FLOOR AREA RATIO	N.T.S.	NOT TO SCALE	SE'LY	SOUTHEASTERLY		

TENTATIVE PARCEL MAP NO. 348

IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1, 2, AND 3, OF PARCEL MAP NO. 113, AS PER MAP FIELD IN BOOK 91, PAGE 51 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS AND A PORTION OF LOT 2 OF BIDART TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, AND A PORTION OF LOT "A" OF TRACT NO. 746, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, ALL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



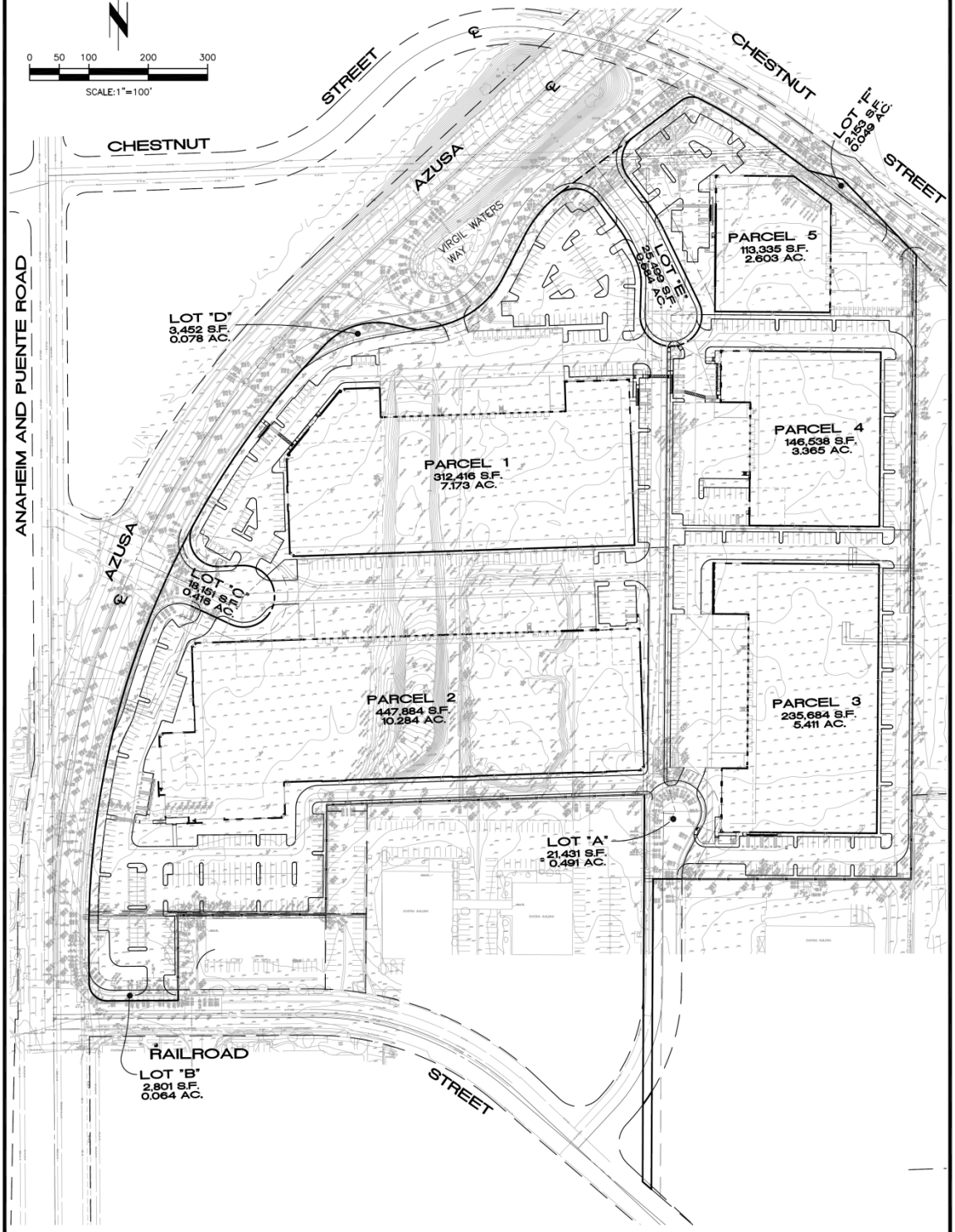
LINE TABLE		
LINE #	BEARING	LENGTH
L1	N 40°13'23" W	60.00'
L2	N 33°14'27" E	76.14'
L3	N 05°45'48" W	73.26'
L4	N 84°14'41" W	120.00'
L5	N 33°14'27" E	99.44'

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	06°41'26"	1440.00'	168.15'
C2	03°34'04"	1500.00'	93.41'
C3	59°27'31"	120.00'	124.53'
C4	04°43'45"	130.00'	10.73'
C5	52°47'16"	160.00'	147.41'
C6	25°37'02"	220.00'	98.36'
C7	25°37'02"	250.00'	111.78'
C8	42°15'119"	300.00'	221.24'
C9	53°09'57"	300.00'	278.38'
C10	06°03'18"	940.52'	99.40'
C11	09°46'01"	940.52'	160.33'
C12	11°45'27"	940.52'	193.00'
C13	64°24'47"	29.00'	32.60'
C14	09°28'16"	910.52'	150.51'
C15	01°51'34"	1440.00'	46.73'
C16	90°00'30"	30.00'	47.13'
C17	05°21'23"	1440.00'	134.62'
C18	71°16'15"	130.00'	161.71'

TENTATIVE PARCEL MAP NO. 348

IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1, 2, AND 3, OF PARCEL MAP NO. 113, AS PER MAP FIELD IN BOOK 91, PAGE 51 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS AND A PORTION OF LOT 2 OF BIDART TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, AND A PORTION OF LOT "A" OF TRACT NO. 746, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, ALL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

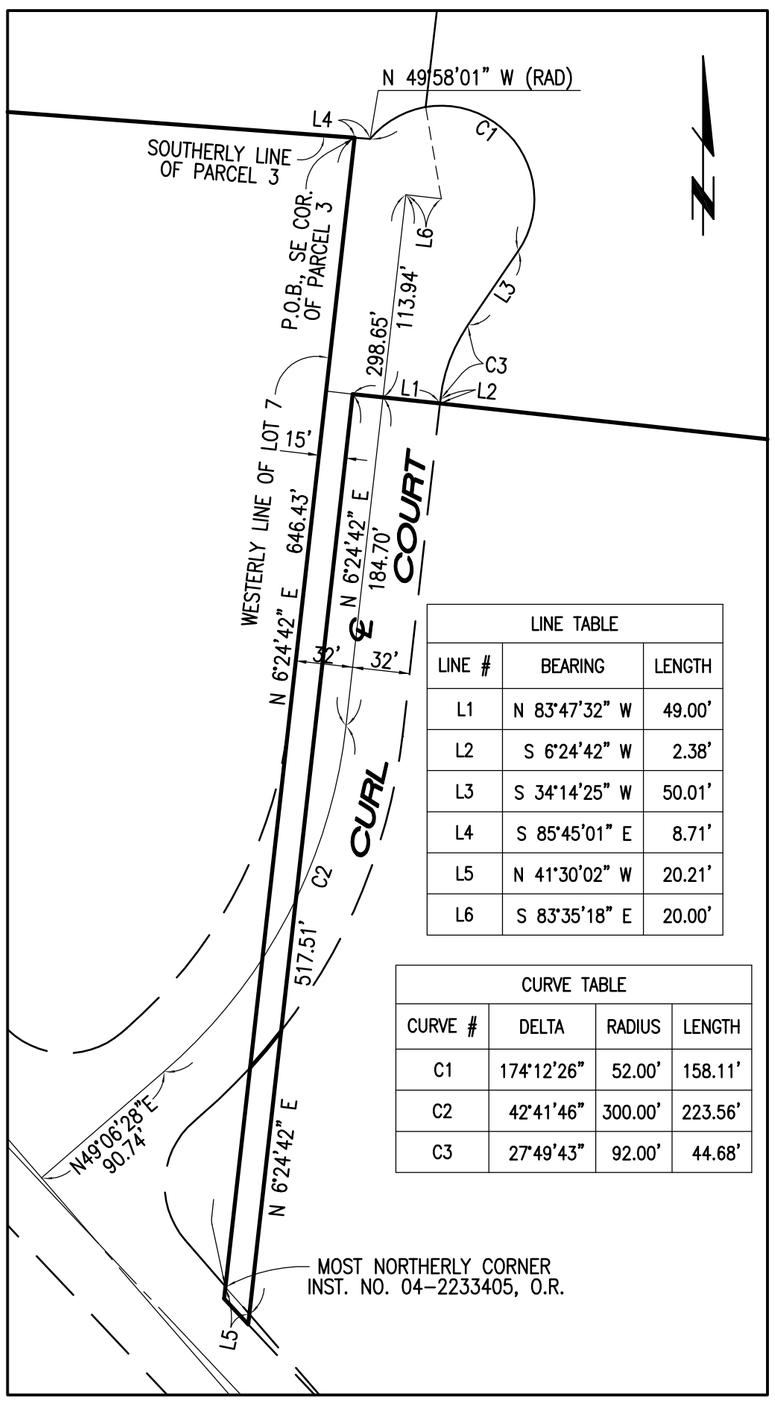


TENTATIVE PARCEL MAP NO. 348

IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

BEING A SUBDIVISION OF PARCELS 1, 2, AND 3, OF PARCEL MAP NO. 113, AS PER MAP FIELD IN BOOK 91, PAGE 51 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 7 OF ROWLAND ADDITION NO. 2, AS PER MAP RECORDED IN BOOK 4, PAGE 7 OF MAPS AND A PORTION OF LOT 2 OF BIDART TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 79 OF MAPS, AND A PORTION OF LOT "A" OF TRACT NO. 746, AS PER MAP RECORDED IN BOOK 15, PAGE 175 OF MAPS, ALL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

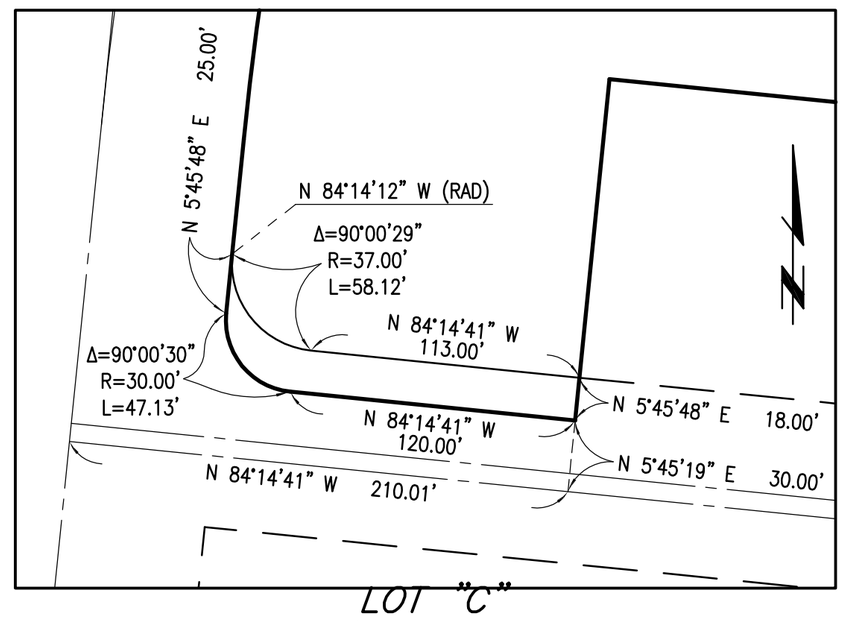
LOT "A"
SCALE 1"=80'



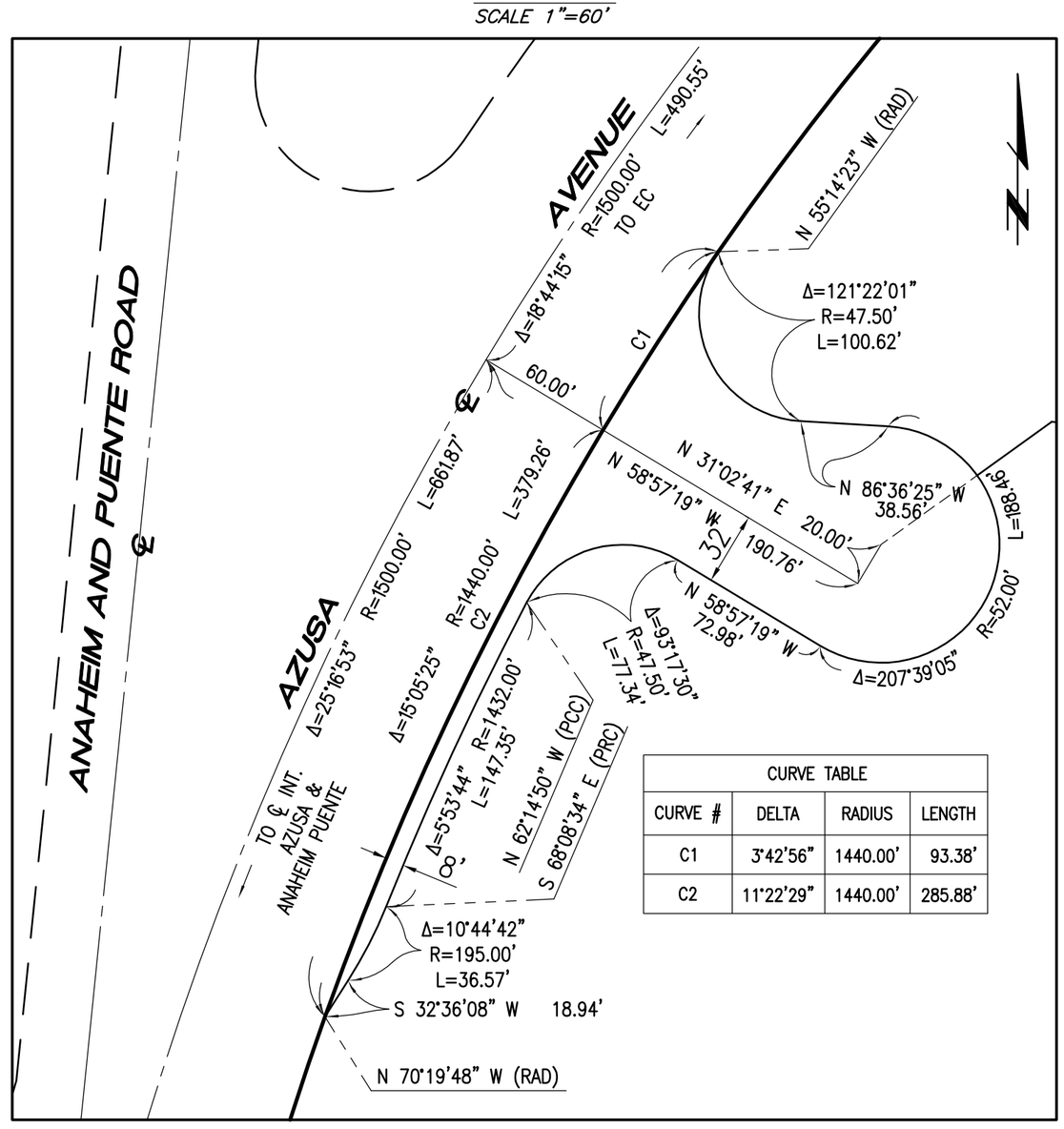
LINE TABLE		
LINE #	BEARING	LENGTH
L1	N 83°47'32" W	49.00'
L2	S 6°24'42" W	2.38'
L3	S 34°14'25" W	50.01'
L4	S 85°45'01" E	8.71'
L5	N 41°30'02" W	20.21'
L6	S 83°35'18" E	20.00'

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	174°12'26"	52.00'	158.11'
C2	42°41'46"	300.00'	223.56'
C3	27°49'43"	92.00'	44.68'

LOT "B"
SCALE 1"=60'

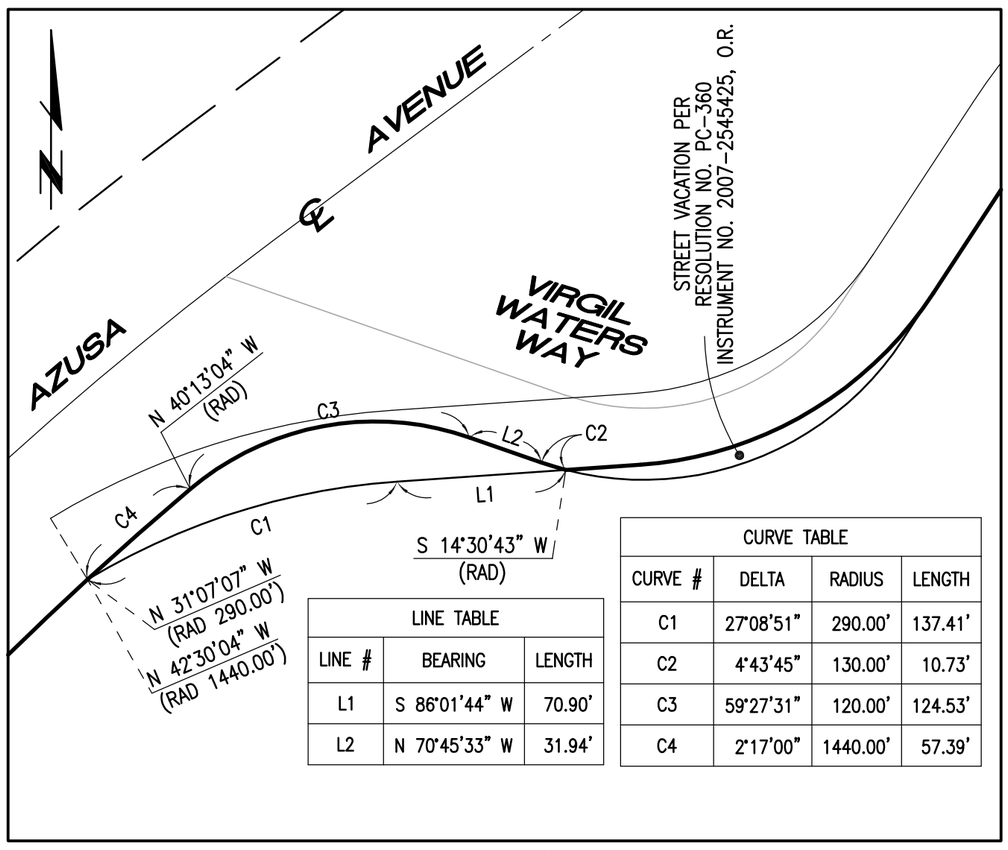


LOT "C"
SCALE 1"=60'



CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	3°42'56"	1440.00'	93.38'
C2	11°22'29"	1440.00'	285.88'

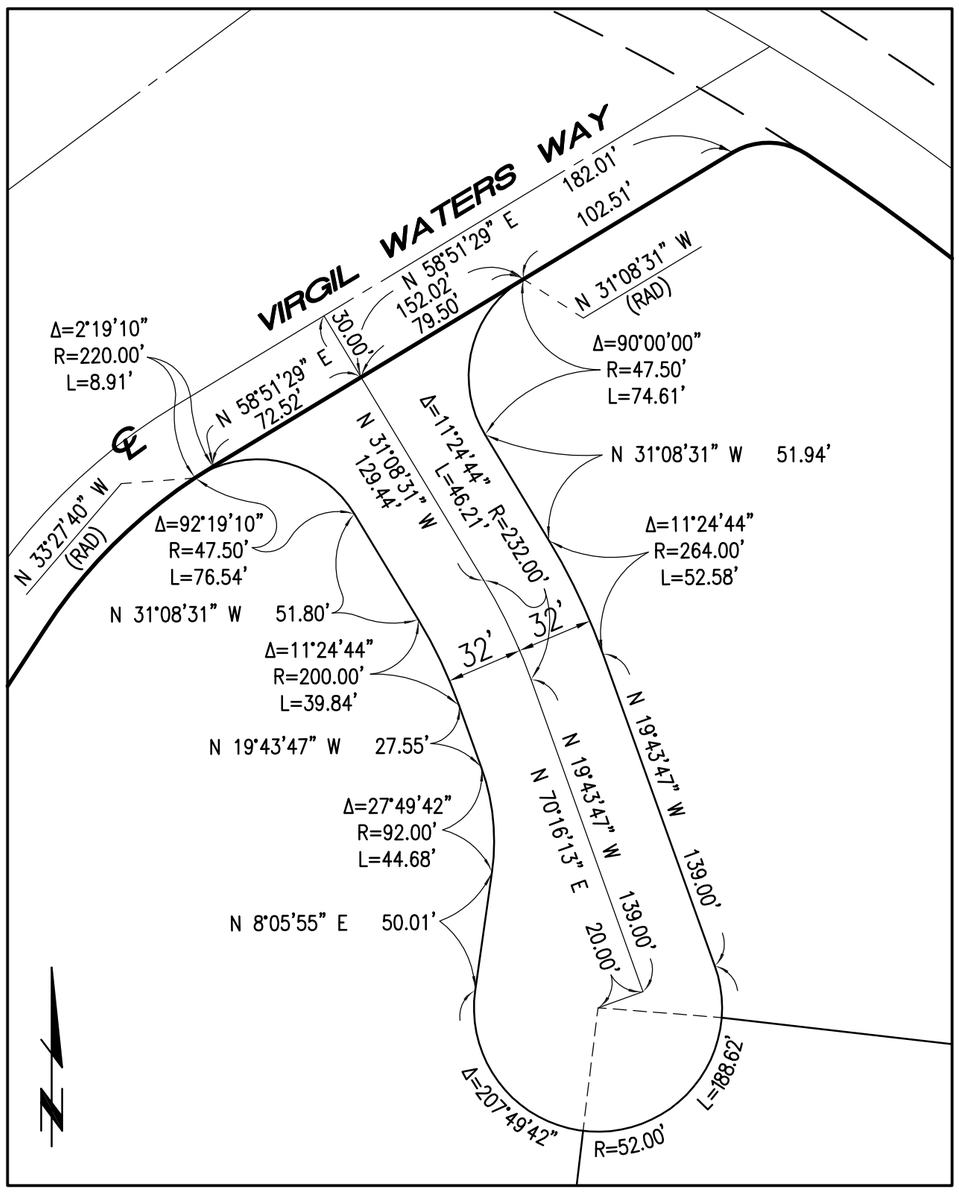
LOT "D"
SCALE 1"=60'



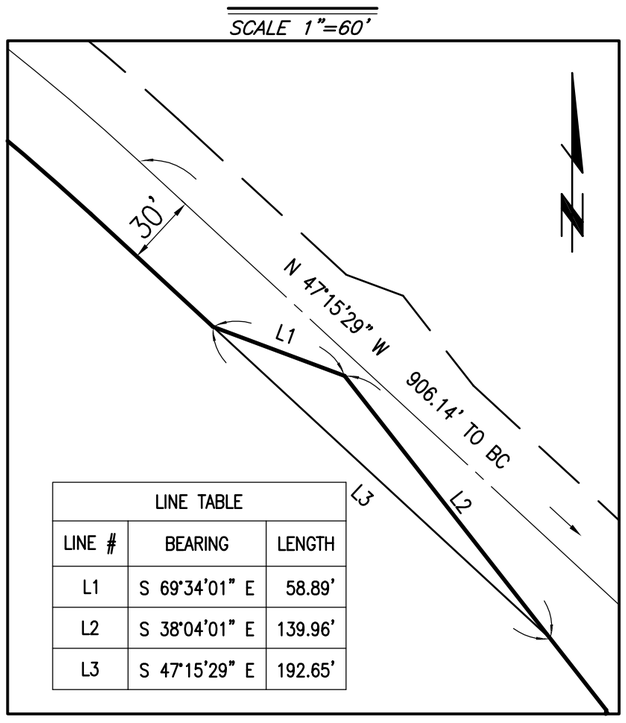
LINE TABLE		
LINE #	BEARING	LENGTH
L1	S 86°01'44" W	70.90'
L2	N 70°45'33" W	31.94'

CURVE TABLE			
CURVE #	DELTA	RADIUS	LENGTH
C1	27°08'51"	290.00'	137.41'
C2	4°43'45"	130.00'	10.73'
C3	59°27'31"	120.00'	124.53'
C4	2°17'00"	1440.00'	57.39'

LOT "E"
SCALE 1"=60'



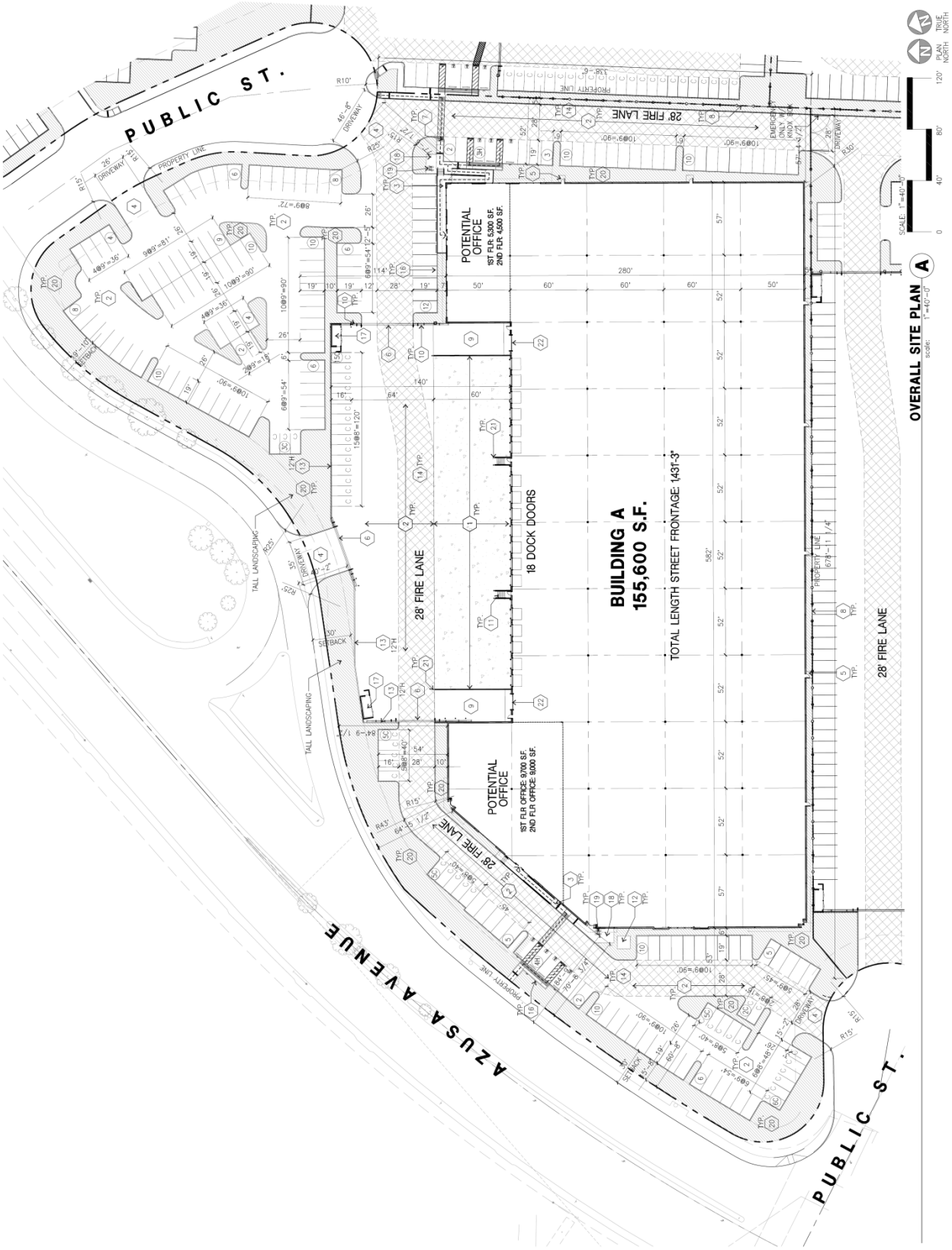
LOT "F"
SCALE 1"=60'



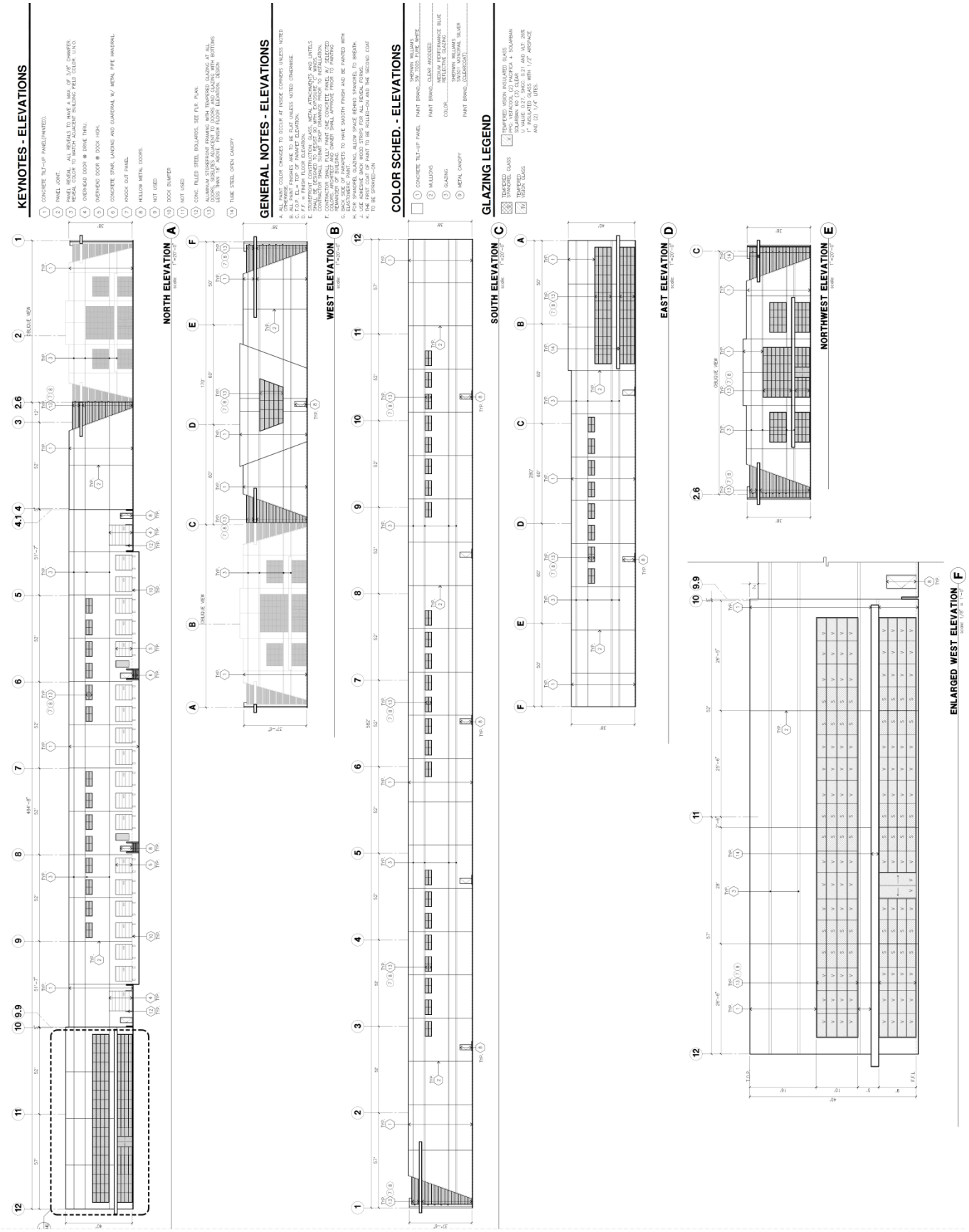
LINE TABLE		
LINE #	BEARING	LENGTH
L1	S 69°34'01" E	58.89'
L2	S 38°04'01" E	139.96'
L3	S 47°15'29" E	192.65'

Attachment 3
Overall Site Plan

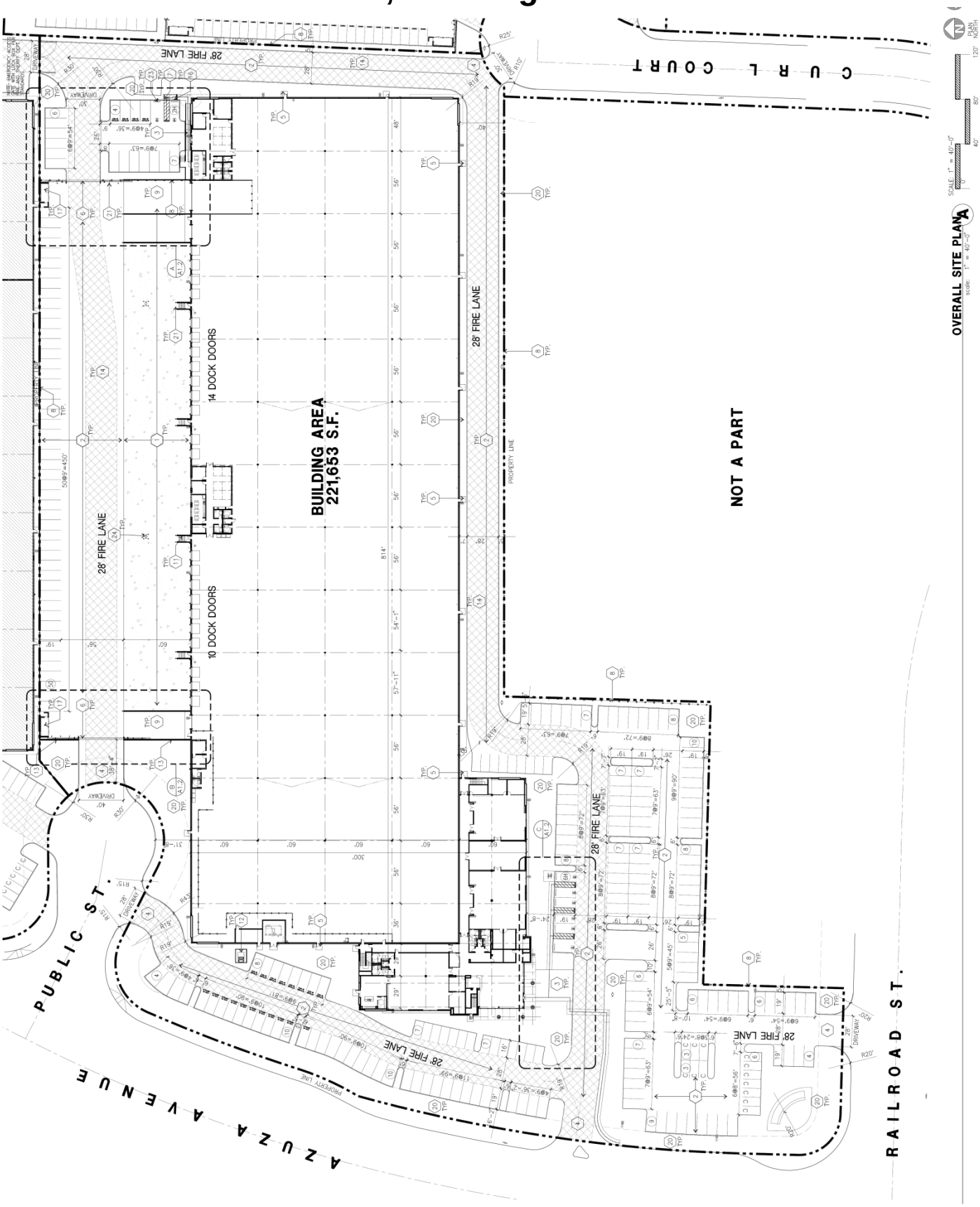
Attachment 4
Parcel 1, Building A Site Plan



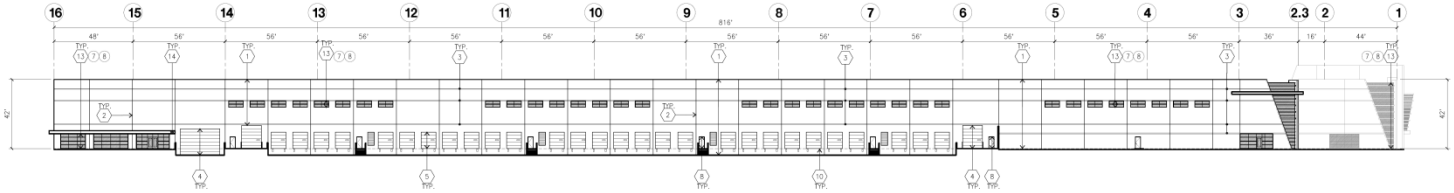
Attachment 5
Parcel 1, Building A Elevations



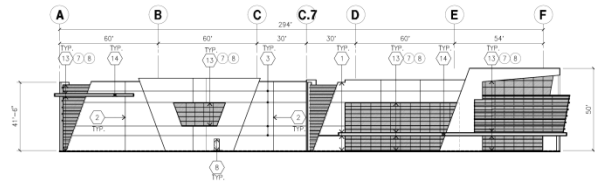
Attachment 6
Parcel 2, Building B Site Plan



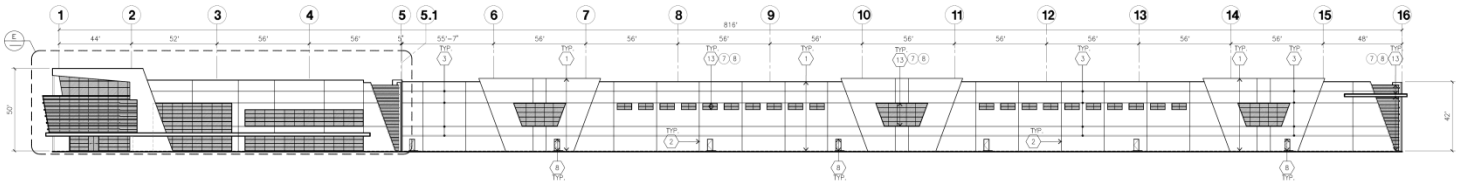
Attachment 7
Parcel 2, Building B Elevations



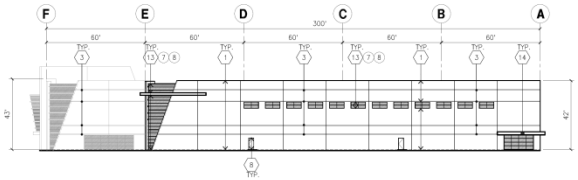
NORTH ELEVATION (A)
scale: 1/16=1'-0"



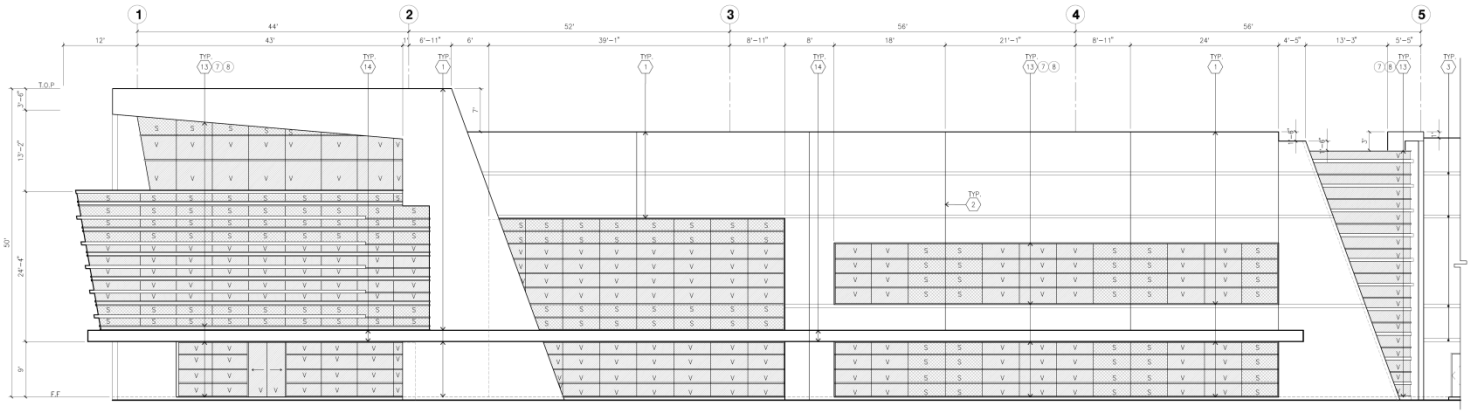
WEST ELEVATION (B)
scale: 1/16=1'-0"



SOUTH ELEVATION (C)
scale: 1/16=1'-0"



EAST ELEVATION (D)
scale: 1/16=1'-0"



ENLARGED SOUTH ELEVATION (E)
scale: 1/8=1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU.
5. OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. KNOCK OUT PANEL
8. HOLLOW METAL DOORS.
9. NOT USED
10. DOCK BUMPER
11. NOT USED
12. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
13. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN
14. TUBE STEEL OPEN CANOPY

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

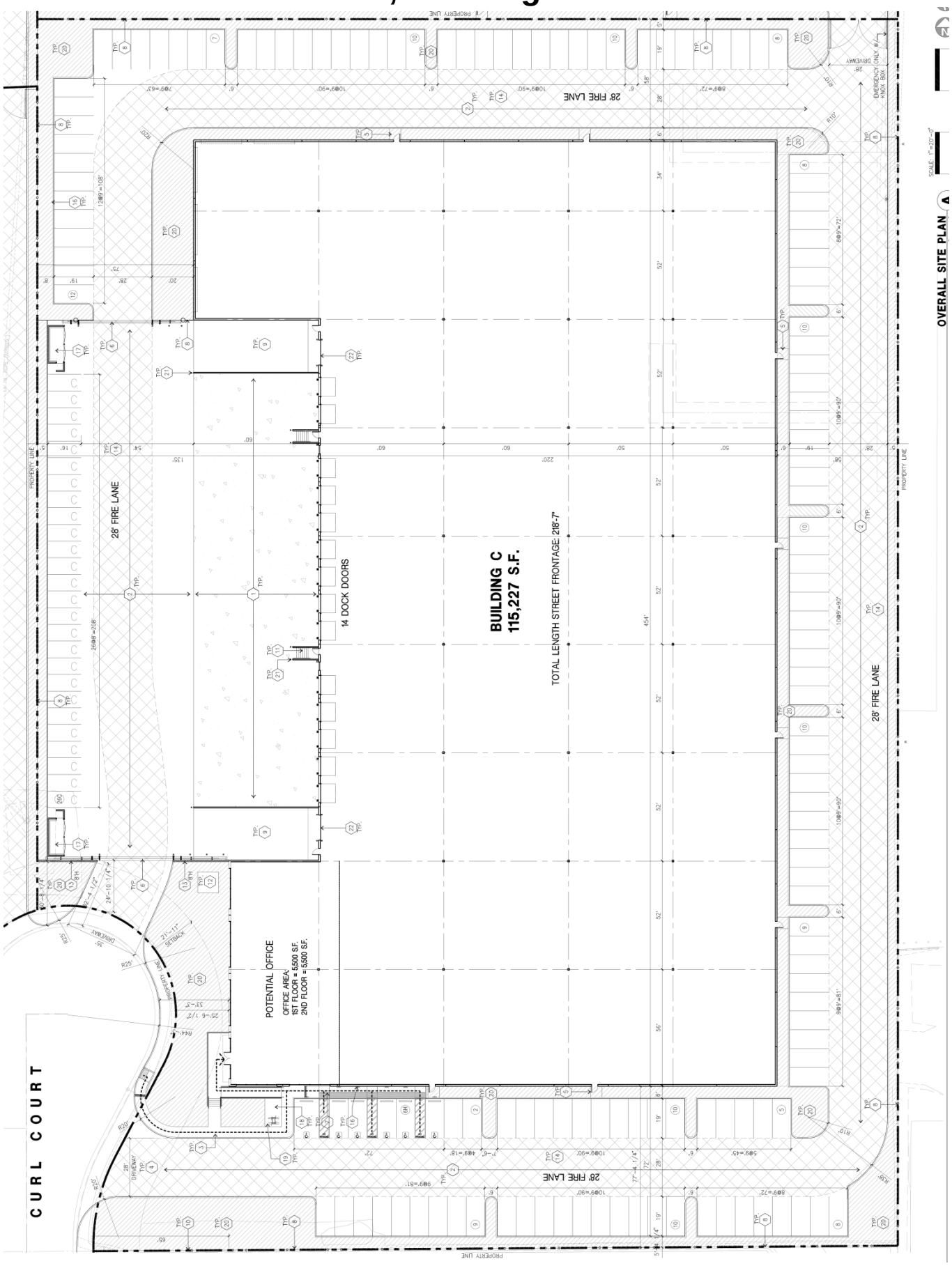
COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7005 PURE WHITE
2	MULLIONS	PAINT BRAND CLEAR ANODIZED
3	GLAZING	COLOR MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING
9	METAL CANOPY	PAINT BRAND SHERWIN WILLIAMS SW301 MONORAIL SILVER (CLEARCOAT)

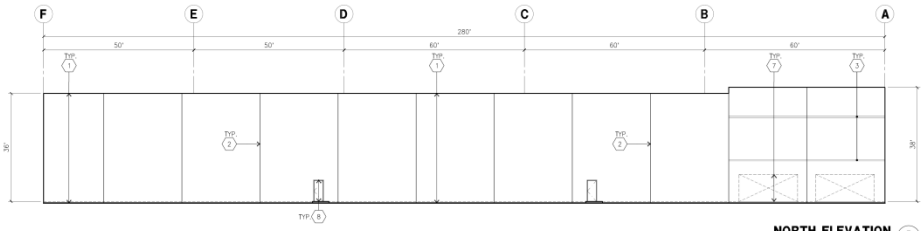
GLAZING LEGEND

- SP — TEMPERED SPANDREL GLASS
- TV — TEMPERED VISION GLASS
- V — TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

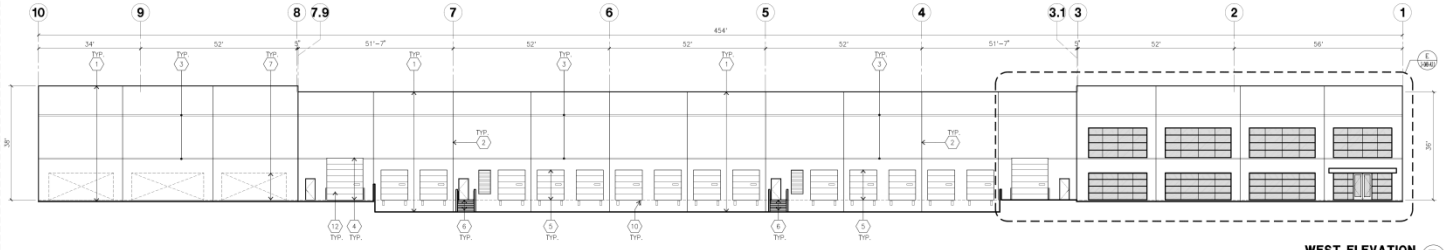
Attachment 8
Parcel 3, Building C Site Plan



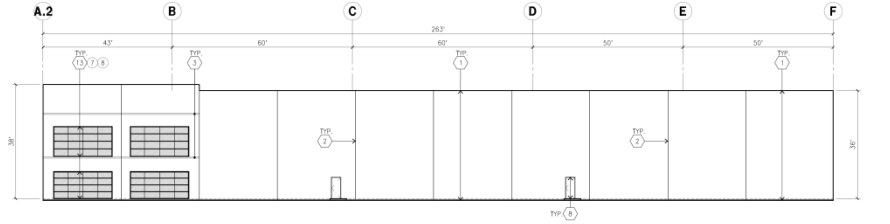
Attachment 9
Parcel 3, Building C Elevations



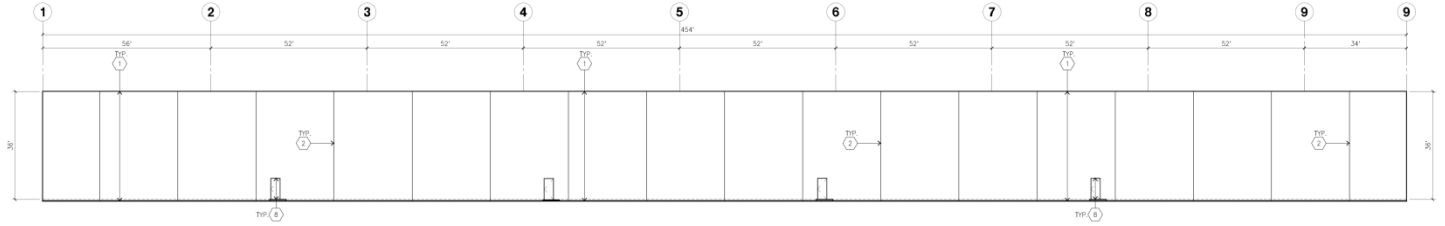
NORTH ELEVATION A
scale:1/16" = 1'-0"



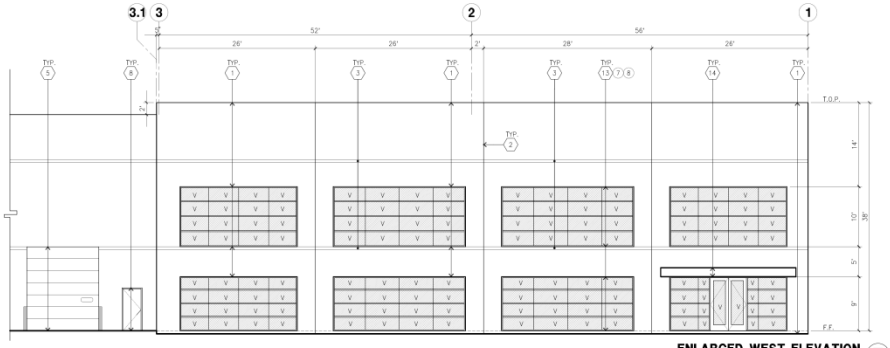
WEST ELEVATION B
scale:1/16" = 1'-0"



SOUTH ELEVATION C
scale:1/16" = 1'-0"



EAST ELEVATION D
scale:1/16" = 1'-0"



ENLARGED WEST ELEVATION E
scale: 1/16" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU.
5. OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. KNOCK OUT PANEL
8. HOLLOW METAL DOORS.
9. NOT USED
10. DOCK BUMPER
11. NOT USED
12. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
13. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN
14. TUBE STEEL OPEN CANOPY

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

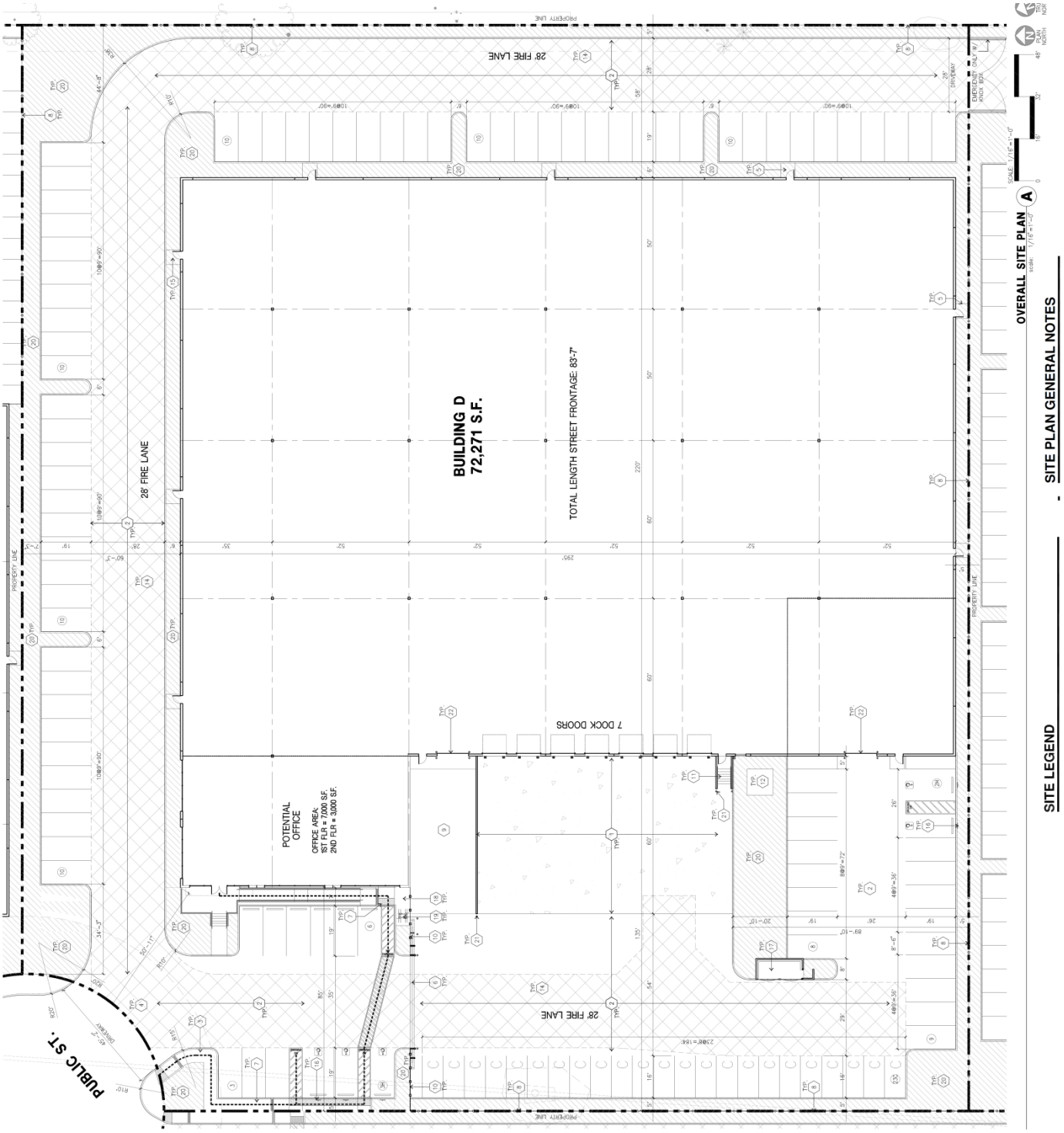
COLOR SCHED. - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS SW 7005 PURE WHITE
2 MULLIONS	PAINT BRAND	CLEAR ANODIZED
3 GLAZING	COLOR	MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING
9 METAL CANOPY	PAINT BRAND	SHERWIN WILLIAMS SW301 MONORAIL SILVER (CLEARCOAT)

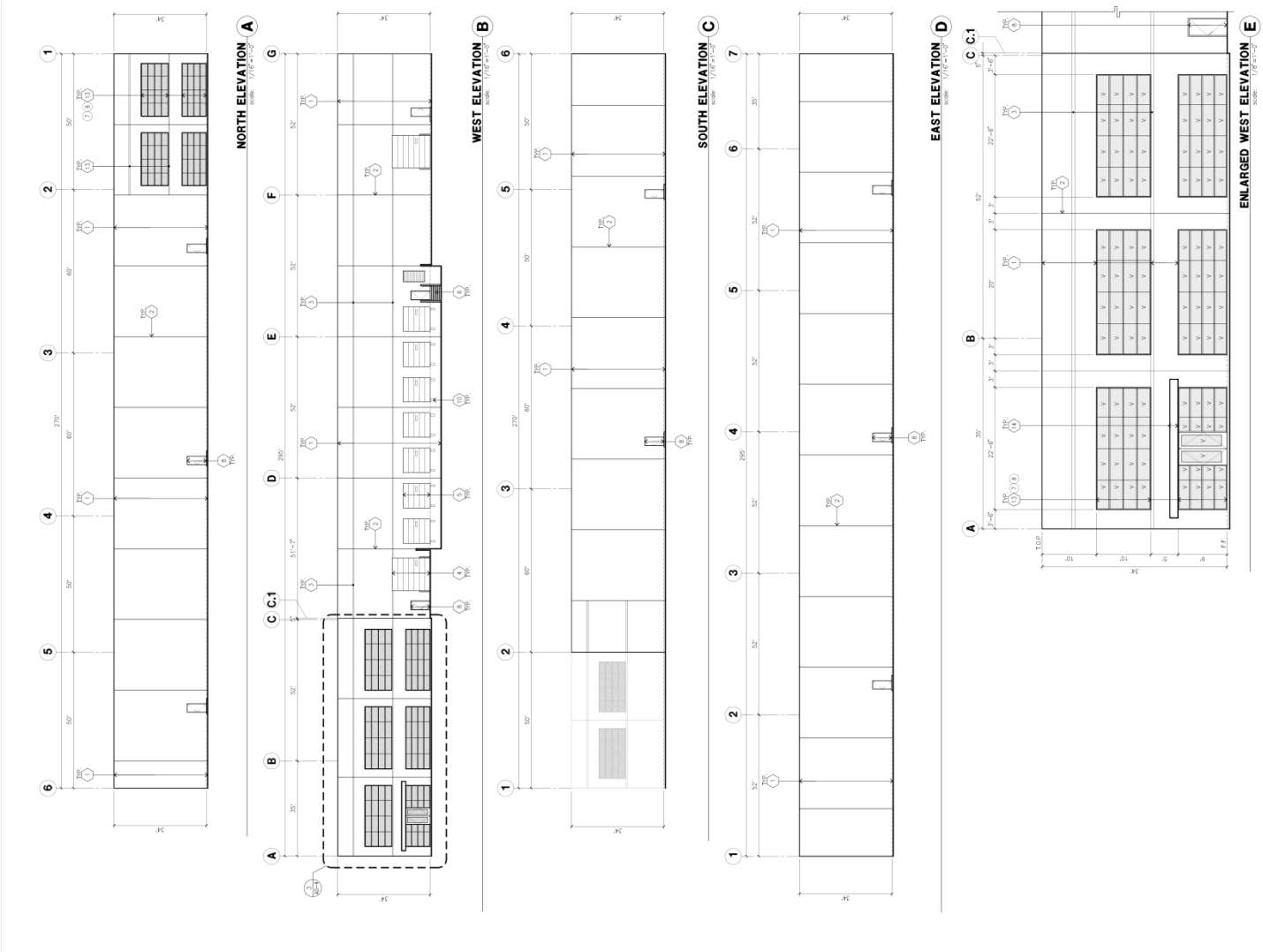
GLAZING LEGEND

- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

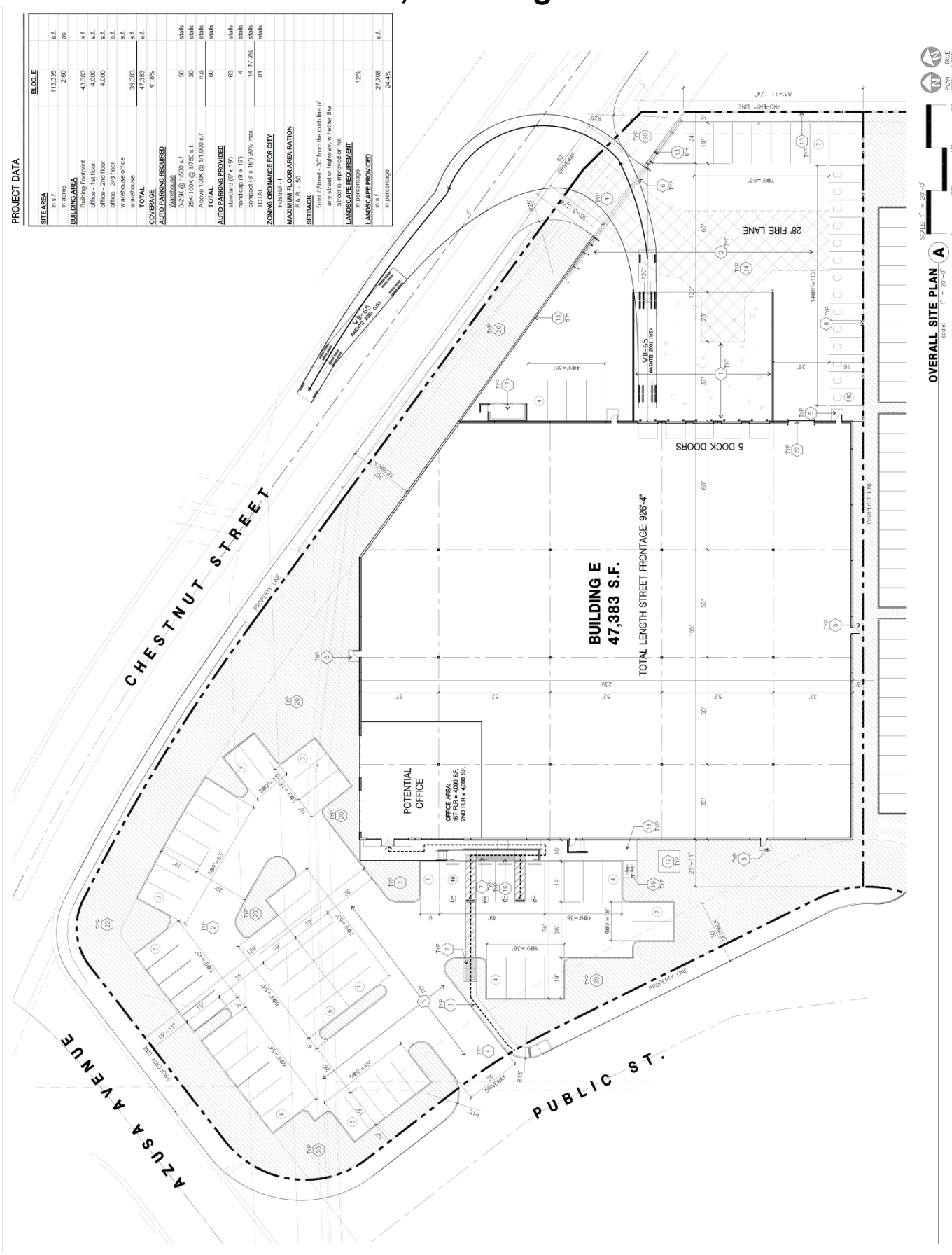
Attachment 10
Parcel 4, Building D Site Plan



Attachment 11
Parcel 4, Building D Elevations

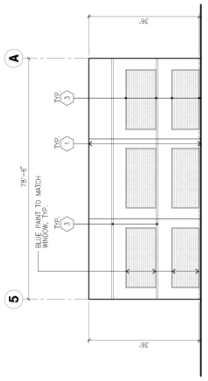


Attachment 12
Parcel 5, Building E Site Plan

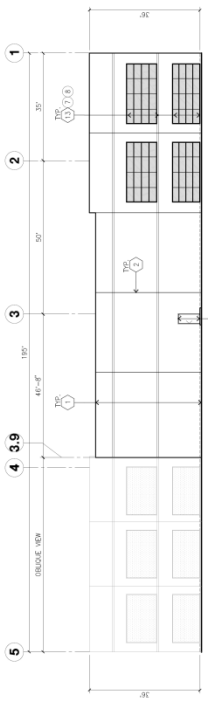


PROJECT DATA	BLDG. E	
SITE AREA		
in s.f.	113,335	s.f.
in acres	2.60	ac
BUILDING AREA		
Building Footprint	43,383	s.f.
office - 1st floor	4,000	s.f.
office - 2nd floor	4,000	s.f.
office - 3rd floor		s.f.
warehouse office		s.f.
warehouse	39,383	s.f.
TOTAL	47,383	s.f.
COVERAGE	41.8%	
AUTO PARKING REQUIRED		
Warehouse		
0-25K @ 1500 s.f.	50	stalls
25K-100K @ 1/750 s.f.	30	stalls
Above 100K @ 1/1,000 s.f.	n.a.	stalls
TOTAL	80	stalls
AUTO PARKING PROVIDED		
standard (9' x 19')	63	stalls
handicap (9' x 19')	4	stalls
compact (8' x 16') 20% max.	14 17.3%	stalls
TOTAL	81	stalls
ZONING ORDINANCE FOR CITY		
Industrial - I		
MAXIMUM FLOOR AREA RATION		
F.A.R. - .50		
SETBACK		
front / Street - 30' from the curb line of any street or highw ay, w hether the street is improved or not.		
LANDSCAPE REQUIREMENT		
in percentage	12%	
LANDSCAPE PROVIDED		
in s.f.	27,708	s.f.
in percentage	24.4%	

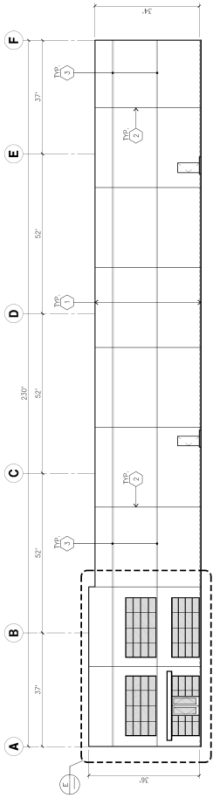
Attachment 13
Parcel 5, Building E Elevations



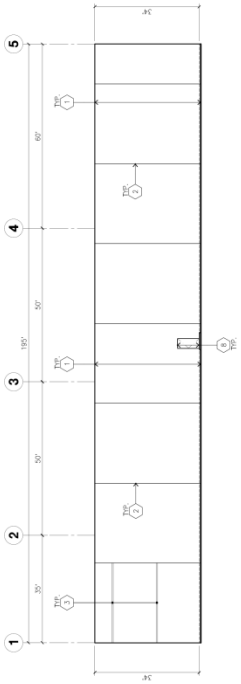
NORTH-EAST ELEVATION A
SCALE: 1/16" = 1'-0"



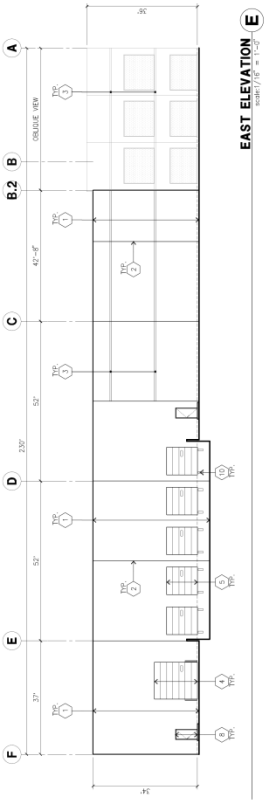
NORTH ELEVATION B
SCALE: 1/16" = 1'-0"



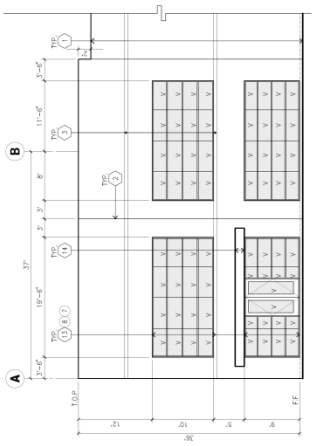
WEST ELEVATION C
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION D
SCALE: 1/16" = 1'-0"



EAST ELEVATION E
SCALE: 1/16" = 1'-0"



ENLARGED WEST ELEVATION F
SCALE: 1/8" = 1'-0"

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Attachment 14
Public Hearing Notice

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CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

NOTICE OF PUBLIC HEARING

Final Environmental Impact Report, Development Plan 15-12, and Tentative Parcel Map 348

On October 28, 2016, notice has been given that the City Council of the City of Industry will hold a public hearing to consider an application from CT Reality Investors to consider and make a recommendation to the City Council on a Final Environmental Impact Report, Development Plan 15-12 and Tentative Parcel Map 348.

Project Location: The 28.9 acre, vacant project site is located at the southeast corner of Azusa Avenue and Chestnut Street. The project site consists of APN's 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The project site is zoned Industrial and Commercial and is surrounded by Industrially zoned properties.

Project Description: The proposed project will subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed five buildings will provide a total combined building area of 614,597 square feet. The project site will be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall.

A copy of all relevant material, including the application and Final Environmental Impact Report, is on file in the City Administrative Offices, 15625 East Stafford Street, Suite 100, City of Industry, California 91744. Please contact Troy Helling, Senior Planner, at 626-333-2211 or by email at thelling@cityofindustry.org if you have questions.

The time, date and place of such hearing shall be as follows:

Time:	9:00 a.m.
Date:	November 10, 2016
Place:	City Council Chamber 15651 East Stafford Street City of Industry, CA 91744

Any person wishing to be heard regarding this matter may appear at the above time, date and place. Written comments may be sent via U.S. Mail or by hand delivery to the City of Industry, at 15625 Stafford Street, Suite 100, City of Industry, CA 91744 or via email to the email address listed above. All comments must be received at, or prior to, the date and time of the hearing listed above.

If you challenge the project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission of the City of Industry at, or prior to, the public hearing.

Diane Schlichting

Diane Schlichting
Chief Deputy City Clerk of the City of Industry

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Attachment 15
Resolution PC 2016-75
Including

- **Notice of Preparation**
- **Notice of Availability**
- **Notice of Completion & Environmental Transmittal**
- **Public Comment Letters**
- **Final Environmental Impact Report**

Exhibit A

- **Mitigation Monitoring and Reporting Program**

Exhibit B

- **Statement of Overriding Considerations**

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RESOLUTION NO. CC 2016-75

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CHESTNUT AVENUE WAREHOUSE PROJECT (SCH# 2015101079), ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF AZUSA AVENUE AND CHESTNUT STREET IN THE CITY OF INDUSTRY, WITHIN THE "I" INDUSTRIAL ZONE AND "C" COMMERCIAL ZONE

RECITALS

WHEREAS, on June 25, 2015, CT Realty Investors filed an application for approval of Tentative Parcel Map ("TPM") No. 348, and Development Plan ("DP") No. 15-12 described herein ("Application"); and

WHEREAS, the Application applies to a 28.9 acre property located at the southeast corner of Azusa Avenue and Chestnut Street, City of Industry, California, Assessor's Parcel Numbers 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. ("Property"); and

WHEREAS, the Applicant desires to subdivide the Property into five parcels within the "I" Industrial Zone and "C" Commercial Zone, and construct five industrial warehouse buildings with a total combined 614,597 square feet (the "Project"), and in accordance with Sections 16.12.030 and 17.36.020 of the City's Municipal Code ("Code"), a Tentative Parcel Map and Development Plan are required for the subdivision of land and the creation of new parcels, and to construct the Project; and

WHEREAS, the City determined that an Environmental Impact Report would be prepared for the Project, and on October 23, 2015, a Notice of Preparation ("NOP") was issued, and the NOP and Initial Study were circulated for public and agency review and comment from October 23, 2015, through, and including, November 23, 2015; and

WHEREAS, in accordance with the requirements of the California Environmental Quality Act, California Public Resources Code section 21000 *et seq.,* the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.,* and the Environmental Impact Report Guidelines of the City of Industry (collectively, "CEQA"), the City's Planning Department prepared and approved for circulation an Initial Study and a Draft Environmental Impact Report ("DEIR") for the Application; and

WHEREAS, the City circulated the DEIR for a 45 day public review period, from July 15, 2016 to August 29, 2016. The DEIR was distributed to local, regional and State agencies, and the public was advised of its availability. The DEIR was available for review at City of Industry Planning Department, 15625 E. Stafford Street, Suite 100, Industry, CA 91744 and the La Puente Public Library, 15920 Central Avenue, La Puente CA, 91746; and

WHEREAS, the City received six comments during the public review period, and in accordance with CEQA, the City has prepared a written response to the comments with the Final Environmental Impact Report ("FEIR"). No responses were received after the public review period; and

WHEREAS, the DEIR concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce some of the significant effects to a less-than-significant level; and

WHEREAS, in accordance with the requirements of CEQA, a mitigation monitoring and reporting program (the "Mitigation Monitoring and Reporting Program") has been prepared for the project as part of the Final EIR represented in the Application for consideration at a future meeting by the City Council, a Mitigation Monitoring and Reporting Program is attached hereto as Exhibit A, and is incorporated herein by reference; and

WHEREAS, the DEIR identified significant and unavoidable environmental impacts for the Project. Approval of the Project by the City Council will therefore require adoption of a Statement of Overriding Considerations, a the Statement of Overriding Considerations is attached hereto as Exhibit B, and is incorporated herein by reference; and

WHEREAS, the Statement of Overriding Considerations is made pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093 in connection with the proposed approval of the Chestnut Street Warehouse Project, consisting of construction and operation of 614,596 square feet of warehouse/office uses within five buildings and subdivision of the 28.9-acre site into five parcels in the City of Industry. The City Council finds that the economic, social, and other benefits of the proposed project outweigh the significant and unavoidable impacts identified in the EIR and in the record; and

WHEREAS, the DEIR and all related environmental documents forming the basis for the DEIR and Resolution are located in, and in the custody of, the Office of the City Clerk, City of Industry; and

WHEREAS, the Staff Report, dated September 22, 2016, and incorporated herein by reference, described and analyzed the DEIR for the Planning Commission; and

WHEREAS, the Planning Commission reviewed the Staff Report and the DEIR, at a duly noticed public hearing held on September 22, 2016, and considered all testimony written and oral; and

WHEREAS, the Planning Commission recommended City Council approval of the FEIR, at its duly noticed public hearing held on September 22, 2016; and

WHEREAS, the City Council has reviewed the FEIR prepared for the Project, and has considered all testimony, oral and written; and

WHEREAS, the City Council specifically finds that where more than one reason for approving the Project and rejecting its alternatives is given in its findings or in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the Council would have made its decision on the basis of any one of those reasons; and

WHEREAS, the City Council desires, in accordance with CEQA, to declare that, despite the occurrence of significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, legal, social, technological and other benefits for approving the project that the Council believes justify the occurrence of those impacts

WHEREAS, the City Council is required pursuant to CEQA (Guidelines Section 15021), to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects keeping in mind the obligation to balance a variety of public objectives; and

WHEREAS, Section 15043 of the CEQA Guidelines affirms the City Council's authority to approve this Project even though it may cause significant effects on the environment so long as the Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effects (Guidelines Section 15091) and that there are specifically identified expected benefits from the Project that outweigh the policy of reducing or avoiding significant environmental impacts of the Project (Guidelines Section 15093); and

WHEREAS, the FEIR reflects the City's independent judgment and analysis on the potential environmental impacts of the Project; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: Exhibit A (Mitigation Monitoring and Reporting Program) and Exhibit B (Findings of Fact and Statement of Overriding Considerations) of this Resolution provide findings required under Section 15091 of the CEQA Guidelines for significant effects of the project. The City Council hereby adopts these various findings of fact attached hereto as Exhibits A and B.

SECTION 3: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the Municipal Code of the City of Industry.

SECTION 4: The City Council has independently reviewed and considered the information contained in the Staff Report and FEIR, including all written and oral comments prior to making a decision on the proposed Project.

SECTION 5: Exhibit B of this Resolution provides the findings required under Section 15093 of the CEQA Guidelines relating to accepting adverse impacts of the project due to overriding considerations. The City Council has balanced the economic, legal, social, technological, and other benefits of the project against the unavoidable environmental risks that may result, and finds that the specific economic, legal, social, technological, and other benefits outweigh the unavoidable adverse environmental effects. The City Council, therefore, finds the adverse environmental effects of the project to be "acceptable." The City Council hereby adopts the Statement of Overriding Considerations contained within Exhibit A.

SECTION 6: The City Council has considered alternatives to the Project and finds based on substantial evidence in the record that the Project is the best alternative that can be feasibly implemented in light of relevant economic, legal, social, technological, and other reasons, as discussed herein. The City Council hereby rejects all other alternatives, and combinations and variations, thereof.

SECTION 7: After considering the FEIR and in conjunction with making these findings, the City Council hereby finds that pursuant to Section 15092 of the CEQA Guidelines that approval of the project will result in significant effects

on the environment, however, the City eliminated or substantially lessened these significant effects where feasible, and has determined that remaining significant effects are found to be unavoidable under Section 15091 and acceptable under Section 15093.

SECTION 8: These findings made by the City Council are supported by substantial evidence in the record, which is summarized herein.

SECTION 9: The FEIR prepared for the Project has been completed in compliance with CEQA, and reflects the City's independent judgment and analysis on the potential environmental impacts of the proposed Project. The FEIR adequately describes the proposed Project, its significant environmental impacts, mitigation measures, and a reasonable range of alternatives to the proposed Project.

SECTION 10: Based upon substantial evidence presented to the City Council during the October 27, 2016 public hearing, the City Council certifies the Final Environmental Impact Report as complete, adequate, and in compliance with CEQA and the CEQA Guidelines and makes all required findings in compliance with the requirements of CEQA. The City Council hereby directs Staff to file the Notice of Determination as required by law.

SECTION 11: The Mitigation Monitoring and Reporting Plan attached hereto as Exhibit A (Mitigation Monitoring and Reporting Plan) is hereby adopted to ensure implementation of feasible mitigation measures identified in the FEIR. The City Council finds that these mitigation measures are incorporated into the Project and are fully enforceable conditions on the Project.

SECTION 12: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 13: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on November 10, 2016, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane Schlichting, Chief Deputy City Clerk

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

Notice of Preparation of an Environmental Impact Report
Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry

Public Notice: The City of Industry ("COI") is the Lead Agency under the California Environmental Quality Act ("CEQA") for the proposed project identified below and will prepare an Environmental Impact Report ("EIR") to analyze potential environmental impacts that may result from the project.

Project Title: Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry.

Project Location: The 28.9 acre, vacant project site is located at the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The project site consists of APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The project site is zoned Industrial and Commercial and is surrounded by Industrially zoned property.

Project Description: The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use. Construction would begin upon project approval by COI and is expected to require approximately 12 months. It is anticipated that construction would occur from February 2016 through February 2017.

Probable Environmental Effects of the Project: Based on the Initial Study prepared for the project, the project could potentially result in significant impacts related to the following environmental issues: Air quality, greenhouse gas emissions, cultural resources, hazards and hazardous materials, noise, and transportation and traffic.

Public Review: The Initial Study is available for a 30-day review period beginning October 23, 2015 and ending November 23, 2015. Copies of the Initial Study are available for review on the COI's website at http://www.cityofindustry.org and at the following location:

City of Industry Planning Department
15625 East Stafford Street #100
City of Industry, CA 91744

Written comments on the proposed project must be received no later than 5 PM on November 23, 2015; send comments to the attention of Brian James, Planning Director, at the address listed below. Comments may also be submitted via email to bdjames@cityofindustry.org; include the name of the project in the subject heading.

For more information, please check the COI's website provided above, or contact Brian James, Planning Director, at (626) 333-2211.

City of Industry
15625 East Stafford Street #100
City of Industry, CA 91744

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CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (SCH# 2015101079) FOR THE CHESTNUT AVENUE WAREHOUSE PROJECT

Purpose: Agencies, Organizations and Interested Parties

Subject: Notice of Availability of the Draft Environmental Impact Report for the Chestnut Avenue Warehouse Project; Notice of Public Meeting on September 8, 2016, at 11 A.M.

Applicant: CT Realty
4343 Von Karman, Suite 200
Newport Beach, CA 92660

Lead Agency: City of Industry
15625 E. Stafford Street, Suite 100
P.O. Box 3366
Industry, CA

Draft EIR Public Review Period: **July 15, 2016 – August 29, 2016**

Pursuant to the State of California Public Resources Code Section 21165 and the "Guidelines for Implementation of the California Environmental Quality Act," the City of Industry as Lead Agency, is circulating for public review a Draft Environmental Impact Report (EIR) for the proposed Chestnut Avenue Warehouse Project.

Project Title: Chestnut Avenue Warehouse Project

Project Location: The 28.9 acre, vacant project site is located at the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The project site consists of APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The project site is zoned Industrial and Commercial and is surrounded by Industrially zoned property.

Project Description: The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use. Construction would begin upon project approval by the City of Industry and is expected to require approximately 12 months.

Potential Environmental Effects: The Draft EIR identified potentially significant impacts related to the following topics: Air Quality, Cultural Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibrations and Traffic. The Draft EIR will address the significant environmental effects to Air Quality and Greenhouse Gas Emissions and discuss appropriate mitigation measures.

Notice of Availability: The Draft EIR will be available for a 45-day public review period beginning on Friday, July 15, 2016. All interested parties are invited to submit written comments on the Draft EIR for consideration by the City of Industry Planning Commission and City Council. Comments on the Draft EIR will be received from Friday, July 15, 2016, through Monday, August 29, 2016. Written comments regarding the forthcoming EIR must be submitted to:

Troy Helling, Senior Planner
15625 E. Stafford Street, Suite 100
P.O. Box 3366
City of Industry, CA 91744
thelling@cityofindustry.org
(626) 333-2211

Copies of the Draft EIR will be available for public review at:

City of Industry Planning Department
15625 E. Stafford Street, Suite 100
Industry, CA 91744

La Puente Public Library
15920 Central Avenue
La Puente CA, 91746

Notice of Public Meeting: A Public Meeting for this Project will be held to receive oral comments on the Draft EIR:

Time and Date: September 8, 2016 at 11:00 A.M.
Location: City Council Chamber
15651 East Stafford Street
City of Industry, CA 91744

Date: July 15, 2016

Signature: _____
Troy Helling, Senior Planner

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2015101079

Project Title: Chestnut Avenue Warehouse Project

Lead Agency: City of Industry
Contact Person: Troy Helling
Mailing Address: 15625 East Stafford Street, Suite 100
Phone: 626.333.2211
City: Industry
Zip: 91774-0336
County: Los Angeles

Project Location: County: Los Angeles
City/Nearest Community: City of Industry
Cross Streets: Azusa Avenue and Chestnut Street
Zip Code: 91748
Longitude/Latitude (degrees, minutes and seconds): 34 ° 20 ′ 30 ″ N / 117 ° 55 ′ 47 ″ W
Total Acres: 28.9
Assessor's Parcel No.: Various
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: SR-60
Waterways: San Jose Creek Channel
Airports: ____
Railways: Southern Pacific
Schools: Hurley Elementary

Document Type:

CEQA:
- [ ] NOP
- [ ] Early Cons
- [ ] Neg Dec
- [ ] Mit Neg Dec
- [x] Draft EIR
- [ ] Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- [ ] NOI
- [ ] EA
- [ ] Draft EIS
- [ ] FONSI

Other:
- [ ] Joint Document
- [ ] Final Document
- [ ] Other: ____

Local Action Type:

- [ ] General Plan Update
- [ ] General Plan Amendment
- [ ] General Plan Element
- [ ] Community Plan
- [ ] Specific Plan
- [ ] Master Plan
- [ ] Planned Unit Development
- [x] Site Plan
- [ ] Rezone
- [ ] Prezone
- [x] Use Permit
- [ ] Land Division (Subdivision, etc.)
- [ ] Annexation
- [ ] Redevelopment
- [ ] Coastal Permit
- [ ] Other: ____

Development Type:

- [ ] Residential: Units ____ Acres ____
- [x] Office: Sq.ft. 104,900 Acres ____ Employees ____
- [ ] Commercial: Sq.ft. ____ Acres ____ Employees ____
- [x] Industrial: Sq.ft. 509,670 Acres ____ Employees ____
- [ ] Educational: ____
- [ ] Recreational: ____
- [ ] Water Facilities: Type ____ MGD ____
- [ ] Transportation: Type ____
- [ ] Mining: Mineral ____
- [ ] Power: Type ____ MW ____
- [ ] Waste Treatment: Type ____ MGD ____
- [ ] Hazardous Waste: Type ____
- [ ] Other: ____

Project Issues Discussed in Document:

- [ ] Aesthetic/Visual
- [ ] Agricultural Land
- [x] Air Quality
- [x] Archeological/Historical
- [ ] Biological Resources
- [ ] Coastal Zone
- [ ] Drainage/Absorption
- [ ] Economic/Jobs
- [ ] Fiscal
- [ ] Flood Plain/Flooding
- [ ] Forest Land/Fire Hazard
- [ ] Geologic/Seismic
- [ ] Minerals
- [x] Noise
- [ ] Population/Housing Balance
- [ ] Public Services/Facilities
- [ ] Recreation/Parks
- [ ] Schools/Universities
- [ ] Septic Systems
- [ ] Sewer Capacity
- [ ] Soil Erosion/Compaction/Grading
- [ ] Solid Waste
- [ ] Toxic/Hazardous
- [x] Traffic/Circulation
- [ ] Vegetation
- [ ] Water Quality
- [ ] Water Supply/Groundwater
- [ ] Wetland/Riparian
- [x] Growth Inducement
- [ ] Land Use
- [x] Cumulative Effects
- [x] Other: Greenhouse Gas

Present Land Use/Zoning/General Plan Designation:

Zoned - Industrial/Commercial. General Plan Designation - Employment

Project Description: *(please use a separate page if necessary)*

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use. Construction would begin after project approval by City of Industry and is expected to take approximately 12 months to complete.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
S	Caltrans District #7		Public Utilities Commission
	Caltrans Division of Aeronautics	S	Regional WQCB #4
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
S	Fish & Game Region #5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of	S	Other: SCAG, SCAQMD
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date July 15, 2016 Ending Date August 29, 2016

Lead Agency (Complete if applicable):

Consulting Firm: Michael Baker International
Address: 3900 Kilroy Airport Way, Suite 120
City/State/Zip: Long Beach, CA 90806
Contact: Julian Capata
Phone: 562-200-1768

Applicant: CT Realty
Address: 4343 Von Karman, Suite 200
City/State/Zip: Newport Beach, CA 92660
Phone: (949) 431-6400

Signature of Lead Agency Representative: _____ **Date:** 7-12-16

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

John Wicker, Director

August 1, 2016

Sent via email: thelling@cityofindustry.org

Mr. Troy Helling
Senior Planner
15625 E. Stafford Street, Suite 100
P.O. Box 3366
Industry, CA 91744

Dear Mr. Helling:

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CHESTNUT STREET WAREHOUSE PROJECT

The proposed project has been reviewed for potential impacts on the facilities of this Department. We have determined that the project, which proposes to subdivide a 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up ware house/office building, for a total combined building area of 614,597 square feet, will not affect any Departmental facilities.

Thank you for including this Department in the review of this project. If you have any questions, please contact me at jchien@parks.lacounty.gov or (213) 351-5129.

Sincerely,

Jui Ing Chien
Park Planner

JIC/ City of Industry/Chestnut Street Warehouse Project

c: DPR (N. E. Garcia, K. King, C. Lau)

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

Serious drought
Help save water!

August 17, 2016

Mr. Troy Helling
City of Industry
15625 East Stafford Street, Ste. 100
Industry, Ca. 91774-0336

Re: **Chestnut Street Warehouse Project**
Vic: LA-60/PM-18.098
SCH#2015101079
GTS# LA-2016-00030ME-DEIR

Dear Mr. Helling:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Chestnut Street Warehouse Project.

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The office portion of the site will be used primarily for the display of goods rather than traditional office space.

Based on a review of the Mitigated Negative Declaration, Caltrans has the following comments:

- Please explain why the critical Warehouse Trip Generation for 997 Employees is excluded from the analysis. The proposed project would provide for approximately 997 employees, which will generate 509 trips in the AM Peak Hour and 589 trips in the PM Peak Hour. These are more than twice the trips (243 in the AM Peak Hour & 259 in the PM Peak Hour) generated using the square footage of the building area.

- Analyze future conditions, which include both, project and project plus cumulative traffic generated up to General Plan build out year.

- Prepare a truck turning analysis to ensure that large multi-axle trucks can safely turn at the route intersections as shown in Exhibit F-3 and F-4 (Project Inbound and Outbound Trip Distribution).

- The Recommended Improvement (Table 10, Page H-66) of restriping southbound Azusa Avenue south of Gale Avenue to accommodate four (4) southbound lanes is already in existence. Unless there is roadway widening for four (4) through lanes plus the auxiliary exit lane, this recommendation will not alleviate the traffic condition.

- As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00030ME

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
thelling@cityofindustry.org

August 24, 2016

Troy Helling, Senior Planner
15625 E. Stafford St., Suite 100
PO BOX 3366
City of Industry, CA 91744

Draft Environmental Impact Report (Draft EIR) for the Proposed Chestnut Street Warehouse Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the Final CEQA document.

The lead agency proposes construction and operation of approximately 614,597 square feet (sf) of warehouse/office building uses on approximately 28.9 acre site. The proposed project could generate a total of approximately 2,188 daily trips including 447 daily truck trips operating to and from the site. The lead agency estimated that the projects construction impacts were less than significant after mitigation. Additionally, the lead agency determined that the operational air quality impacts would be significant and unavoidable.

The SCAQMD staff has concerns about the assumptions used in the significance threshold modeling and health risk assessment estimates. Since the lead agency has determined that project air quality impacts exceed the SCAQMD recommended daily significance thresholds during operations, the SCAQMD recommends additional mitigation measures in addition to the measures proposed by the lead agency in the Draft EIR. Details are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the FEIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 396-2448, if you have any questions regarding the enclosed comments.

Sincerely

Jillian Wong

Jillian Wong Ph.D.
Planning & Rules Manager
Planning, Rule Development & Area Sources

JW:JC
LAC160715-03
Control Number

ATTACHMENT

Localized Significance Thresholds and Health Risk Assessment Analyses

- The lead agency did not include emissions from truck routes in their Health Risk Assessment, which underestimates cancer impacts. Truck routes should extend to where the trucks enter the freeway. SCAQMD staff recommends revising the model to include truck routes.

Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the lead agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.
- Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks. (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.
- Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the lead agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations[1].

Discussion

Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead agency require the proposed warehouse and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in.

[1] http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf

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August 24, 2016

Troy Helling, Senior Planner
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Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the FEIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 396-2448, if you have any questions regarding the enclosed comments.

Sincerely

Jillian Wong

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[1] http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf

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Oakland, Ca 94607
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August 29, 2016

Via Email

Troy Helling, Senior Planner
City of Industry
15625 East Stafford, Suite 100
P.O. Box 3366
Industry, CA 91744
thelling@cityofindustry.org

Re: Chestnut Avenue Warehouse Project Draft Environmental Impact Report (SCH No. 2015101079)

Dear Mr. Helling:

I am writing on behalf of Laborers International Union of North America, Local Union No. 300 and its members living in Los Angeles County (collectively "LIUNA" or "Commenters") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Chestnut Avenue Warehouse Project, State Clearinghouse No. 2015101079 ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Commenters request that the City of Industry Planning Department, City Council, and your staffs address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist*., 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Richard Drury

BLUM | COLLINS LLP

Aon Center
707 Wilshire Boulevard
Suite 4880
Los Angeles, California
90017

213.572.0400 phone
213.572.0401 fax

August 29, 2016

Troy Helling
City of Industry
15625 East Stafford, Suite 100
Industry, CA 91744-0336

VIA EMAIL TO:
planning@cityofindustry.org

Re: *Chestnut Avenue Warehouse Project (SCH No. 2015101079)*

Dear Mr. Helling:

This letter is to serve you with comments on behalf of the SoCal Environmental Justice Alliance ("SEJA") regarding the Chestnut Avenue Warehouse Project (SCH No. 2015101079) (the "Project") and its Environmental Impact Report (the "EIR").

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet, with 183,058 square feet of landscaped area. Approximately 509,697 square feet of the buildings would be dedicated to warehouse use, with the remaining 104,900 square feet dedicated to office use.

Air Quality Impacts

The proposed project would represent a substantial increase in emissions compared to existing conditions and would exceed the SCAQMD's regional operational significance threshold for NOx. Also, construction activities would generate short-term emissions that exceed SCAQMD's regional construction threshold for volatile organic compounds.

The maximum daily emissions of VOC generated from the combined building construction, paving, and architectural coating activities would exceed SCAQMD's regional construction significance threshold for volatile organic compounds. According to the EIR, "The project applicant anticipates approximately six weeks of site preparation and grading activities, followed by building construction, site paving, and painting. While construction of the warehouse buildings is estimated to last just under a year, building construction, site paving, and painting are anticipated to occur simultaneously for about three weeks."

This analysis is flawed in various ways. There is no requirement that construction be completed over a certain number of days. The EIR does not state that construction will occur during the legal hours of construction as provided in the City's municipal codes, or specify the exact hours during the day when construction would occur. The EIR also fails to analyze the possibility of faster construction that would result in significantly greater impact. Lastly, the EIR does not analyze the impact of construction, site paving, and painting occurring simultaneously for more than three weeks.

The EIR uses the SCAQMD LST modeling to analyze impact even though it's only used for projects that are smaller than 5 acres. This is not appropriate because the size of this project is 28.9 acres. As stated by the SCAQMD, "The LST mass rate look-up tables only apply to projects that are less than or equal to five acres ... In the event that the project area exceeds five acres, it is recommended that lead agencies perform project-specific air quality modeling for these larger projects."[1]

The EIR's claim that the LST modeling is appropriate because only 1.3, 3.5 or 5.0 acres may be disturbed per day is wrong. Since the EIR does not mandate phased construction, the project could actively disturb up to 28.9 acres per day. Project specific modeling must be prepared to evaluate the "worst case scenario."

Project Alternatives

Greenhouse gas emissions from the proposed project exceed the SCAQMD threshold by 3 times even after mitigation. However, the EIR fails to analyze any project alternative that would bring the proposed project into compliance with the SCAQMD threshold. The EIR should be revised to incorporate such an alternative.

Traffic

The EIR does not analyze or mitigate impacts from construction related traffic. This violates CEQA requirements.

The EIR claims that there is not significant impact on traffic because the traffic at Azusa Avenue (NS) and Gale Avenue (EW) (AM, 0.866 (LOS D); PM, 0.950 (LOS E)) will be mitigated by improvements including the conversion of westbound through lane to a right turn lane. However, the EIR does not indicate a funding source, i.e. whether the improvements will be paid for by the developer, the city, or through a specific Development Impact Fee (DIF) program. This represents uncertain mitigation and is not sufficient. Mitigation is not adequate where it is not shown that the DIF program will

[1] (http://www.aqmd.gov/ceqa/handbook/lst/lst.html)

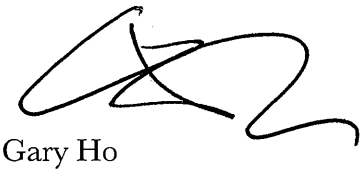
timely mitigate for impacts to traffic. An assessment of fees is appropriate only when linked to a specific mitigation program. See *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141. Here, there is no enforceable commitment to fund or build the improvements.

Conclusion

For the foregoing reasons, SEJA believes the EIR is flawed. The City of Industry's environmental review process has failed to ensure environmental justice for the City's residents. Therefore, we believe you should redraft and recirculate the EIR.

We look forward to your responses. Please forward a notice of availability of the Final EIR to blum@blumcollins.com and ho@blumcollins.com.

Sincerely,



Gary Ho
BLUM | COLLINS LLP

CITY OF INDUSTRY
PROPOSED CHESTNUT STREET WAREHOUSE PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for:

CITY OF INDUSTRY
15625 E. STAFFORD STREET, SUITE 100
INDUSTRY, CA 91744

Prepared by:

Michael Baker INTERNATIONAL

3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

AND

PLACEWORKS

3 MACARTHUR PLACE, SUITE 1100
SANTA ANA, CA 92707

OCTOBER 2016

CITY OF INDUSTRY

PROPOSED CHESTNUT STREET WAREHOUSE PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for:

CITY OF INDUSTRY
15625 E. STAFFORD STREET, SUITE 100
INDUSTRY, CA 91744

Prepared by:

MICHAEL BAKER INTERNATIONAL
3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

AND

PLACEWORKS
3 MACARTHUR PLACE, SUITE 1100
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OCTOBER 2016

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1 Introduction to the Final EIR

1. Introduction to the Final EIR

1.1 INTRODUCTION

Before approving of a project that may cause a significant environmental impact, the California Environmental Quality Act (CEQA) requires the lead agency (in this case, the City of Industry) to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in CEQA Guidelines Sections 15132, which states:

> The Final EIR shall consist of:
>
> a) The Draft EIR or a revision of the Draft EIR.
>
> b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
>
> c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
>
> d) The responses of the lead agency to significant environmental points raised in the review and consultation process.
>
> e) Any other information added by the lead agency.

Pursuant to CEQA Guidelines Sections 15088(a) and 15088(b), the lead agency must evaluate comments on environmental issues received from persons who reviewed the Draft EIR and must prepare written responses. Each public agency that commented on the Draft EIR must be provided with a copy of the lead agency's response to those comments at least 10 days before the Final EIR is certified. In addition, the City may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

The Final EIR allows the public and the City of Industry an opportunity to review the response to comments, revisions to the Draft EIR, and other components of the EIR, such as the Mitigation Monitoring and Reporting Program, prior to the City's decision on the project. The Final EIR serves as the environmental document to support approval of the Chestnut Street Warehouse Project (proposed project), either in whole or in part.

1.2 ENVIRONMENTAL PROCEDURES

After completing the Final EIR and before approving the project, the City must make the following three certifications as required by CEQA Guidelines Section 15090:

- That the Final EIR has been completed in compliance with CEQA;
- That the Final EIR was presented to the City's decision-making body and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the City's independent judgment and analysis.

Pursuant to CEQA Guidelines Section 15091(a), if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt "Findings of Fact." For each significant impact, the City must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to CEQA Guidelines Section 15091(d), the City must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program (MMRP).

Additionally, pursuant to CEQA Guidelines Section 15093(b), when a lead agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting information in the record, which includes this Final EIR. Since the project could result in two project-specific significant and unavoidable impacts, the City of Industry would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

1.3 PUBLIC REVIEW PROCESS

The Draft EIR for the Chestnut Street Warehouse Project was circulated for review and comment by the public, agencies, and organizations for a 45–day public review period that began on July 15, 2016, and concluded on August 29, 2016. During this review process, five comment letters were received. Three comment letters were from public agencies, and two comment letters were from organizations with an interest in the project. Generally, the comments received concerned air quality, greenhouse gas emissions, and traffic. These comments are identified in Section 2, Response to Comment Letters.

1.4 CONTENTS AND ORGANIZATION OF THE FINAL EIR

This Final EIR is composed of the following chapters:

Volume I **Draft EIR:** This volume describes the existing environmental conditions in the project area and in the vicinity of the proposed project, and analyzes the potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the proposed project in combination with other past, present, and future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid

project-related impacts. Text revisions to the Draft EIR resulting from corrections of minor errors and/or clarification of items are identified in Volume I, as described below. The Draft EIR is incorporated by reference to the Final EIR.

Appendices A to I-2: This volume also includes supporting technical data used in the preparation of the Draft EIR. Included in this volume are:

- Appendix A – Notice of Preparation/Initial Study
- Appendix B – Notice of Preparation Comments
- Appendix C – Air Quality/Greenhouse Gas
- Appendix D – Health Risk Assessment
- Appendix E – Cultural Resources
- Appendix F – Phase I and Phase II Assessment
- Appendix H-1 – Traffic Impact Study
- Appendix H-2 – Supplemental Traffic Memo
- Appendix I-1 – Chestnut Avenue Fuel Consumption
- Appendix I-2 – Construction Diesel Fuel

Volume II **Final EIR (Responses to Comments):** This volume contains an explanation of the format and content of the Final EIR; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the City of Industry on the proposed project; and the City's responses to these comments. As stated above, the Draft EIR is incorporated by reference into the Final EIR.

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2 Response to Comment Letters

2. Response to Comment Letters

2.1 ORGANIZATION OF THE RESPONSES TO COMMENTS

In total, five comment letters regarding the Draft EIR were received from three public agencies and two organizations. Table 2-1, Comment Letters Received during the Draft EIR Comment Period, is a comprehensive list of comment letters in the order they are presented in this section.

Table 2-1 Comment Letters Received During the Draft EIR Comment Period

No.	*Commenter/Organization*	*Abbreviation*	*Page Where Comment Begins*	*Page Where Response Begins*
PUBLIC AGENCIES				
1	California Department of Transportation	Caltrans	2-2	2-12
2	South Coast Air Quality Management District	SCAQMD	2-4	2-14
3	County Sanitation Districts of Los Angeles County	LACSD	2-6	2-17
ORGANIZATIONS				
4	Southern California Environmental Justice Alliance	SEJA	2-8	2-18
5	Laborers International Union of North America	LIUNA	2-11	2-22

This chapter of the Final EIR contains all comments received on the Draft EIR during the public review period. Reasoned, factual responses have been prepared for all comments received, with a particular emphasis on significant environmental issues. Detailed responses are provided where a comment raises a specific issue; however, a general response is included where the comment is relatively general. Generally, the responses to comments explain or amplify information contained in the Draft EIR.

2.2 COMMENTS ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, followed by a section with the responses to the comments in each letter. As noted above and stated in CEQA Guidelines Sections 15088(a) and 15088(b), responses have been prepared to comments that raise significant environmental issues.

2.2.1 PUBLIC AGENCIES

California Department of Transportation (Caltrans), August 17, 2016

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

Serious drought
Help save water!

AUG 22 PM 3:51:08

August 17, 2016

Mr. Troy Helling
City of Industry
15625 East Stafford Street, Ste. 100
Industry, Ca. 91774-0336

Re: **Chestnut Street Warehouse Project**
Vic: LA-60/PM-18.098
SCH#2015101079
GTS# LA-2016-00030ME-DEIR

Dear Mr. Helling:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Chestnut Street Warehouse Project.

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. CAL TRANS-1

Based on a review of the Mitigated Negative Declaration, Caltrans has the following comments:

- Please explain why the critical Warehouse Trip Generation for 997 Employees is excluded from the analysis. The proposed project would provide for approximately 997 employees, which will generate 509 trips in the AM Peak Hour and 589 trips in the PM Peak Hour. These are more than twice the trips (243 in the AM Peak Hour & 259 in the PM Peak Hour) generated using the square footage of the building area. CAL TRANS-2
- Analyze future conditions, which include both, project and project plus cumulative traffic generated up to General Plan build out year. CAL TRANS-3
- Prepare a truck turning analysis to ensure that large multi-axle trucks can safely turn at the route intersections as shown in Exhibit F-3 and F-4 (Project Inbound and Outbound Trip Distribution). CAL TRANS-4
- The Recommended Improvement (Table 10, Page H-66) of restriping southbound Azusa Avenue south of Gale Avenue to accommodate four (4) southbound lanes is already in existence. Unless there is roadway widening for four (4) through lanes plus the auxiliary exit lane, this recommendation will not alleviate the traffic condition. CAL TRANS-5

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Helling
August 17, 2016
Page 2 of 2

- As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods. CAL TRANS-6

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00030ME CAL TRANS-7

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

South Coast Air Quality Management District (SCAQMD), August 24, 2016

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21865 Copley Drive, Diamond Bar, CA 91765-4178
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SENT VIA USPS AND E-MAIL:
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August 24, 2016

Troy Helling, Senior Planner
15625 E. Stafford St., Suite 100
PO BOX 3366
City of Industry, CA 91744

Draft Environmental Impact Report (Draft EIR) for the Proposed Chestnut Street Warehouse Project

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The lead agency proposes construction and operation of approximately 614,597 square feet (sf) of warehouse/office building uses on approximately 28.9 acre site. The proposed project could generate a total of approximately 2,188 daily trips including 447 daily truck trips operating to and from the site. The lead agency estimated that the projects construction impacts were less than significant after mitigation. Additionally, the lead agency determined that the operational air quality impacts would be significant and unavoidable.

The SCAQMD staff has concerns about the assumptions used in the significance threshold modeling and health risk assessment estimates. Since the lead agency has determined that project air quality impacts exceed the SCAQMD recommended daily significance thresholds during operations, the SCAQMD recommends additional mitigation measures in addition to the measures proposed by the lead agency in the Draft EIR. Details are included in the attachment. SCAQMD-1

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the FEIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 396-2448, if you have any questions regarding the enclosed comments.

Sincerely

Jillian Wong

Jillian Wong Ph.D.
Planning & Rules Manager
Planning, Rule Development & Area Sources

JW:JC
LAC160715-03
Control Number

ATTACHMENT

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- The lead agency did not include emissions from truck routes in their Health Risk Assessment, which underestimates cancer impacts. Truck routes should extend to where the trucks enter the freeway. SCAQMD staff recommends revising the model to include truck routes. SCAQ MD-2

Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the lead agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.
- Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks. (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc. SCAQ MD-3
- Similar to the City of Los Angeles requirements for all new projects, the SCAQMD staff recommends that the lead agency require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations[1].

Discussion

Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 Regional Transportation Plan. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, the SCAQMD staff recommends the Lead agency require the proposed warehouse and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. SCAQ MD-4

[1] http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf

County Sanitation Districts of Los Angeles County (LACSD), August 24, 2016

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

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GRACE ROBINSON HYDE
Chief Engineer and General Manager

RECEIVED AUG 26 2016

August 24, 2016

Ref. Doc. No.: 3804633

Mr. Troy Helling, Senior Planner
City of Industry
15625 East Stafford Street
Suite 100
City of Industry, CA 91744

Dear Mr. Helling:

Comment Letter the Chestnut Street Warehouse Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on July 15, 2016. The proposed project is located within the jurisdictional boundaries of District No. 21. We offer the following comments: LACSD-1

1. **3.1 Project Location**, *Page 3-1*, second paragraph – The paragraph mentions that past manufacturing uses of the project site involved various hazardous materials, including removed underground storage tanks. It should also be noted that the Districts maintain sewerage facilities within the project area that may be affected by the proposed project. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. For a copy of the Districts' buildover procedures and requirements go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Buildover Procedures and Requirements link. For more specific information regarding the buildover procedure, please contact Mr. Ed Stewart at (562) 908-4288, extension 2766. LACSD-2

2. **3.3.1 Description of the Project**, *Page 3-2*, first paragraph – Based on the project specifics described in the paragraph, approximately 509,697 square feet for warehouse use and the remaining 104,000 square feet for office use, the expected wastewater flow at buildout is 33,722 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link. LACSD-3

3. **3.4 Intended Uses of the EIR**, *Page 3-4*, Action item corresponding to Los Angeles County Sanitation District No. 21 – Approval to sewer conveyance system will require payment of a connection fee before a permit to connect to the sewer is issued. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727. LACSD-4

DOC: #3853030.D21

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Mr. Troy Helling -2- August 24, 2016

4. **4.3.8 Public Service and Utilities**, *Page 4-7*, fourth paragraph – The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall H Unit 7C Trunk Sewer, located in Chestnut Street east of Virgil Waters Way. The Districts' 36-inch diameter trunk sewer has a capacity of 16.8 million gallons per day (mgd) and conveyed a peak flow of 9.7 mgd when last measured in 2015. Ultimately the wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 65.7 mgd. LACSD-5

5. All other information concerning Districts' facilities and sewerage service contained in the document is current. LACSD-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: E. Stewart
M. Sullivan
M. Tatalovich

DOC: 03853030.D21

2.2.2 ORGANIZATIONS

Southern California Environmental Justice Alliance (SEJA), August 29, 2016

BLUM | COLLINS LLP

Aon Center
707 Wilshire Boulevard
Suite 4880
Los Angeles, California
90017

213.572.0400 phone
213.572.0401 fax

August 29, 2016

Troy Helling
City of Industry
15625 East Stafford, Suite 100
Industry, CA 91744-0336

VIA EMAIL TO:
planning@cityofindustry.org

Re: *Chestnut Avenue Warehouse Project (SCH No. 2015101079)*

Dear Mr. Helling:

This letter is to serve you with comments on behalf of the SoCal Environmental Justice Alliance ("SEJA") regarding the Chestnut Avenue Warehouse Project (SCH No. 2015101079) (the "Project") and its Environmental Impact Report (the "EIR").

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet, with 183,058 square feet of landscaped area. Approximately 509,697 square feet of the buildings would be dedicated to warehouse use, with the remaining 104,900 square feet dedicated to office use. SEJA-1

Air Quality Impacts

The proposed project would represent a substantial increase in emissions compared to existing conditions and would exceed the SCAQMD's regional operational significance threshold for NOx. Also, construction activities would generate short-term emissions that exceed SCAQMD's regional construction threshold for volatile organic compounds.

The maximum daily emissions of VOC generated from the combined building construction, paving, and architectural coating activities would exceed SCAQMD's regional construction significance threshold for volatile organic compounds. According to the EIR, "The project applicant anticipates approximately six weeks of site preparation and grading activities, followed by building construction, site paving, and painting. While construction of the warehouse buildings is estimated to last just under a year, building construction, site paving, and painting are anticipated to occur simultaneously for about three weeks." SEJA-2

Troy Helling
August 29, 2016
Page 2

This analysis is flawed in various ways. There is no requirement that construction be completed over a certain number of days. The EIR does not state that construction will occur during the legal hours of construction as provided in the City's municipal codes, or specify the exact hours during the day when construction would occur. The EIR also fails to analyze the possibility of faster construction that would result in significantly greater impact. Lastly, the EIR does not analyze the impact of construction, site paving, and painting occurring simultaneously for more than three weeks. SEJA-2

The EIR uses the SCAQMD LST modeling to analyze impact even though it's only used for projects that are smaller than 5 acres. This is not appropriate because the size of this project is 28.9 acres. As stated by the SCAQMD, "The LST mass rate look-up tables only apply to projects that are less than or equal to five acres … In the event that the project area exceeds five acres, it is recommended that lead agencies perform project-specific air quality modeling for these larger projects."[1] SEJA-3

The EIR's claim that the LST modeling is appropriate because only 1.3, 3.5 or 5.0 acres may be disturbed per day is wrong. Since the EIR does not mandate phased construction, the project could actively disturb up to 28.9 acres per day. Project specific modeling must be prepared to evaluate the "worst case scenario."

Project Alternatives

Greenhouse gas emissions from the proposed project exceed the SCAQMD threshold by 3 times even after mitigation. However, the EIR fails to analyze any project alternative that would bring the proposed project into compliance with the SCAQMD threshold. The EIR should be revised to incorporate such an alternative. SEJA-4

Traffic

The EIR does not analyze or mitigate impacts from construction related traffic. This violates CEQA requirements. SEJA-5

The EIR claims that there is not significant impact on traffic because the traffic at Azusa Avenue (NS) and Gale Avenue (EW) (AM, 0.866 (LOS D); PM, 0.950 (LOS E)) will be mitigated by improvements including the conversion of westbound through lane to a right turn lane. However, the EIR does not indicate a funding source, i.e. whether the improvements will be paid for by the developer, the city, or through a specific Development Impact Fee (DIF) program. This represents uncertain mitigation and is not sufficient. Mitigation is not adequate where it is not shown that the DIF program will SEJA-6

[1] (http://www.aqmd.gov/ceqa/handbook/lst/lst.html)

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timely mitigate for impacts to traffic. An assessment of fees is appropriate only when linked to a specific mitigation program. See *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141. Here, there is no enforceable commitment to fund or build the improvements. SEJA-6

Conclusion

For the foregoing reasons, SEJA believes the EIR is flawed. The City of Industry's environmental review process has failed to ensure environmental justice for the City's residents. Therefore, we believe you should redraft and recirculate the EIR. SEJA-7

We look forward to your responses. Please forward a notice of availability of the Final EIR to blum@blumcollins.com and ho@blumcollins.com.

Sincerely,

Gary Ho
BLUM | COLLINS LLP

Laborers International Union of North America (LIUNA), August 29, 2016

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August 29, 2016

Via Email

Troy Helling, Senior Planner
City of Industry
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P.O. Box 3366
Industry, CA 91744
thelling@cityofindustry.org

Re: Chestnut Avenue Warehouse Project Draft Environmental Impact Report (SCH No. 2015101079)

Dear Mr. Helling:

I am writing on behalf of Laborers International Union of North America, Local Union No. 300 and its members living in Los Angeles County (collectively "LIUNA" or "Commenters") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Chestnut Avenue Warehouse Project, State Clearinghouse No. 2015101079 ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Commenters request that the City of Industry Planning Department, City Council, and your staffs address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997). LIUNA-1

Sincerely,

Richard Drury

2.3 RESPONSES TO COMMENTS ON THE DRAFT EIR

2.3.1 PUBLIC AGENCIES

California Department of Transportation (Caltrans), August 17, 2016

Caltrans-1 This comment contains introductory and general information. No further response is required.

Caltrans-2 This comment requests an explanation as to why the critical warehouse trip generation for 997 employees is excluded from the analysis. The traffic study was prepared based on standard traffic engineering practice for the preparation of a traffic impact study. The traffic study used the ITE (Institute of Transportation Engineers) Trip Code 150 (warehouse) for the project's trip generation. Additionally, RK Engineering, Inc., applied PCE (passenger car equivalent) factors to convert the truck trips to passenger car equivalents.

This comment also states that the number of trips generated using the square footage of the building area is less than half of the trips generated using employee counts. The trip generation was based on the project's proposed site plan and building square footage. This independent variable was felt to be the most precise information regarding the proposed development. As a result, the building square footage would represent the most appropriate factor in generating the trip generation for the project.

Caltrans-3 This comment suggests that future conditions, including project and project plus cumulative traffic, should be analyzed using traffic generated up to the General Plan buildout year. The traffic study analyzed existing, existing plus project, project buildout year with cumulative developments without the project, and project buildout year with the project with cumulative traffic. Since the project is consistent with the General Plan land use designation and zoning for the property, there is no need to conduct a General Plan buildout analysis for this project. A traffic analysis was previously completed by the City as part of its 2014 General Plan update, which incorporated buildout of the proposed project site.

Caltrans-4 This comment requests the preparation of a truck turning analysis to ensure that large multi-axle trucks can safely turn at the route intersections as shown in Exhibits F-3 and F-4 (Project Inbound and Outbound Trip Distribution). The traffic study used trip distribution for trucks based on the logical routes to and from the project. The distributions were reviewed and approved by the City in conjunction with the traffic study conducted by RK Engineering. The City of Industry is primarily made up of industrial land uses that utilize truck traffic for access to these developments. Azusa Avenue is classified as a major arterial highway and truck route and has been used for numerous years to provide ingress/egress to various developments throughout the city. The truck traffic currently uses these routes, and there are limited alternatives from the project site to accommodate truck routes. Trucks currently use these routes to access the city and other projects in the vicinity of the project.

Caltrans-5 This comment states that the recommended improvement (Table 10, page H-66 [in the traffic study]) (and included as Mitigation Measure TRANS-1) of restriping southbound Azusa Avenue at Gale Avenue to accommodate four southbound lanes is already in existence. The traffic study recommended that for future buildout conditions with the project, a restriping occur on southbound Azusa Avenue at Gale Avenue to alleviate traffic congestion. At the time of preparation of the traffic study, this improvement did not exist; therefore, it was recommended as a mitigation measure. Based on this comment, RK Engineering performed

a spot check of the intersection and confirmed that this improvement does not exist and has still not been made. Thus, this improvement is appropriately expected to alleviate the traffic condition analyzed in the traffic study.

Caltrans-6 This comment is a reminder that a Caltrans transportation permit is required for any transport of heavy construction equipment and/or materials that require the use of oversized transport vehicles on state highways. While this is not a direct comment on the content or adequacy of the Draft EIR, Caltrans is assured that all oversized vehicles will be required to obtain a Caltrans permit if they use the state highway system. Additionally, as much as feasible, these trips would be planned for off-peak conditions.

Caltrans-7 This comment is conclusive to the letter. No further response is required.

South Coast Air Quality Management District (SCAQMD), August 24, 2016

SCAQMD-1 This comment contains introductory and general information. The comment also requests that written responses to comments contained in this letter be provided to the SCAQMD prior to certification of the FEIR. Please refer to responses to the specific comments and recommendations below. The City of Industry will provide the response to the SCAQMD's comments to the district prior to certification of the FEIR.

SCAQMD-2 This comment recommends revising the Health Risk Assessment to include emissions from truck routes, stating that truck routes should extend to where the trucks enter the freeway. Detailed routing assumptions are included in Exhibits F-3 and F-4 of the traffic impact study included as Appendix H of the DEIR, showing the proposed project's inbound and outbound trip distribution for trucks. These trip distributions demonstrate that 65 percent of truck traffic to and from the project site will go southbound along Azusa Avenue. This roadway is classified as a major arterial highway and truck route and has been used for numerous years to provide ingress/egress to various developments throughout the city. Land uses along Azusa Avenue primarily comprise industrial and commercial uses, which are not considered to be sensitive to emissions that would result from implementation of the proposed project. Although the City acknowledges the SCAQMD's request to perform additional emissions analysis using the AERMOD program along truck routes, no revisions are needed to the EIR or its air quality analysis because the methodology used in these documents is sound and is consistent with the City's practice for evaluating similar development projects in the immediate area.

SCAQMD-3 This comment requests that the daily number of trucks allowed at each facility be limited to the levels analyzed in the Final EIR and that review should take place if higher daily truck volumes are anticipated. The traffic study utilized the ITE (Institute of Transportation Engineers) Trip Code 150 (warehouse) for the project's trip generation, and the total number of PCE trips is based on the project's site plan and building square footage. The air quality study utilized the trip rates and vehicle fleet mix presented in the traffic study (included as Appendix H of the Draft EIR). The traffic generation for the project is based on the specific land uses planned for the development, and any increase in the project's square footage or intensity of use would require the City of Industry to prepare additional environmental analysis. The proposed project buildings are intended for industrial warehouse/office use, and the prospective occupants are currently unknown. Without details regarding building tenants, an appropriate measure cannot be made by the applicant, the City, or an outside entity to assume such predictive factors. As such, establishing vehicle requirements for an unknown occupant would not be feasible, and the creation of other similar measures would be based merely on speculation and result in potentially inadequate standards.

The comment further states that delivery trucks at commercial/retail sites should be required to use alternatively fueled or 2010 compliant diesel trucks and suggests that other measures, such as incentives and phase-in schedules for clean trucks, should be considered if the vehicle standard is not feasible.

Mandatory compliance with California Code of Regulations, Title 13, Division 3, Chapter 1, Article 4.5, will ensure that all truck fleet owners in California phase in newer engines over time. The suggestion to expedite the phase-in for trucks that would access the proposed project's buildings is not feasible for the project applicant to implement or for the City of Industry to enforce. These vehicles are otherwise permitted to operate in California and access other properties in the city, region, and state. As such, there is no way for the City of Industry

to feasibly or practically enforce a prohibition on such vehicles from accessing the proposed project site. CEQA Guidelines Section 15091 provides that mitigation measures must be within the responsibility and jurisdiction of the lead agency in order to be implemented. The City of Industry has no ability to enforce the use of trucks with 2010 emissions equivalent engines by the proposed project's building tenants or by independent contractors that service the buildings. The responsibility to regulate vehicle engines and fuel standards is within the authority of the state and federal governments, not local governments. The City of Industry has no jurisdiction over the regulation of truck engines.

Finally, the comment recommends that the lead agency require at least 5 percent of all vehicle parking spaces to include electric vehicle (EV) charging stations. The City of Industry Municipal Code does not have a parking requirement for EV charging stations. However, mitigation measure AQ-3 addresses the concern for electric vehicle accommodations. As described on page 5.1-28 of the DEIR under Impact 5.1-3, Mitigation Measure AQ-3 states:

AQ-3 The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

1. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.51, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.1.2.

2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

Implementation of Mitigation Measure AQ-3 will provide for low-emitting and fuel-efficient passenger vehicles, which will address long-term criteria air pollutant emissions associated with the proposed project. This measure can ensure that appropriate facilities and infrastructure will be present to accommodate electric and fuel-efficient vehicles.

SCAQMD-4 This comment discusses the installation costs and benefits of having trucks operate on electricity, stressing the importance of making electrical infrastructure available when the technology becomes commercially available. This portion of the comment does not directly address the content or adequacy of the DEIR and does not require further response.

The comment continues to recommend that the lead agency require the proposed warehouse and other plan areas that allow truck parking to be constructed to facilitate sufficient electric charging for trucks. Mitigation Measures AQ-3 (see comment SCAQMD-3), AQ-5, and AQ-6 address these suggestions. As discussed on page 5.1-29 under Impact 5.1-3, Mitigation Measures AQ-5 and AQ-6 state:

AQ-5 Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

AQ-6 Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

Implementation of Mitigation Measures AQ-3, AQ-5, and AQ-6 will address long-term criteria air pollutant emissions associated with the proposed project. These measures should also accommodate the appropriate infrastructure if and when electric trucks become available.

County Sanitation Districts of Los Angeles County (LACSD), August 24, 2016

LACSD-1 This comment contains introductory and general information. No further response is required.

LACSD-2 This comment explains the responsibilities of the County Sanitation Districts of Los Angeles County and states that approval to construct improvements within the Districts' sewer easement and/or over or near the Districts' sewer is required before construction may begin. The proposed project would comply with the LACSD's buildover procedures and requirements, including the acquisition of appropriate approvals prior to construction activities. As this is not a direct comment on the content or adequacy of the DEIR and does not raise a specific environmental issue, no further response is required.

LACSD-3 This comment refers to project specifics and states that the expected wastewater flow at buildout is 33,722 gallons per day. This estimate is also followed by references to the Districts' average wastewater generation factors. To respond to these calculation, the wastewater generation factor used for this project is discussed in the Initial Study on page 59 (see Appendix A in the DEIR), under Table 5, Forecast Project Wastewater Generation and Water Demand. In this table, in the column labeled Wastewater Generation, Gallons per Day, is the total expected wastewater flow at buildout for the proposed project, estimated at 33,723 gallons per day. The Initial Study was accurately analyzed and found that project implementation with this estimated wastewater flow would result in impacts that are less than significant. Further explanation regarding the impact assessment and calculations can be found in Appendix A of the DEIR on page 60 under the Wastewater Treatment Demand subheading.

LACSD-4 This comment states that approval to the sewer conveyance system will require payment of a connection fee before a permit to connect to the sewer is issued and explains how different factors are determined. This response acknowledges that all appropriate connection fees will be paid. Because this is not a direct comment on the content or adequacy of the DEIR and does not raise a specific environmental issue, no further response is required.

LACSD-5 This comment provides additional information with regard to the sewer system and its functions. This comment does not directly comment on the content or adequacy of the DEIR and does not raise a specific environmental issue. Thus, no further response is needed.

LACSD-6 This comment confirms that all other information concerning Districts' facilities and sewerage service contained in the document is current. This statement is noted and does not require any further response.

Southern California Environmental Justice Alliance (SEJA), August 29, 2016

SEJA-1 This comment contains introductory and general information. The description of the proposed project and its location as cited in this comment is accurate. No further response is required.

SEJA-2 This comment correctly states that the proposed project's operational emissions would exceed the SCAQMD's regional thresholds for nitrogen oxides (NOx). The comment states that the proposed project's construction emissions would exceed the SCAQMD's regional thresholds. The commenter incorrectly states that construction activities would result in volatile organic compound (VOC) emissions exceeding the SCAQMD's regional thresholds. The comment states that the construction schedule used in the Draft EIR does not properly analyze the impact of construction-related emissions. Construction scheduling is based on a number of factors, including the magnitude and classification of the building. The construction schedule was determined in conjunction with the applicant and industry standards given the limited amount of grading and excavation that would be required for construction of the proposed project. Taking these characteristics into consideration, the construction schedule was provided in the second paragraph on page 5.5-16, "construction activities are anticipated to begin as early as the winter of 2016 and take approximately 11 months."

The comment continues by incorrectly claiming that the DEIR does not state that construction will occur during the hours defined and required in the City's Municipal Code and that the DEIR does not specify the exact hours of the day when construction will occur. As stated in the third paragraph on page 5.5-14 of the DEIR, "The Los Angeles County Code (and by extension, the City of Industry) limits noise sources associated with construction, repair, remodeling, or grading of any real property to the hours between 7:00 AM and 7:00 PM on weekdays and Saturdays."

Lastly, the comment states that the DEIR does not analyze the impact of construction, site paving, and painting occurring simultaneously for more than 3 weeks. As stated on page 5.1-18 of the DEIR, "The analysis also makes use of California Emissions Estimator Model (CalEEMod) Version 2013.2.2 for determination of daily construction and operational emissions. Construction emissions are based on the construction information provided by the project applicant, who anticipates approximately six weeks of site preparation and grading activities, followed by building construction, site paving, and painting. While construction of the warehouse buildings is estimated to last just under a year, *building construction, site paving, and painting are anticipated to occur simultaneously for about three weeks*. Where specific information was not available, construction assumptions were based on CalEEMod defaults in addition to past similar projects (see Appendix C)." [emphasis added]

As shown, in Table 5.1-11, emissions for building construction, site paving, and painting were calculated to occur simultaneously. Without the incorporation of mitigation measures, emissions for VOC were found to exceed the SCAQMD's threshold for regional emissions. However, Mitigation Measure AQ-1 will reduce VOC paint impacts, as shown on page 5.1-28:

> AQ-1 During construction, the construction contractor(s) shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the low-VOC limit of South Coast Air Quality Management District (SCAQMD) Rule 1113 are shown as "super-compliant paints."

Requirements for the use of super-compliant interior paints shall be noted on building plans. A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings).

As stated in subsection 5.1.8, Level of Significance After Mitigation, Impact 5.1-2, on page 5.1-29 of the DEIR, "Mitigated, implementation of Mitigation Measure AQ-1 would reduce construction-related VOC emissions to below the SCAQMD's regional significance thresholds for VOC. While the possibility that construction activities may occur at an accelerated rate than was analyzed in the DEIR does existing, with the incorporation of Mitigation Measure AQ-1, VOC impacts would be sufficiently reduced such that it can be reasonably assumed that VOC emission would be below the SCAQMD's threshold. Therefore, with incorporation of mitigation, impacts from project-related construction activities on regional air quality would be less than significant." With that, the DEIR analyzed and measured the project's construction-related impacts effectively. No additional response is required.

SEJA-3 This comment expresses concern regarding the use of SCAQMD localized significance threshold (LST) modeling to analyze construction impacts because the DEIR does not mandate phased construction, thereby making the claim that only 1.3, 3.5, or 5.0 acres may be disturbed per day is incorrect, and up to 28.9 acres may be graded per day. The proposed project follows industry standards and based construction impacts on the screening-level LSTs developed by the SCAQMD to back-calculate the mass amount (pounds per day) of emissions generated on-site. As stated in the second paragraph on page 5.1-16, "For construction activities, LSTs are based on the acreage disturbed per day based on equipment use." The last paragraph on page 5.1-22 of the DEIR states, "Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 5.1-10, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to the LSTs." In addition, to ensure that no more than 5 acres are disturbed at any one time during project site grading, Mitigation Measure AQ-7 will be imposed. Mitigation Measure AQ-7 states:

AQ-7 During construction, a maximum, of 5 acres of land shall be graded over the course of a single day. The grading of more than 5 acres in a single day shall be prohibited.

Thus, the DEIR ensures that no more than 5 acres may be disturbed per day and has appropriately utilized the SCAQMD LST modeling to analyze construction impacts. No additional modeling or evaluation is needed.

SEJA-4 This comment says that the DEIR should be revised because it "fails to analyze any project alternative that would bring the proposed project into compliance with the SCAQMD threshold." Chapter 7 of the DEIR considered additional alternatives that reduced or limited specific impacts, including impacts related to greenhouse gas (GHG) emissions. Alternative 7.5, Reduced Intensity Alternative, on page 7-9 of the DEIR was created with the intent of reducing air quality impacts and was identified as the environmentally superior alternative. This alternative would lessen impacts associated with air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems by approximately 20 percent. However, page 7-10 of

the DEIR, in subsection 7.5.6, Greenhouse Gas Emissions, states that even with a 20 percent reduction of potentially significant GHG emissions impacts, "Emissions would be reduced to 7,845 $MTCO_2e$, which exceeds the SCAQMD's threshold of 3,000 $MTCO_2e$. Therefore, this impact would continue to be significant. This alternative is environmentally superior to the proposed project. This is a significant and unavoidable impact of the proposed project." Furthermore, CEQA Guidelines Section 15126.6(f) states, "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project…" The Reduced Intensity Alternative would not be able to reduce significant air quality and GHG emissions to a less than significant level, and increasing project reduction to be below 20 percent would not be feasible. Thus, this impact is significant and unavoidable, and no further response is necessary.

SEJA-5 This comment states that the EIR does not analyze or mitigate impacts from construction-related traffic, violating CEQA requirements. The following is an estimation of the construction-related activities based on information provided by the project applicant:

- A maximum total of approximately 150 construction staff on-site in a single day;
- Approximately 18 trucks during peak construction phase resulting in 18 inbound trips and 18 outbound trips; and
- Planned construction schedule of 7:00 AM to 4:00 PM on weekdays and Saturdays.

If each construction worker arrives in a single-occupant vehicle during the peak construction phase (a very conservative assumption), the project construction phase will generate approximately 150 inbound trips during the morning and 150 outbound trips at the end of the work shift in the afternoon.

Furthermore, if it is conservatively assumed that the truck activity overlaps with the construction staff's arrival and departure, the trucks will result in an additional 18 inbound trucks in the morning and 18 outbound trucks in the afternoon. Using the typical 2.0 passenger car equivalent (PCE) factor to convert truck trips to passenger car equivalent trips, the 18 trucks will result in approximately 36 inbound PCE trips in the morning and 36 outbound PCE trips in the afternoon.

Table 2-2 Construction Phase Traffic Estimation

Construction Component	Forecast Trip Generation	
	PCE-Adjusted AM Peak Inbound	PCE-Adjusted PM Peak Outbound
Peak Construction Staff of 150	150	150
18 Trucks	36	36
Total	**186**	**186**

As shown in Table 2-2, Construction Phase Traffic Estimation, the construction phase of the proposed project is forecast to generate approximately 186 PCE-adjusted trips during the AM peak hour and 186 PCE-adjusted trips during the PM peak hour. Additionally, when compared to the proposed project trip generation (192 inbound trips in the AM and 259 outbound trips in the PM), the project's construction phase is forecast to generate fewer trips. Therefore, the

traffic study dated August 25, 2015, assessed existing plus operational project traffic impacts that were greater than the construction traffic impacts.

Furthermore, it should be noted that the construction phase trip generation forecast of 186 PCE-adjusted trips is considered very conservative for the following reasons:

- A percentage of construction staff will carpool.
- Construction staff will likely not all arrive or depart within the same hour.
- Trucks will likely not all arrive or depart within the same hour.
- Most likely, all the truck traffic will not overlap with all the construction staff traffic.
- The majority of construction staff will arrive at the site before 7:00 AM (start of typical AM peak hour) and leave the site by 4:00 PM (start of typical PM peak hour) and hence, will be traveling outside the typical traffic peak hours.

The proposed project's construction phase is forecast to not result in a significant traffic impact at the study area intersections. The traffic study prepared for the project adequately addressed potential traffic impacts and is not in violation of CEQA.

SEJA-6 This comment expresses uncertainty regarding mitigation for the intersection of Azusa Avenue at Gale Avenue because the DEIR does not indicate a funding source, claiming there is no enforceable commitment to fund or build the improvements. Mitigation measures that are identified in the DEIR would result in the project being conditioned to make the outlined improvements. The funding would be included as part of the City's Capital Improvements Project, and the applicant would be required to pay its fair share of the proposed improvements. Therefore, funding is feasible for the required mitigation and improvements.

SEJA-7 This comment claims the EIR is flawed and that the City of Industry's environmental review process has "failed to ensure environmental justice for the City's residents" and that the EIR should be redrafted and recirculated. Previous responses as well as the original content of the DEIR have shown no signs of inadequacy or flaws. This comment provides no substantial evidence to support its claim that the EIR does not adequately evaluate the project's environmental impacts.

Laborers International Union of North America (LIUNA), August 29, 2016

LIUNA-1 This comment begins by stating introductory and background information. Following, the commenter states that the DEIR fails entirely as an informational document and fails to reduce project impacts by imposing feasible mitigation. The commenter requests that a Revised Draft Environmental Impact Report (RDEIR) be recirculated prior to considering approvals for the project. Lastly, the commenter concludes by reiterating the union's right to supplement the mentioned comments during review of the Final EIR and at public hearings.

Comments regarding introductory and background information, statutory reiteration, and conclusive language do not require any further response, as they do not relate to the content or adequacy of the DEIR. Furthermore, the commenter claims that the DEIR "fails as an informational document" and "fails to impose all feasible mitigation measures to reduce the Project's impacts." This comment provides no substantial evidence to support its claim that the EIR does not adequately evaluate the project's environmental impacts.

CITY OF INDUSTRY
PROPOSED CHESTNUT STREET WAREHOUSE PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

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JULY 2016

City of Industry

Proposed Chestnut Street Warehouse Project

Draft Environmental Impact Report

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1 Executive Summary

1. Executive Summary

1.1 INTRODUCTION

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed Chestnut Street Warehouse Project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision-makers. This document focuses on impacts determined to be potentially significant in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Industry's CEQA procedures. The City of Industry, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from various departments and review of all technical subconsultant reports.

Data for this DEIR is derived from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, cultural resources, hazards and hazardous materials, noise, and transportation and traffic).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for the EIR process:

1. Disclose to decision-makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines. It is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR, determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

This DEIR contains the following chapters:

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this DEIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this DEIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and the Final EIR certification process.

Chapter 3. Project Description: Describes the project in detail, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this DEIR.

Chapter 4. Environmental Setting: Describes the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the relevant regulatory framework; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this DEIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 11. Qualifications of Persons Preparing EIR: Lists the people who prepared this DEIR for the proposed project.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix A: Notice of Preparation/Initial Study
- Appendix B: Response to Notice of Preparation
- Appendix C: Air Quality/GHG Data
- Appendix D: Health Risk Assessment
- Appendix E: Cultural Resources Data
- Appendix F: Phase I Environmental Site Assessment
- Appendix G: Noise Data
- Appendix H: Traffic Impact Study
- Appendix I: Energy and Fuel Consumption

1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a project EIR, as defined in Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The DEIR examines all phases of the project including planning, construction, and operation.

1.3 PROJECT LOCATION

The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The City of Industry extends approximately 14 miles east–west across the southern San Gabriel Valley (see Figure 3-1, Regional Location). The San Gabriel Valley extends east–west from near central Los Angeles on the west to the eastern Los Angeles County boundary, bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is on the northwest side of the City of Industry. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

The project site is on the southeast corner of Azusa Avenue and Chestnut Street (see Figure 3-2, Local Vicinity). The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street. The site is 28.9 acres and consists of portions of Los Angeles County Tax Assessor's Parcel Numbers (APN) 8264-024-909, 8264-025-903, -904, -908, -911, -914, -915, -917, and -918.

1.4 PROJECT SUMMARY

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. The project site contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue, and is covered with miscellaneous road base and cement paved areas (see Figure 3-3, Aerial Photograph). The project would not involve the demolition of any existing structures. The proposed buildings are identified as A through E, with a total combined building area of 614,597 square feet (see Figure 3-4, Proposed Site Plan). Table 3-1, Building and Site Characteristics Summary, provides a summary of building and site characteristics for the five warehouse buildings. The project site would be accessed from all street fronts: Chestnut Street, a public street off Virgil Waters Way, which is a public street off of Azusa Avenue; Railroad Street; and Curl Court off Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings are intended for industrial warehouse/office use, and the prospective occupants are currently unknown.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The following two alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project.

- No Project Alternative
- Reduced Intensity Alternative

1.6 NO PROJECT ALTERNATIVE

This alternative, which is required by CEQA, assumes that the development does not occur and the project site remains vacant.

Impacts related to cultural resources, hazardous emissions, noise, population and housing, public services, transportation and traffic, and utilities and service systems would be less than with the proposed project, and impacts related to land use would be greater than those of the proposed project. This alternative would have environmentally neutral impacts related to aesthetics, agricultural and forest resources, biological resources, site contamination, and hydrology and water quality. However, this alternative would not meet any of the project objectives.

1.7 REDUCED INTENSITY ALTERNATIVE

This alternative would reduce the overall development density proposed by the project by 20 percent, thereby providing approximately 407,758 square feet of warehouse building space and approximately 86,320 square feet of office space. The intent of this alternative is to reduce the project's air quality impacts, which were determined as significant and unavoidable.

This alternative would have superior environmental impacts related to air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities

and service systems. However, the significant and unavoidable impacts related to air quality and GHG emissions could not be avoided. Impacts related to aesthetics, agricultural and forestry services, biological resources, cultural resources, land use and planning, and population and housing would have similar impacts to the proposed project. This alternative would meet some of the project objectives identified, but not to the extent of the proposed project.

1.8 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.9 AREAS OF CONTROVERSY

In accordance with CEQA Guidelines Section 15123(b)(2), the DEIR must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. No areas of controversy concerning the proposed project have been identified. This DEIR has taken into consideration the comments received from the various agencies and jurisdictions in response to the Notice of Preparation (NOP). Written comments received during the NOP period, which extended from October 23, 2015, to November 23, 2015, are contained in Appendix B of this DEIR. Written comments received during the NOP period included issues regarding potential cultural resources impact, which are addressed in Section 5.2, Cultural Resources, of this DEIR.

1.10 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this DEIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposing mitigation measures is also presented.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AIR QUALITY			
Impact 5.1-1: The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.	Potentially Significant	See Mitigation Measures AQ-2 through AQ-6.	Significant and Unavoidable
Impact 5.1-2: Construction activities associated with the proposed project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction threshold for volatile organic compounds.	Potentially Significant	AQ-1 During construction, the construction contractor shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113 are known as "super-compliant paints." A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings).	Less Than Significant
Impact 5.1-3: Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NOx.	Potentially Significant	AQ-2 Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations. AQ-3 The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures. 1. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2. 2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3. 3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3. AQ-4 Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.	Significant and Unavoidable

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		AQ-5 Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source. AQ-6 Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.	
Impact 5.1-4: The proposed project would expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	AQ-7 During construction, a maximum of 5 acres of land shall be graded over the course of a single day. The grading of more than 5 acres in a single day shall be prohibited. See also Mitigation Measures AQ-2 through AQ-6.	Less Than Significant
5.2 CULTURAL RESOURCES			
Impact 5.2-1: Development of the project would not impact an identified historic resource.	Less Than Significant	No mitigation measures are required.	Not applicable
Impact 5.2-2: Development of the project site has the potential to result in adverse archaeological resources impacts.	Potentially Significant	CUL-1 Prior to the issuance of the first grading permit and/or action that would permit disturbance to the project site, the project developer/applicant shall retain a qualified archaeological monitor to observe grading activities and to salvage and catalogue archaeological resources, including tribal resources, as necessary. The qualified archaeological monitor shall be retained in consultation with the Gabrieleño tribal group. The qualified archaeological monitor and the qualified paleontological monitor required under Mitigation Measure CUL-2 can be the same person. The qualified monitor shall be invited to be present at the pregrading conference; shall establish procedures for archaeological resource surveillance; and shall establish, in cooperation with the construction contractor, procedures for temporary halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. Should archaeological resources, including tribal resources, be found during ground-disturbing activities, the qualified monitor shall first determine whether the resource is a unique archaeological resource pursuant to Section 21083.2(g) of the California Public Resources Code (PRC) or a " historical resource" pursuant to Section 15064.5(a) of the State CEQA Guidelines (14 California Code of Regulations) and consult with a representative of the Gabrieleño Band of Mission Indians-Kizh Nation and the City of Industry. Once the determination is made pursuant to CEQA	Less Than Significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Guidelines Section 21083.2, the appropriate actions shall be taken in appropriate sections of the regulations to ensure impacts are reduced to a less than significant level. During the monitoring in the field, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.	
Impact 5.2-3: The proposed project could impact subsurface paleontological resources or a unique geologic feature.	Potentially Significant	CUL-2 Prior to the beginning of ground disturbances, the project applicant/developer shall retain a qualified paleontologist to monitor ground-disturbing activities that occur in older Quaternary deposits during ground excavation. Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan, specifying the frequency, duration, and methods of monitoring. The qualified paleontological monitor and the qualified archaeological monitor required under Mitigation Measure CUL-1 can be the same person. Sediment samples shall be collected in older Quaternary deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution. During field monitoring, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.	Less Than Significant
Impact 5.2-4: Development of the project site has the potential to result in adverse tribal cultural resources impacts.	Potentially Significant	See Mitigation Measure CUL-1.	Less Than Significant
5.3 GREENHOUSE GAS EMISSIONS			
Impact 5.3-1: Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria.	Potentially Significant	GHG-1 Electricity for the buildings shall be offset from installation of solar panels installed on the office component of the building structure. GHG-2 Landscape plans shall incorporate trees near the facades of the buildings in locations where tree placement would assist with passive solar heating and cooling of the structures, while also avoiding interference with vehicle movements and building operations. Additionally, Mitigation Measures AQ-2 through AQ-6 applied for Impact 5.1-3 from Chapter 5.1, Air Quality, would be applicable.	Significant and Unavoidable.
Impact 5.3-2: The proposed project would not conflict with SCAG's 2012-2035 RTP/SCS or CARB's Scoping Plan.	Less Than Significant	No mitigation measures are required.	Not Applicable

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.4-1: The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less Than Significant	No mitigation measures are required.	Not Applicable
Impact 5.4-2: The proposed project could 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.	Potentially Significant	HAZ-1 Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples to be analyzed for volatile organic compounds (VOCs) in the areas of the removed oil waste underground storage tank (UST) at 942 S. Azusa Avenue as identified in the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to Los Angeles County Department of Public Works to obtain regulatory closure for the UST. HAZ-2 Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples and test as identified by the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014, and listed below. If any of the detected sample data results exceed the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board. • In the areas of the removed two diesel underground storage tanks (USTs) at 942 S. Azusa Avenue for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs). • In the areas of the two historic hazardous storage areas, a clarifier, and several historical spray booths at 17300 Chestnut Street for VOCs. • In the areas of historical machine and maintenance shops at 17300 Chestnut Street for TPH, VOCs, and metals.	Less Than Significant

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• From the surface staining area southeast corner of the project site to determine if this staining has impacted the subsurface of the project site. HAZ-3 The project developer/applicant shall conduct a vapor survey in accordance with the vapor encroachment analysis required by ASTM 13 standards in the San Gabriel Valley (Area 4) National Priority List groundwater plume area to determine if impacts from tetrachloroethylene (PCE) and trichloroethylene (TCE) exist on-site. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws.	
Impact 5.4-3: The proposed project could result in significant adverse impacts to nearby sensitive receptors	Potentially Significant	Mitigation Measures AQ-2 through AQ-6 applied for Impact 5.1-3 from Chapter 5.1, Air Quality, would be applicable.	Less Than Significant
Impact 5.4-4: The project site includes historical hazardous materials uses that require further evaluation and/or removal.	Potentially Significant	Mitigation Measures HAZ-1 through HAZ-3 applied for Impact 5.4-2 from Chapter 5.4, Hazards and Hazardous Materials, would be applicable.	Less Than Significant
5.5 NOISE			
Impact 5.5-1: Construction activities would not result in significant temporary noise increases in the vicinity of the project site	Less Than Significant	No mitigation measures are required.	Not Applicable
Impact 5.5-2: The proposed project would expose sensitive uses to strong levels of groundborne vibration.	Potentially Significant	N-1 During construction, vibratory rollers shall not be operated within 30 feet of off-site buildings.	
Impact 5.5-3: Buildout of the proposed project would not cause a substantial noise increase related to traffic on local roadways.	Less Than Significant	No mitigation measures are required.	Not Applicable
Impact 5.5-4: Noise-sensitive uses would not be exposed to elevated noise levels from stationary sources.	Less Than Significant	No mitigation measures are required.	Not Applicable

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 TRANSPORTATION/TRAFFIC			
Impact 5.6-1: Project-related trip generation would impact levels of service for the existing area roadway system.	Potentially Significant	TRANS-1 Prior to the issuance of the first building permit, the project applicant/developer shall participate in the costs for traffic improvements to the Azusa Avenue and Gale Avenue to meet the City of Industry level of service standards. The project applicant/developer shall be conditioned to contribute a "fair share" of total costs for the roadway improvements identified below. The project's fair share calculation has been prepared and is included in Table 11, Project Fair-Share Intersection Contribution, of the traffic impact study prepared by RK Engineering Group dated August 2015 (Appendix H of this DEIR) for informational purposes. The final fair share percentage and payment amount shall be determined and approved by the City of Industry. • Convert westbound through lane to a right turn lane. • Install westbound right turn overlap phase. • Restripe southbound approach to provide a shared through-right, three through lanes, and two left turn lanes. • Due to southbound approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase. • Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.	Less Than Significant
Impact 5.6-2: The proposed project would not conflict with the Los Angeles County Congestion Management Program.	Less Than Significant	No mitigation measures are necessary.	Not Applicable

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2 Introduction

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (DEIR) is the public document designed to provide decision-makers and the public with an analysis of the environmental effects of the Chestnut Street Warehouse Project (proposed project), to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The DEIR must also disclose significant environmental impacts that cannot be avoided, growth-inducing impacts, effects not found to be significant, and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment (CEQA Section 21067). The City of Industry (City) has the principal responsibility for approval of the Proposed Warehouse Building Project, Development Plan 15-12, and Tentative Parcel Map 348 (proposed project). For this reason, the City of Industry is the CEQA lead agency for this project.

One intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed project to allow the City to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, Intended Uses of the EIR, in Chapter 3, Project Description.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA (CEQA Guidelines), as amended (California Code of Regulations Section 15000 et seq.)
- City of Industry CEQA Guidelines

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision-makers, and the general public about the environmental effects of the development and operation of the proposed project. This DEIR addresses effects that may be significant and adverse, evaluates alternatives to the project, and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on October 23, 2015 (see Appendix A). Comments received during the Initial Study's public

review period, from October 23, 2015, to November 23, 2015, may be found in Appendix B. One comment letter from the California Department of Transportation (Caltrans) regarding the extent of the traffic study for the proposed project was received during the NOP comment period. In addition to comments received on the NOP, the Gabrieleño Band of Mission Indians-Kizh Nation and the Soboba Band of Luiseño Indians were contacted per the requirements of Assembly Bill (AB) 52. Refer to Chapter 5.2, Cultural Resources, for details of the AB 52 consultation.

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues identified as potentially significant in the Initial Study are addressed in this DEIR, but issues identified as less than significant or no impact are not. Refer to the Initial Study in Appendix A for discussion of how these initial determinations were made.

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City on June 2, 2016. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance where feasible.

The information in Chapter 3, Project Description, establishes the basis for analyzing future project-related environmental impacts.

2.3.1 Impacts Considered Less Than Significant

During preparation of the Initial Study, the City determined that 11 environmental impact categories would not be significantly affected by or did not affect the proposed project. These categories, which are not discussed in detail in this DEIR, are:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

2.3.2 Potentially Significant Adverse Impacts

This DEIR evaluates the following six environmental factors, for which the Initial Study identified that the proposed project could result in potentially significant impacts:

- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation and Traffic

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a statement of overriding considerations before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable concern the following topics:

- Air Quality
- Greenhouse Gas Emissions

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines. These documents are available for review upon request at the City of Industry Planning Department, 15625 East Stafford Street, Suite 100, City of Industry, CA 91774-0366.

- City of Industry 2014 General Plan, adopted June 12, 2014
- City of Industry General Plan Update EIR (State Clearinghouse No. 2011031090), February 2014
- City of Industry Municipal Code

2.5 FINAL EIR CERTIFICATION

This DEIR will be circulated for public review for 45 days. During this review period, interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown below. Upon completion of the 45-day review period, the City will review all written comments received and prepare

written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City of Industry City Council for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review on the City's website at http://www.cityofindustry.org and at the following location:

- City of Industry Planning Department, 15625 East Stafford Street, Suite 100, Industry, CA 91744-0366

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that an agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a negative declaration pursuant to Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or negative declaration.

The Mitigation Monitoring Program for the proposed project will be completed as part of the Final EIR, prior to consideration of the project by the City of Industry City Council.

3 Project Description

3. Project Description

3.1 PROJECT LOCATION

The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The City of Industry extends approximately 14 miles east–west across the southern San Gabriel Valley (see Figure 3-1, Regional Location). The San Gabriel Valley extends east–west from near central Los Angeles on the west to the eastern Los Angeles County boundary and is bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is on the northwest side of the City of Industry. Land use patterns reflect the nature of the city, with approximately 82 percent of the city devoted to industrial, commercial, and commercial recreational uses. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

The project site is approximately 28.9 acres of vacant land on the southeast corner of Azusa Avenue and Chestnut Street (see Figure 3-2, Local Vicinity). The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street. The site consists of portions of Los Angeles County Tax Assessor Parcel Numbers (APN) 8264-024-909, 8264-025-903, -904, -908, -911, -914, -915, -917, and -918. The project site contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue, and is covered with miscellaneous road base and cement paved areas (see Figure 3-3, Aerial Photograph). Although the project site is currently vacant and does not contain any above-grade structures, past manufacturing uses on-site involved various hazardous materials, including removed underground storage tanks. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. An existing aggregate stockpile is in the west-central portion of the site. The existing zoning for the project site is Industrial (I) with a small portion of the site at the southwest corner zoned Commercial (C). The General Plan land use designation is Employment. The proposed project would be permitted in the Industrial and Commercial zones by right.

3.2 STATEMENT OF OBJECTIVES

The objectives sought by the proposed project are:

1. Provide for development of the site consistent with the City's General Plan, in particular with these objectives:

    a. Achieve a sustained economic viability that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses.

    b. Achieve a professional appearance in the city such that additional investment is stimulated by providing a quality level of services, safety, security, infrastructure, and design.

    c. Provide prudent ownership and timely disposition of strategic properties to achieve the City's economic development and revitalization goals.

3.3 PROJECT CHARACTERISTICS

The term *project*, as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700… (3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (14 California Code of Regulations Section 15378[a] and [c])

3.3.1 Description of the Project

The proposed project will develop five buildings, identified as A–E, totaling 614,597 square feet of building area, with 183,058 square feet of landscaped area. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building (see Figure 3-4, Proposed Site Plan). The buildings would occupy approximately 49 percent of the 28.9-acre site. The City's Zoning Code requires 308 parking spaces; however, a total of 850 parking space for passenger vehicles would be developed along the perimeter of the proposed buildings, as well as 54 bicycle parking spaces. Table 3-1, Building and Site Characteristics Summary, summarizes building and site characteristics for the five buildings.

The warehouse buildings would be a maximum of 50 feet tall, which is less than the 150-foot maximum allowed by the City of Industry's Zoning Code. Figures 3-5a and 3-5b, Building Elevations, illustrate some of the building elevations that would be visible from Azusa Avenue, Virgil Waters Way, and Chestnut Street. At the time this EIR was prepared, the future tenant(s) of the proposed project's buildings is unknown. The buildings are designed to accommodate warehouse distribution, e-logistics, or fulfillment center uses. Uses such as industrial, manufacturing, and cold storage of food products are not anticipated on the project site. Upon completion, the proposed project would provide for approximately 997 employees.[1] A total of 71 docking bays would be provided as detailed in Table 3-1. Docking areas for each of the warehouse buildings would be secured by a combination of 8-foot-high metal tubular manually operated gates, 8-foot-high wrought-iron fence, 6-foot-high chain-link fence, and partial concrete tilt-up screen walls. These areas are labeled "Gate" in Figure 3-4.

Low points in each truck loading bay would have catch basins and sump pumps for stormwater collection and removal. In accordance with the City's Zoning Code, trash enclosures containing a trash bin and a recycling bin would be provided near the loading docks of each building, and pad-mounted electrical transformers would be installed to service each building.

Access and Circulation

The project will have two full access point to Virgil Waters Way, one full access point to Chestnut Street, one signalized full access point to Azusa Avenue, one right-in/right-out only access point to Railroad Street, and

[1] Employment is based on the estimated number of employees per square feet of warehouse space and general office space according to the US Green Building Council (2008).

one full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points, and the driveways would measure between 26 to 45 feet wide. Internal circulation would be controlled by stop signs, one-lane directional streets, and controlled turning lanes.

Construction

The project would not involve the demolition of any existing structures, except the billboard. Concrete pavement, aggregate base and piles, and trees and ground cover would be removed as part of site grading activities. It is anticipated that these materials would be transported off-site and recycled. Site preparation and grading activities would last for approximately six weeks. All soils would be balanced on-site and would be excavated to a maximum depth of 4 feet below the building pads. Following grading activities, construction of the buildings, site paving, and architectural coating would occur. Construction activities are anticipated to begin in early winter 2016 and last for approximately 11 months.

Table 3-1 Building and Site Characteristics Summary

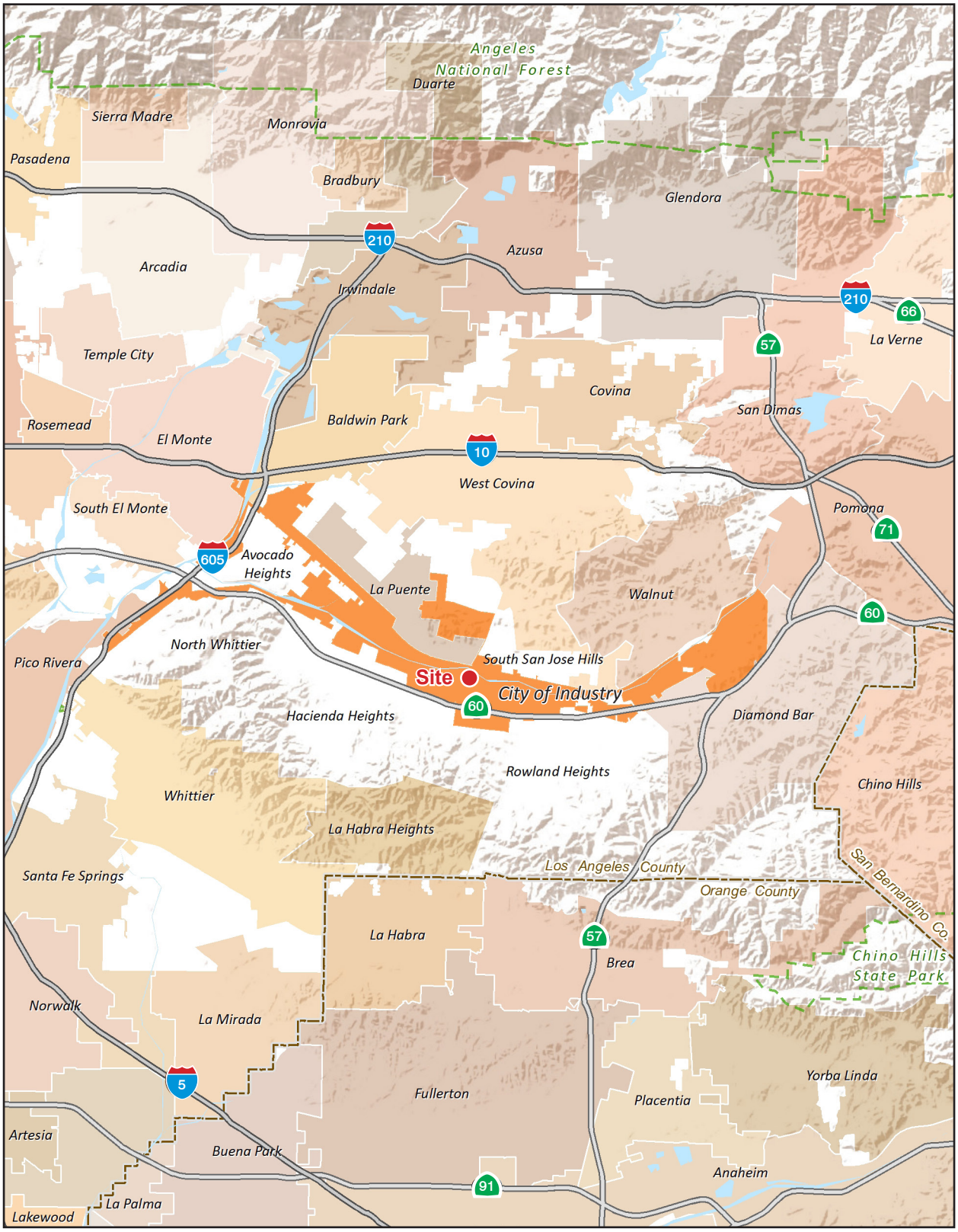
Building	Bldg A (Parcel 1)	Bldg B (Parcel 2)	Bldg C (Parcel 3)	Bldg D (Parcel 4)	Bldg E (Parcel 5)	Total
Warehouse	127,100 SF	176,716 SF	104,227 SF	62,271 SF	39,383 SF	509,697 SF
Office Space	28,500 SF	47,400 SF	11,000 SF	10,000 SF	8,000 SF	104,900 SF
Total Building Area	155,600 SF	224,116 SF	115,227 SF	72,271 SF	47,383 SF	614,597 SF
Parcel Acres	7.17	10.28	5.41	3.36	2.6	28.9
Max Building Height (ft.)	38’	50’	36’	34’	34’	n/a
Number of Dock Doors	18	27	14	7	5	n/a
Tilt-Up Screen Wall Height	12’	8’	8’	—	6’	n/a
Parking (spaces)	206	279	170	114	81	850
Bicycle Parking (spaces)	18	9	9	9	9	54
Landscaped Area (sq. ft.)	44,772	64,462	28,374	17,742	27,708	183,058

3.4 INTENDED USES OF THE EIR

This DEIR is a project environmental impact report that examines the environmental impacts of the proposed project. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
City of Industry City Council	• Approve Development Plan • Approve Tentative Parcel Map • Certify EIR • Adopt mitigation monitoring program
City of Industry Planning and Engineering Departments	• Approve street improvement plans • Approve development (site) plans • Approve grading and drainage plans • Approve ancillary permits and plans • Review and approve project-specific water quality management plan for City compliance with MS4 municipal stormwater permitting • Other approvals required to implement the approved project
Responsible Agencies	**Action**
County of Los Angeles	• Approve building mechanical, electrical, plumbing, fire, and grading plans (building pads)
Los Angeles Regional Water Quality Control Board	• Process Notice of Intent and issue a National Pollutant Discharge Elimination System permit for construction activities and/or stormwater pollution prevention plan(s) • Review and approve project-specific water quality management plan for City compliance with MS4 municipal stormwater permitting
Los Angeles County Sanitation District No. 21	• Approve sewer conveyance system
South Coast Air Quality Management District	• Issue construction-related air quality permits
Rowland Water District	• Approve water conveyance system

T:_CS\Work\Industry, City of\Chestnut EIR\Figures



Note: Unincorporated county areas shown in white.

Source: RK Engineering Group, Inc.; ESRI, 2015

N

0 1.5 3
MILES

FIGURE 3-1
Regional Location

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Project Site — City Boundary

Source: RK Engineering Group, Inc.; ESRI, 2015

0 500 1,000 FEET

FIGURE 3-2
Local Vicinity

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Project Site

City Boundary

Source: RK Engineering Group, Inc.; Google Earth Pro, 2016

0 500 1,000
FEET

FIGURE 3-3
Aerial Photograph

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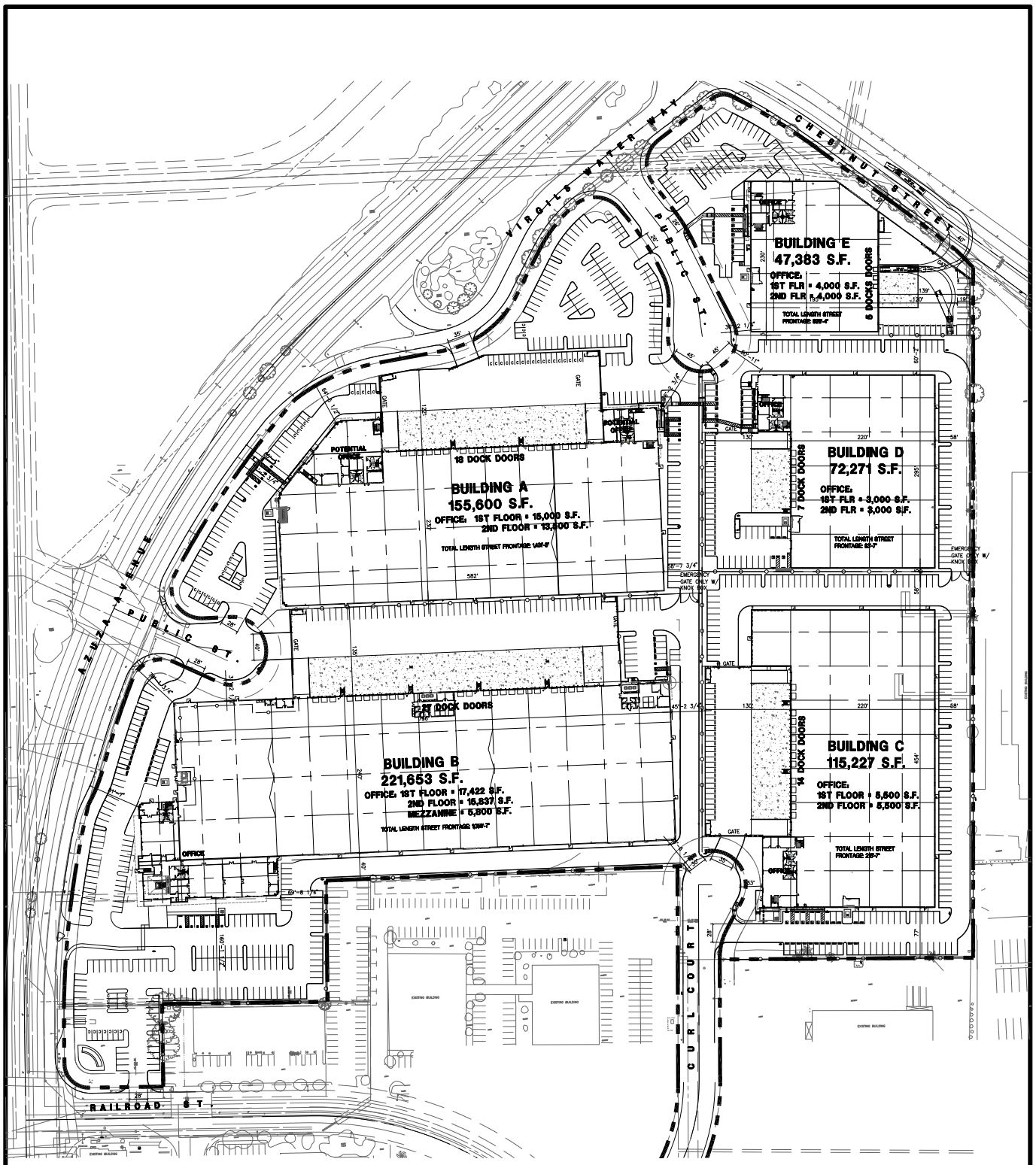

Source: HPA Architecture

0 120 240
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FIGURE 3-4
Proposed Site Plan

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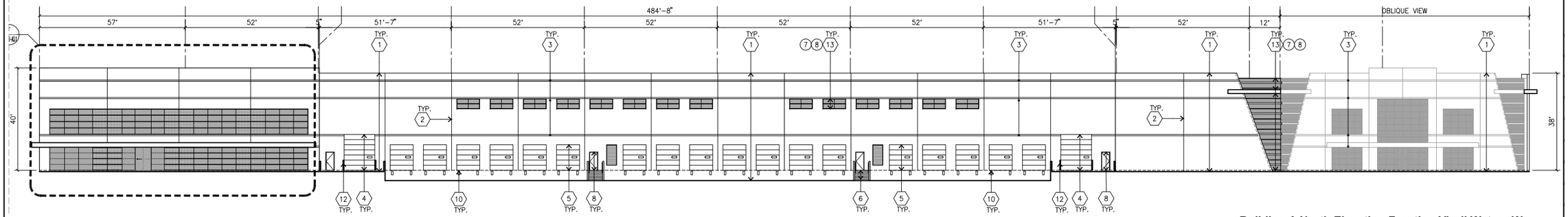
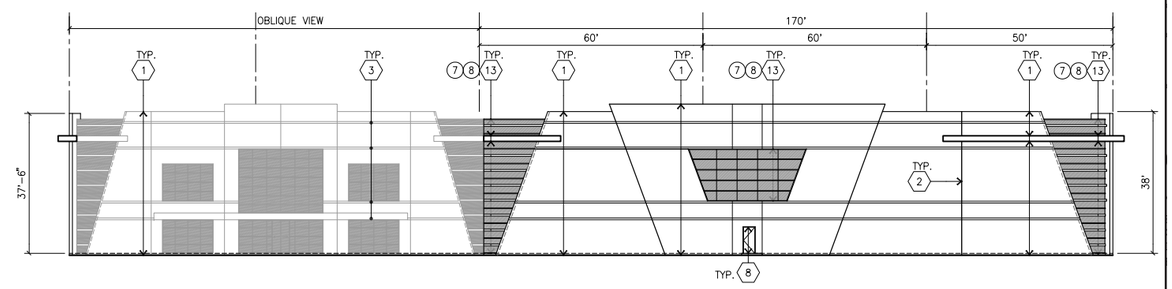


Building A North Elevation Fronting Virgil Waters Way



Building A West Elevation Fronting Azusa Ave

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU.
5. OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. KNOCK OUT PANEL
8. HOLLOW METAL DOORS.
9. NOT USED
10. DOCK BUMPER
11. NOT USED
12. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
13. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN
14. TUBE STEEL OPEN CANOPY

COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7005 PURE WHITE
2	MULLIONS	PAINT BRAND CLEAR ANODIZED
3	GLAZING	COLOR MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING
9	METAL CANOPY	PAINT BRAND SHERWIN WILLIAMS SW301 MONORAIL SILVER (CLEARCOAT)

GLAZING LEGEND

- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

Source: HPA Architecture, 2015

FIGURE 3-5A
Building Elevations

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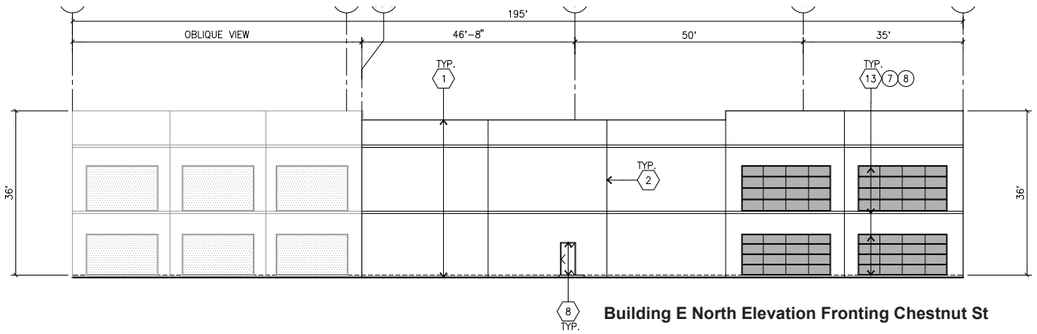
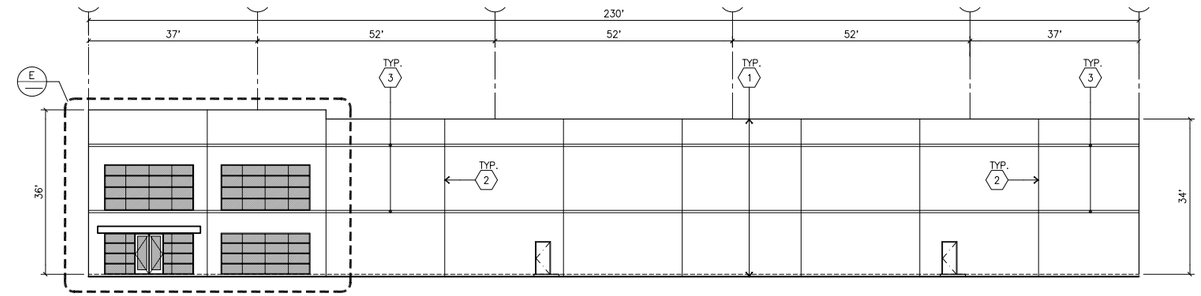
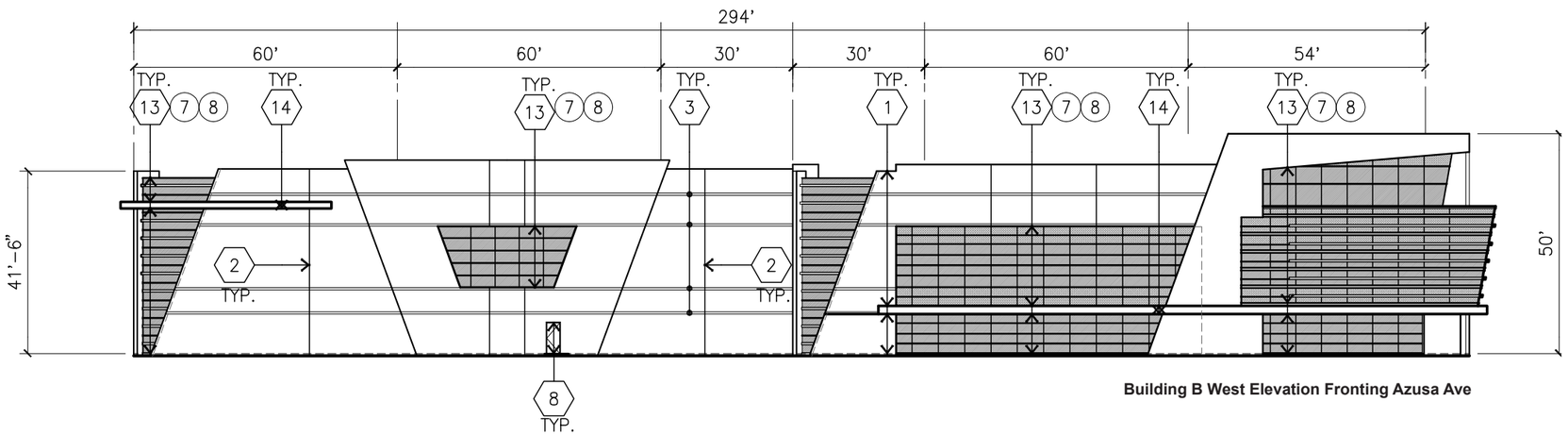


Building E North Elevation Fronting Chestnut St



Building E West Elevation Fronting Public St



Building B West Elevation Fronting Azusa Ave

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU.
5. OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. KNOCK OUT PANEL
8. HOLLOW METAL DOORS.
9. NOT USED
10. DOCK BUMPER
11. NOT USED
12. CONC. FILLED STEEL BOLLARDS, SEE FLR. PLAN.
13. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION. DESIGN
14. TUBE STEEL OPEN CANOPY

COLOR SCHED. - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT BRAND SHERWIN WILLIAMS SW 7005 PURE WHITE
2	MULLIONS	PAINT BRAND CLEAR ANODIZED
3	GLAZING	COLOR MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING
9	METAL CANOPY	PAINT BRAND SHERWIN WILLIAMS SW301 MONORAIL SILVER (CLEARCOAT)

GLAZING LEGEND

- TEMPERED SPANDREL GLASS
- TEMPERED VISION GLASS
- TEMPERED VISION INSULATED GLASS PPG: VISTACOOL (2) PACIFICA + SOLARBAN SOLARBAN 60 (3) CLEAR U VALUE: 0.27, SHGC: 0.21 AND VLT: 26% 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITES.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

Source: HPA Architecture, 2015

FIGURE 3-5B
Building Elevations

Michael Baker INTERNATIONAL

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3.5 REFERENCES

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US Green Building Council. 2008. Building Area per Employee by Business Type.

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4 ENVIRONMENTAL SETTING

4. Environmental Setting

4.1 INTRODUCTION

This section describes the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published from both a local and a regional perspective (CEQA Guidelines Section 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting describes the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. The information for this section was derived from the City of Industry General Plan (Industry 2014), and the Initial Study for the proposed project (refer to Appendix A).

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Industry is located in eastern Los Angeles County, in the East San Gabriel Valley region, near the junction of Orange and San Bernardino counties. As shown in Figure 3-1, Regional Location, the city is surrounded by portions of unincorporated Los Angeles County (including Valinda and South San Jose Hills) and La Puente, Baldwin Park, West Covina, and Walnut to the north; Pomona and Diamond Bar to the east; unincorporated portions of Los Angeles County (including Hacienda Heights and Rowland Heights) to the south; and portions of unincorporated Los Angeles County (including Bassett and Avocado Heights) and Pico Rivera and El Monte to the west. The City of Industry encompasses approximately 7,707 acres, or 12.04 square miles, in the East San Gabriel Valley between the Puente Hills to the south and the San Jose Hills to the north.

4.2.2 Regional Planning Considerations

Air Quality Management Plan

An air basin generally has similar meteorological and geographic conditions throughout. California is geographically divided into 15 air basins, and the City of Industry is in the South Coast Air Basin (SoCAB). This air basin contains the largest urban area in the western United States. It is a 6,600-square-mile coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The SoCAB includes all of the non-desert portions of San Bernardino, Los Angeles (non–Antelope Valley portion), and Riverside counties, and all of Orange County.

The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP), a comprehensive plan that includes control strategies for emissions from stationary and area sources, as well as from on-road and off-road mobile sources. Every three years since 1979, the SCAQMD has prepared a new AQMP, with updates to the previous plan and a 20-year horizon.

On December 7, 2012, the SCAQMD adopted the 2012 AQMP, which employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources. The plan also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The plan builds on the approach identified in the 2007 AQMP for attainment of federal particulate matter (PM) and ozone standards, and highlights the significant amount of reductions necessary and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the time frames allowed under the federal Clean Air Act. Through implementation of strategies and mitigation measures to reduce emissions generated during construction and operation of development projects, the 2012 AQMP demonstrates attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour ozone standard by 2023. It includes an update to the revised US Environmental Protection Agency (EPA) 8-hour ozone control plan with new commitments for short-term reductions in nitrogen oxides (NO_X) and volatile organic compounds (VOC). In addition, the 2012 AQMP identifies emerging issues of ultrafine particulate matter ($PM_{1.0}$) and near-roadway exposure and an analysis of energy supply and demand.

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the State Implementation Plan. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards. Severity classifications for nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

Southern California Association of Governments

The Southern California Association of Governments is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for the region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, the Southern California Association of Governments cooperates with the SCAQMD, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. The City of Industry is within the San Gabriel Valley Council of Governments subregion. SCAG has developed a variety of plans to achieve specific regional objectives. The applicable plan to the proposed project is discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help coordinate development of the region's transportation improvements. The RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project over a 20-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.

Los Angeles Regional Water Quality Control Board

The City of Industry is located in the central portion of the San Gabriel River Watershed. The majority of the watershed is in the eastern and southeastern portions of Los Angeles County, with a small portion of the southern boundary in northern Orange County. The watershed is under the authority of the Los Angeles Regional Water Quality Control Board (RWQCB), with the exception of the portion in Orange County, which is under the authority of the Santa Ana Regional Water Quality Control Board. The San Gabriel River Watershed is bounded by the San Gabriel Mountains to the north, San Bernardino County and Orange County to the east, the division of the Los Angeles River from the San Gabriel River to the west, and the Pacific Ocean to the south. The San Gabriel River Watershed is composed of approximately 640 square miles spanning over 37 cities and unincorporated county communities. The watershed drains into the San Gabriel River from the San Gabriel Mountains until its confluence with the Pacific Ocean at Los Alamitos Bay between Long Beach and Seal Beach.

In California, the State Water Resources Control Board and local Regional Water Quality Control Boards have assumed the responsibility of implementing the EPA's National Pollutant Discharge Elimination System (NPDES) permit program. The State Water Resources Control Board is the regulating authority for industrial and construction activities, while the Los Angeles RWQCB issues and enforces MS4 stormwater permits in Los Angeles County, including in the City of Industry.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Existing Land Use

The project site is located in the central portion of the City of Industry, on the southeast corner of Azusa Avenue and Chestnut Street. The project site is accessible from Chestnut Street on the north, Azusa Avenue on the west, and Railroad Street on the south, and regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

The proposed project would be constructed on Los Angeles County APNs 8264-024-909, 8264-025-903, -904, -908, -911, -914, -915, -917, and -918. According to the City's General Plan Land Use Map, the existing land use designation for the site is Employment. According to the City's Zoning Map, the existing zoning is Industrial (I), with a small portion of the site at the southwest corner zoned Commercial (C).

The project site is approximately 28.9 acres and comprises nine parcels that were previously developed. However, the site is currently vacant and contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue. Past uses of the site include the Utility Trailer Manufacturing Company, the Transit Mixed Concrete Company, and agricultural use, including strawberry production. These previous uses included development of industrial warehouses in 1964, which were demolished sometime between the late 1990s and early 2000s. The project site contains miscellaneous road base and cement paved areas. The eastern portion of the project site was previously used as an aggregate processing and storage facility, and an aggregate stockpile remains in in the south-central portion of the site.

Surrounding Land Uses

The project site is situated in an industrial area occupied primarily by warehouses, manufacturing facilities, and various businesses (see Figure 3-3, Aerial Photograph). Adjacent businesses/features include:

- North: public right-of-way, followed by the San Jose Creek Channel
- East: industrial recycling facility
- South: industrial warehouse distribution building and office buildings
- West: public right-of-way, followed by multiple industrial warehouse distribution buildings; there are two residences approximately 210 feet northwest of the site

Adjacent properties are zoned as follows:

- North: Industrial (I)
- East: Industrial (I)
- South: Industrial (I), Commercial (C)
- West: Industrial (I)

4.3.2 Biological Resources

The project site has been previously graded and is currently devoid of any natural habitats or sensitive natural communities. The existing vegetation on-site consists of a few trees lining the perimeter of the site, as well as miscellaneous ground cover throughout. There are several small stormwater retention ponds on-site, all of which are currently dry. Due to the disturbed nature of the site and the lack of native habitats, the site does not support wildlife habitats, nor is the site used for overland wildlife movement.

In addition, no existing riparian areas, wetlands, or waterways are located on or adjacent to the project site. Portions of the San Gabriel River and its multiple tributaries are located in other areas of the city; however, these are located well outside of the project area.

The majority of the land area in the city has been developed with industrial, commercial, and business-oriented land uses. Few areas of the city could potentially support native or riparian habitats, including the proposed project site. However, there is a large, partially undeveloped portion of land in the eastern portion of the City of Industry designated as the Industry Business Center (IBC). This area is not known to have sensitive species but it does contain areas of natural habitat that could support sensitive species. The vegetation communities in the IBC area are dominated by annual grassland, but there are also remnant patches of Riversidian sage scrub, mulefat scrub, and purple needlegrass. Drainages and small waterways also cover a portion of this area. This site is currently being developed, and various habitat mitigation measures are being implemented as the IBC project progresses.

4.3.3 Climate and Air Quality

The city is located in the South Coast Air Basin. Basin-wide conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The annual average temperature varies little throughout the SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. In contrast to a steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Annual average humidity is 70 percent along the coast and 57 percent in the eastern portions of the SoCAB.

In the City of Industry, the climate is normally mild throughout the year, with temperatures seldom varying more than 25 degrees between winter and summer. The mean temperature for the city is 77 degrees. Most rainfall occurs during the winter with nearly 85 percent of the annual total occurring from November through March, while summers are usually without rain. The city's normal average rainfall is 14.68 inches.

The topography and climate of Southern California combine to produce unhealthy air quality in the SoCAB. The mountain ranges to the east affect the diffusion of pollutants by inhibiting their eastward transport. Additionally, temperature inversions, light winds, shallow vertical mixing, a humid to semiarid climate, and extensive sunlight, in conjunction with a shallow marine layer that hinders horizontal and vertical dispersion of air pollutants, all combine to create degraded air quality, especially in the inland valleys. Air quality in the SoCAB generally ranges from fair to poor, similar to air quality in most of coastal Southern California. The entire SoCAB experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Please refer to Sections 5.1, Air Quality, and 5.3, Greenhouse Gas Emissions, of this EIR for further information concerning existing air quality conditions, an analysis of the project's impacts on local air quality and greenhouse gases, and an evaluation of consistency with the regional AQMP.

4.3.4 Cultural Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. A small granite bowl fragment measuring 17 centimeters long and 10.5 centimeters wide was discovered during an archeological survey for a project in the IBC area, over 4 miles away. No other significant archaeological finds have been found in the city, but they may be encountered with future development.

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Although no known or significant paleontological resources have been discovered within the city's boundaries, fossil remains may occur throughout the city, although the area of their distribution is not known.

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. The City of Industry is home to the Workman and Temple Family Homestead Museum (15415 Don Julian Road), a 6-acre site at the intersection of Don Julian Road and El Encanto Road/Parriott Place that dates from the era when California was still part of Mexico. The museum is registered with the National Register of Historic Places (NPS 2010) and is also designated as a California Historic Landmark by the California Office of Historic Preservation (2011). The city is also home to the John A. Rowland House (16021 E. Gale Avenue), built in 1855 for Rowland's second wife, Charlotte. The house is the oldest surviving brick structure in Southern California. The Rowland House is registered with the National Register of Historic Places (NPS 2010).

The potential impacts of the proposed project on cultural resources are analyzed in Section 5.2, Cultural Resources.

4.3.5 Geology and Landform

The City of Industry is in the Peninsular Ranges Geomorphic Province, a series of mountain ranges separated by northwest-trending valleys, which characterizes the southwest portion of California. More specifically, the city is primarily located along the eastern margin of the San Gabriel River Valley in the eastern Puente Hills, an east-to-west-trending range of hills that separates the Los Angeles Basin to the south from the San Gabriel Valley to the north. Most of Industry lies in the alluvial valley formed by San Jose Creek, which separates the Puente Hills on the south from the San Jose Hills to the north.

The project site is at an elevation of approximately 382 feet above mean sea level. The site and surrounding areas are located in a highly urbanized area that is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Like much of the available land in the city, the site is located in an area that is underlain by unconsolidated sediments that include interbedded silts, sands, and gravel. The thickness of these unconsolidated sediments beneath the site has not been determined.

According to California Geological Survey maps, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest mapped recently active fault is the Whittier Fault, located approximately 3.5 miles south of the site. Two potentially active faults, the Walnut Creek and San Jose faults, are approximately 2 miles northwest and 3.5 miles northeast of the site, respectively (CGS 2010, 2015). Potentially active faults are defined as those where surface rupture has occurred during the past 1,600,000 years.

4.3.6 Hydrology

The project site is relatively flat with a slight gradient to the northwest. There are several small storm water retention ponds on-site, all of which are currently dry. The nearest drainage channel to the project site is the San Jose Creek Channel, which passes just north of the site and runs in an east–west orientation.

The project site is located above the Puente Subbasin of the San Gabriel Groundwater Basin. Groundwater levels in the Puente Subbasin are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. The site has a shallow depth to groundwater (approximately 30 feet below ground surface).

4.3.7 Noise

The greatest noise exposure at the project site emanates from traffic traversing Azusa Avenue. The site is also impacted by train-related noise from the Union Pacific railroad tracks located both north and south of the site. According to Figure 5.10-2, Existing Noise Contours, in the City's (2014b) General Plan Update EIR, the entirety of the site is within the 60 and 65 CNEL noise contours, and the area along Azusa Avenue is within the 70 CNEL noise contour.

The project site is not in an area covered by an airport land use plan or within 2 miles of a public airport or heliport. The project is well beyond any aviation-related 60 dBA CNEL zone.

4.3.8 Public Services and Utilities

The City of Industry contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The City is served by Division 8, Battalion 12 of the LACFD, which mans and operates six fire stations (Fire Stations 26, 43, 87, 91, 118, and 145). Battalion 12 also provides fire protection services to Rowland Heights, La Puente, La Mirada, and Hacienda Heights. The nearest fire station to the project site is Fire Station 118 at 17056 Gale Avenue in the City of Industry, about 0.4 mile southwest of the site.

The City of Industry contracts with the Los Angeles County Sheriff's Department (LASD) for law enforcement and crime prevention services. The LASD has a patrol station in the City of Industry at 150 Hudson Avenue, approximately 2.1 miles northwest of the project site. This station is responsible for providing police services to Industry, La Puente, and La Habra Heights and the unincorporated Los Angeles County communities of East and West Valinda, Bassett/North Whittier, and Hacienda Heights.

The Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of the RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2014).

Wastewater treatment for the City of Industry, including the project site, is provided though the Los Angeles County Sanitation Districts (LACSD), whose purpose is to construct, operate, and maintain facilities that collect, treat, recycle, and dispose of domestic and industrial wastewater. Individual districts operate and maintain their own portions of the collection system. There are 24 independent districts serving Los Angeles County; the City of Industry is located in portions of Districts 15, 18, and 21. Cities are responsible for collection of wastewater through local lines, which feed to major trunk lines that vary from 8 inches to 144 inches in diameter. The San Jose Creek Water Reclamation Plant, with a treatment capacity of 100 million gallons per day (mgd), serves the City of Industry (LACSD 2014). It provides primary, secondary, and tertiary treatment that yields approximately 42 mgd of reclaimed water for use in groundwater recharge and irrigation; the remainder is discharged to the San Gabriel River.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines Section 15130 states that cumulative impacts are to be discussed when the project's incremental effect is considerable. The section further states that this discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130[b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis is this DEIR uses method 1. The areas in which cumulative impacts are considered varies between sections in Chapter 5, Environmental Analysis, in this DEIR and is identified in the Cumulative Impacts subsection of each section of Chapter 5. For instance, the geographic scope of air quality is the SoCAB, the air basin where the city is located. Potential cumulative impacts related to traffic, which have the potential for impacts beyond the city's boundary, have been addressed by using the related projects list in Table 4-1 and through use of an ambient growth rate (1 percent per year through 2017).

Table 4-1 Cumulative Projects List

Address	Acres	Building Area (sq. ft.)	Description	Project Status
17651 Railroad Street	3.02	65,599	Tilt-up spec. industrial building for warehouse and distribution	Under construction
18639 Railroad Street	4.96	107,000	Tilt-up spec. industrial building for warehouse and distribution	Approved
1590 Azusa Avenue	1.08	5,910	Restaurant (210 seats)	Completed
1548 Azusa Avenue	1.75	4,632	Fast-food restaurant with drive-through (Chick-Fil-A) 138 seats	Under construction

Source: RK Engineering Group 2015; City of Industry 2016

4.5 REFERENCES

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5 ENVIRONMENTAL ANALYSIS

5.1 AIR QUALITY

This section evaluates the potential for the proposed project to impact air quality in a local and regional context. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Air quality modeling is based on trip generation information in the traffic impact analysis prepared by RK Engineering Group, Inc. (see Appendix H). Criteria air pollutant emissions modeling for construction and operational phases is included in Appendix C of this Draft EIR. The health risk assessment (HRA) is in Appendix D.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY FRAMEWORK

Ambient air quality standards have been adopted and are periodically updated at state and federal levels for criteria air pollutants. In addition, both the state and federal governments regulate the release of toxic air contaminants (TACs). The project site is in the South Coast Air Basin (SoCAB). Land use is subject to the rules and regulations imposed by the SCAQMD, the California ambient air quality standards (CAAQS) adopted by the California Air Resources Board (CARB), and national ambient air quality standards (NAAQS) adopted by the US Environmental Protection Agency (EPA). Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the project are summarized below.

Federal and State Laws and Regulations

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting NAAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollutants. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practical date. The CAAQS tend to be more restrictive than the NAAQS.

The National and California ambient air quality standards are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both the State of California and the federal government have established health-based ambient air quality standards for seven air pollutants, which are shown in Table 5.1-1, Ambient Air Quality Standards for Criteria Pollutants. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.1-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm[5]	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm[4]	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm[2]	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm[1,4]	
	24 hours	0.04 ppm	0.014 ppm[2]	
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust- and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3[3, 3]	Dust- and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarterly	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.
Visibility-Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles[1]	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	*	H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

Table 5.1-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Vinyl Chloride	24 hour	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2015b
Notes: ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
[1] When relative humidity is less than 70 percent.
[2] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
[3] On December 14, 2012, the EPA lowered the federal primary $PM_{2.5}$ annual standard from 15.0 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The EPA made no changes to the primary 24-hour $PM_{2.5}$ standard or to the secondary $PM_{2.5}$ standards.
[4] NO_2 and SO_2 standards are converted from ppb (parts per billion) to ppm for consistency purposes.
[5] On October 1, 2015, the EPA strengthened the National Air Quality Standards for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare.

The State of California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:

- AB 1493: Pavley Fuel Efficiency Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building and Energy Efficiency Standards
- Title 24, Part 11, CCR: Green Building Standards Code

Tanner Air Toxics Act and Air Toxics Hot Spots Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR Section 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code Section 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe

threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 toxic air contaminants that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings. In the South Coast Air Basin, the SCAQMD is responsible for establishing the prioritization score threshold at which facilities are defined as high priority facility. In establishing priorities, the SCAQMD considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors that the air district determines may indicate that the facility may pose a significant risk.

CARB has promulgated the following specific rules to limit TAC emissions:

- CARB Rule 2485 (13 CCR Chapter 10, Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- CARB Rule 2480 (13 CCR Chapter 10, Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- CARB Rule 2477 (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are criteria air pollutants, which means that ambient air quality standards have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; EPA 2015a). The SoCAB is designated under the California and national ambient air quality standards as being in attainment of CO criteria levels (CARB 2014).

- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no ambient air quality standards for VOCs. However, volatile organic compounds contribute to the formation of O_3, the SCAQMD has established a significance threshold (see Section 5.1.2).

- **Nitrogen Oxides** are a byproduct of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called nitrogen oxides. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005; EPA 2015a). The SoCAB is designated an attainment area for NO_2 under the national and California ambient air quality standards (CARB 2014).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and a secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; EPA 2015a). The SoCAB is designated attainment under the California and national ambient air quality standards (CARB 2014).

- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The EPA's scientific review concluded that $PM_{2.5}$, which

penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that ultrafine particulates (UFPs), which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications, because UFPs' toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA or CARB has yet to adopt ambient air quality standards to regulate these particulates. Diesel particulate matter (DPM) is classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment, environmental damage, and aesthetic damage (SCAQMD 2005; EPA 2015a).[1] The SoCAB is a nonattainment area for $PM_{2.5}$ under the California and national ambient air quality standards and a nonattainment area for PM_{10} under the California standards (CARB 2014).[2]

- **Ozone** is commonly referred to as smog and is a gas that is formed when VOCs and NO_X, both byproducts of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. Ozone concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. Ozone also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; EPA 2015a). The SoCAB is designated extreme nonattainment under the CAAQS (1-hour and 8-hour) and NAAQS (8-hour) (CARB 2014).

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; EPA 2015a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States. Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems. Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[2] CARB approved the SCAQMD's request to redesignate the South Coast Air Basin from serious nonattainment for PM_{10} to attainment for PM_{10} under the NAAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} NAAQS, effective on July 26, 2013.

by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in the air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[3] As a result of these violations, the Los Angeles County portion of the SoCAB is designated as nonattainment under the NAAQS for lead (SCAQMD 2012a; CARB 2014). The project does not include any source of lead emissions; therefore, lead is not a pollutant of concern for the project.

Toxic Air Contaminants

By the last update to the TAC list in December 1999, CARB had designated 244 compounds as toxic air contaminants (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified diesel particulate matter as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

Community Risk

In addition, to reduce exposure to toxic air contaminants, CARB (2005) developed and approved the Air Quality and Land Use Handbook: A Community Health Perspective to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. However, these recommendations are not site-specific and should not be interpreted as mandated buffer zones. It is also important to note that the handbook's recommendations are advisory and need to be balanced with other state and local policies (CARB 2005). The recommended distances for potential TAC sources are listed in Table 5.1-2, Recommendations on Siting New Sensitive Land Uses Near Air Pollutant Sources.

Table 5.1-2 Recommendations on Siting New Sensitive Land Uses Near Air Pollutant Sources

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.

[3] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 and 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012a).

Table 5.1-2 Recommendations on Siting New Sensitive Land Uses Near Air Pollutant Sources

Source Category	Advisory Recommendations
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perc. dry cleaners.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005
Notes: Recommendations are advisory, are not site-specific, and may not fully account for future reductions in emissions, including those resulting from compliance with existing/future regulatory requirements, such as reductions in diesel-exhaust emissions anticipated to occur with continued implementation of CARB's Diesel Risk Reduction Plan.

This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB's recommendations on the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases exposure and the potential for adverse health effects. Three carcinogenic toxic air contaminants constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks, and benzene and 1,3 butadiene from passenger vehicles. CARB recommendations are based on data which show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Air Quality Management Planning

The SCAQMD is the agency responsible for improving air quality in the South Coast Air Basin and ensuring that the national and California ambient air quality standards are attained and maintained. The SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2012 Air Quality Management Plan

On December 7, 2012, the SCAQMD adopted the 2012 Air Quality Management Plan, which employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources. It also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2012 AQMP builds on the approach identified in the 2007 AQMP for attainment of federal PM and ozone standards and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the time frame allowed under the federal Clean

Air Act. The 2012 AQMP demonstrates attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour ozone standard by 2023 through the establishment of a program of rules and regulations directed at reducing air pollutant emissions. The development of such rules and regulations entails integrated planning. The 2012 AQMP proposes a control strategy that includes emission reductions from both stationary and mobile sources. The proposed stationary source control measures in the 2012 AQMP are based on implementation of all feasible control measures through the application of available cleaner technologies, best management practices, and incentive programs, as well as development and implementation of zero- and near-zero technologies and control methods. The stationary source control measures presented in the plan are proposed to further reduce emissions from both point sources (permitted facilities) and area sources (generally small and non-permitted) in addition to smaller permitted sources with emissions less than the reporting threshold in the SCAQMD's Annual Emissions Reporting Program. The basic principles followed in developing the air district's stationary source control measures include (1) identify $PM_{2.5}$, ammonia, and/or NOx reduction opportunities and maximize reductions by the 2014 attainment date, and (2) initiate programs or rule-making activities for ROG and further NOx control strategies aimed at maximum reductions by the 2023 time frame to further implement the ozone plan for the 1997 8-hour ozone standard. The mobile source strategy includes actions seeking further emission reductions from both on-road and off-road mobile sources, such as accelerated penetration of zero and near-zero emission vehicles and early retirement of older vehicles. In addition, the mobile source strategy includes research and development of advanced control technologies from various mobile sources.

Preliminary ambient air quality data suggests that meeting the 2016 federal 24-hour $PM_{2.5}$ standards by the end of 2016 is not likely, largely due to the usually extreme drought conditions in the SoCAB (SCAQMD 2015c). It includes an update to the revised EPA 8-hour ozone control plan with new commitments for short-term NO_X and VOC reductions. The plan also identifies emerging issues of ultrafine particulate matter ($PM_{1.0}$) and near-roadway exposure, and an analysis of energy supply and demand.

2016 Draft Air Quality Management Plan

The SCAQMD is in the process of updating the Air Quality Management Plan. The 2016 AQMP will address strategies and measures to attain the 2008 federal 8-hour ozone standard by 2032 and the 2012 federal annual $PM_{2.5}$ standard by 2021. The 2016 AQMP will also take an initial look at the 2015 federal 8-hour ozone standard. It will also update previous attainment plans for ozone and $PM_{2.5}$ that have not yet been met (SCAQMD 2015d).

Lead State Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in Vernon and the City of Industry that exceeded the new standard in the 2007–2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

5.1.1.2 EXISTING CONDITIONS

South Coast Air Basin

The project site is in the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site is the Pomona Fairplex Station (ID No. 047050). The lowest average low is reported at 38.1°F in January, while the highest average high is 91.1°F in August (WRCC 2015a).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 17.06 inches per year in the project area according to the data from the Walnut NI FC102C climatological station (ID No. 049431) located closest to the project site (WRCC 2015b).

Humidity

Although the SoCAB has a semi-arid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the air basin by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of

coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions is a critical determinant in leading to the highly degraded air quality in the summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

SoCAB Nonattainment Designations

The AQMP provides the framework for air quality basins to achieve attainment of the CAAQS and NAAQS through the State Implementation Plan. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment are marginal, moderate, serious, severe, and extreme. The attainment status for the SoCAB is shown in Table 5.1-3, Attainment Status of Criteria Pollutants in the South Coast Air Basin. The SoCAB is designated in attainment of the CAAQS for sulfates and designated a nonattainment area for lead (Los Angeles County only) under the NAAQS.

Table 5.1-3 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2014

[1] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state ambient air quality standards as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Air Quality

Existing ambient air quality, historical trends, and projections in the vicinity of the project site are best documented by measurements made by the SCAQMD. The project site is located in Source Receptor Area (SRA) 11 – South San Gabriel Valley. The air quality monitoring station closest to the project site is the Pomona Monitoring Station. This station monitors O_3, CO, and NO_2. Data for PM_{10} and $PM_{2.5}$ is supplemented by the Azusa Monitoring Station and data for SO_2 is supplemented by the Fontana-Arrow Highway Monitoring Station. The most current five years of data monitored at these monitoring stations are included in Table 5.1-4, Ambient Air Quality Monitoring Summary. The data show recurring exceedances of both the state and federal O_3 standards. The data also indicate that the area regularly exceeds the state PM_{10} standard and the federal $PM_{2.5}$ standard. The CO, SO_2, and NO_2 standards have not been exceeded in the last five years in the project vicinity.

Table 5.1-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2010	2011	2012	2013	2014
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	9	15	21	12	22
State 8-hour ≥ 0.07 ppm (days exceed threshold)	12	24	30	22	56
Federal 8-Hour > 0.075 ppm (days exceed threshold)	4	16	15	15	33
Max. 1-Hour Conc. (ppm)	0.115	0.119	0.117	0.125	0.123
Max. 8-Hour Conc. (ppm)	0.082	0.096	0.093	0.100	0.100
Carbon Monoxide (CO)[1]					
State 8-Hour > 9.0 ppm (days exceed threshold)	0	0	0	*	*
Federal 8-Hour ≥ 9.0 ppm (days exceed threshold)	0	0	0	*	*
Max. 8-Hour Conc. (ppm)	1.80	1.72	1.47	*	*
Nitrogen Dioxide (NO_2)[1]					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Federal 1-Hour ≥ 0.100 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppb)	97	87	81	78	88
Sulfur Dioxide (SO_2)[3]					
State 24-Hour ≥ 0.04 ppm (days exceed threshold)	0	0	0	0	*
Federal 24-Hour ≥ 0.14 ppm (days exceed threshold)	0	0	0	0	*
Max 24-Hour Conc. (ppm)	0.002	0.003	0.004	0.001	*
Coarse Particulates (PM_{10})[2]					
State 24-Hour > 50 μg/m^3 (days exceed threshold)	5	8	6	6	21
Federal 24-Hour > 150 μg/m^3 (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. (μg/m^3)	68.0	63.0	77.0	74.0	94.0
Fine Particulates ($PM_{2.5}$)[2]					
Federal 24-Hour > 35 μg/m^3 (days exceed threshold)	1	2	1	0	0
Max. 24-Hour Conc. (μg/m^3)	44.4	94.6	39.6	29.6	32.4

Source: CARB 2015a
ppm: parts per million; parts per billion, μg/m^3: micrograms per cubic meter
Notes: * Data not available.
[1] Data obtained from the Pomona Monitoring Station.
[2] Data obtained from the Azusa Monitoring Station.
[3] Data obtained from the Fontana-Arrow Highway Monitoring Station.

SoCAB Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In 2008, the SCAQMD conducted its third update to the MATES study (MATES III) based on the Office of Environmental Health Hazard Assessment's (OEHHA) 2003 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2003 HRA Guidance Manual). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, which accounted for 84 percent of the cancer risk (SCAQMD 2008b).

The SCAQMD recently released the fourth update (MATES IV), which was also based on the OEHHA's 2003 HRA Guidance Manual. The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent

of the risk is attributed to mobile sources, and 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, which accounted for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent since MATES III (SCAQMD 2015a).

The OEHHA updated the guidelines for estimating cancer risks on March 6, 2015. The new method uses higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined, the SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher than the risk identified in MATES IV using the 2015 OEHHA guidance methodology (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015a).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others because of the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

The nearby sensitive receptors to the project site are the residential land uses to the northwest approximately 450 feet away.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AQ-5

This impact will not be addressed in the following analysis.

South Coast Air Quality Management District Thresholds

The analysis of the project's air quality impacts follows the guidance and methodologies recommended in the SCAQMD's CEQA Air Quality Handbook and the significance thresholds on the air district's website.[4] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. The SCAQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the ambient air quality standards.

Regional Significance Thresholds

The SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.1-5, SCAQMD Significance Thresholds, lists thresholds that are applicable for all projects uniformly, regardless of size or scope. There is growing evidence that although UFPs contribute a very small portion of the overall atmospheric mass concentration, they represent a greater proportion of the health risk from particulate matter. However, the EPA and CARB have not yet adopted ambient air quality standards to regulate UFPs; therefore, the SCAQMD has not developed thresholds for them.

Table 5.1-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day	55 lbs/day

Source: SCAQMD 2015g ($PM_{2.5}$ threshold adopted June 1, 2007)

Projects that exceed the regional significance threshold contribute to the South Coast Air Basin's nonattainment designation. The attainment designations are based on the ambient air quality standards, which are set at levels of exposure that are determined to not result in adverse health. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems. The health effects of air pollution include the following:

- Linked to increased cancer risk ($PM_{2.5}$, TACs)
- Aggravates respiratory disease (O_3, $PM_{2.5}$)

[4] The SCAQMD's air quality significance thresholds are current as of March 2015 and can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2

- Increases bronchitis (O_3, $PM_{2.5}$)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O_3)
- Reduces resistance to infections and increases fatigue (O_3)
- Reduces lung growth in children ($PM_{2.5}$)
- Contributes to heart disease and heart attacks ($PM_{2.5}$)
- Contributes to premature death (O_3, $PM_{2.5}$)
- Linked to lower birth weight in newborns ($PM_{2.5}$) (SCAQMD 2015e)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists responsible for a landmark children's health study found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (SCAQMD 2015f).

Mass emissions in Table 5.1-5 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. Therefore, regional emissions from a single project do not single-handedly trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed above. It is also speculative for this broad-based analysis to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment, which is the purpose of the AQMP. The SCAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of air quality in the SoCAB. To achieve the health-based standards established by the EPA, the SCAQMD prepares an Air Quality Management Plan detailing regional programs to attain the ambient air quality standards.

Localized Significance Thresholds

The SCAQMD identifies localized significance thresholds (LSTs), shown in Table 5.1-6, SCAQMD Localized Significance Thresholds. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. (Off-site mobile-source emissions are not included in the LST analysis.) A project that generates emissions that trigger a violation of the ambient air quality standards when added to the local background concentrations would generate a significant impact.

Table 5.1-6 SCAQMD Localized Significance Thresholds

Air Pollutant (relevant ambient air quality standard)	Concentration
1-Hour CO Standard (CAAQS)[1]	20 ppm
8-Hour CO Standard (CAAQS/NAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual Average NO_2 Standard (CAAQS)[1]	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[2]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[2]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[2]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[2]	2.5 µg/m^3
Annual Average PM_{10} Standard (SCAQMD)[2]	1.0 µg/m^3

Source: SCAQMD 2015b
ppm – parts per million; µg/m^3 – micrograms per cubic meter
[1] Based on the more restrictive CAAQS for CO and NO_2.
[2] Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is not relevant.

To assist lead agencies, the SCAQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the hourly levels shown in Table 5.1-6 for projects under 5 acres. LSTs are based on the ambient concentrations of that pollutant within the project's Source Receptor Area and the distance to the nearest sensitive receptor. Screening-level LST analyses are the localized significance thresholds for all projects of 5 acres and less; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required to compare concentrations of air pollutants generated by the project to the localized concentrations shown in Table 5.1-6.

The construction LSTs in SRA 11 are shown in Table 5.1-7, SCAQMD Construction Localized Significance Screening Thresholds. For construction activities, LSTs are based on the acreage disturbed per day based on equipment use. The different types of construction activities would require different equipment mixes, resulting in multiple LSTs.

Table 5.1-7 SCAQMD Construction Localized Significance Screening Thresholds

	Threshold (lbs/day)[1]			
Acreage Disturbed	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
1.31 Acres Disturbed per Day	95	785	43.02	14.14
3.50 Acres Disturbed per Day	152	1,422	59.71	20.52
5.00 Acres Disturbed per Day	183	1,814	70.84	24.55

Source: SCAQMD 2008c; based on receptors in SRA 11
[1] LSTs are based on sensitive receptors within 450 feet (137 meters) and non-sensitive receptors within 82 feet (25 meters).

The operational LSTs in SRA 11 are shown in Table 5.1-8, SCAQMD Screening-Level Operational Localized Significance Thresholds.

Table 5.1-8 SCAQMD Screening-Level Operational Localized Significance Thresholds

Air Pollutant	Threshold (lbs/day) Operational[1]
Nitrogen Oxides (NO_X)	183
Carbon Monoxide (CO)	1,814
Coarse Particulates (PM_{10})	18
Fine Particulates ($PM_{2.5}$)	6

Source: SCAQMD 2008c; based on receptors in SRA 11
[1] LSTs are based on sensitive receptors within 450 feet (137meters) and non-sensitive receptors within 82 feet (25 meters).

CO Hot Spots

Areas of vehicle congestion have the potential to create pockets of carbon monoxide called hot spots. These pockets have the potential to exceed the state 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels, as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

Health Risk Analysis

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401; placed on CARB's air toxics list pursuant to AB 1807, the Air Contaminant Identification and Control Act (1983); or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 5.1-9, SCAQMD Toxic Air Contaminants Incremental Risk Thresholds, lists the air district's TAC incremental risk thresholds for operation of a project. Residential, commercial, and office uses do not use substantial quantities of TACs, and these thresholds are typically applied for new industrial projects.

Table 5.1-9 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Individual Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0

Source: SCAQMD 2015b

5.1.3 Environmental Impacts

Methodology

This air quality evaluation was prepared in accordance with the CEQA requirements to determine if significant air quality impacts are likely to occur in conjunction with implementation of the proposed project. The SCAQMD has published guidelines that are intended to provide local governments with guidance for analyzing and mitigating air quality impacts and that were used in this analysis (SCAQMD 1993, 2008a, 2015b, 2015g).

The analysis also makes use of California Emissions Estimator Model (CalEEMod) Version 2013.2.2 for determination of daily construction and operational emissions. Construction emissions are based on the construction information provided by the project applicant, who anticipates approximately six weeks of site preparation and grading activities, followed by building construction, site paving, and painting. While construction of the warehouse buildings is estimated to last just under a year, building construction, site paving, and painting are anticipated to occur simultaneously for about three weeks. Where specific information was not available, construction assumptions were based on CalEEMod defaults in addition to past similar projects (see Appendix C). Operational emissions impacts are based on information on project-related trip generation and vehicle miles traveled (VMT) provided in the traffic impact analysis (see Appendix H).

The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (2008a) in order to compare the proposed project to the SCAQMD's localized significance thresholds, which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. As previously described, LST analyses are the localized significance thresholds for all projects of 5 acres and less; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required to compare concentrations of air pollutants generated by the project to the localized concentrations. For construction activities, LSTs are based on the acreage disturbed per day based on equipment use. The different types of construction activities would require different equipment mixes, resulting in multiple LSTs. The SCAQMD has issued guidance on applying CalEEMod to localized significance thresholds. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 5.1-10, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to the LSTs.

Table 5.1-10 Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
2016 Building Construction	Cranes	1	0.0	7	0.0
	Forklifts	3	0.0	8	0.0
	Crawler Tractors	3	0.5	7	1.3
				Total Acres Graded per Day	1.3
2017 Building Construction	Cranes	1	0.0	7	0.0
	Forklifts	3	0.0	8	0.0
	Crawler Tractors	3	0.5	7	1.3
				Total Acres Graded per Day	1.3
2017 Building Construction, Paving, and Painting	Cranes	1	0.0	7	0.0
	Forklifts	3	0.0	8	0.0
	Crawler Tractors	3	0.5	7	1.3
	Pavers	2	0.0	8	0.0
	Rollers	2	0.0	8	0.0
	Air Compressors	1	0.0	6	0.0
				Total Acres Graded per Day	1.3
Site Preparation	Crawler Tractors	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	1.5
				Total Acres Graded per Day	3.5
Grading	Crawler Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Excavators	2	0.5	8	1.0
	Rubber-Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
				Total Acres Graded per Day	5.0

Source: CalEEMod 2013 v.2.2

A health risk assessment (HRA) was prepared to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck and off-road equipment emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. The HRA evaluated both carcinogenic and non-carcinogenic health risks. The risk levels were calculated based on the latest methodology released by the Office of Environmental Health Hazard Assessment and SCAQMD recommendations.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan. [Threshold AQ-1]

Impact Analysis: A consistency determination with the Air Quality Management Plan plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision-makers of the environmental efforts of the project under consideration

early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether the local agency is contributing to the clean air goals in the AQMP. The most recent adopted comprehensive plan is the South Coast Air Quality Management District's 2012 AQMP, which was adopted on December 7, 2012.

The regional emissions inventory for the South Coast Air Basin is compiled by the SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the land use designations in the general plans of the cities in the region. These projections form the foundation for the emissions inventory of the AQMP. Demographic trends are incorporated into the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), compiled by SCAG to determine priority transportation projects and VMT in the SCAG region. The AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plans are considered consistent with the air quality–related regional plan.

CEQA Guidelines Section 15206(b) requires that the lead agency determine that a proposed project is of statewide, regional, or area-wide significance if the project is an industrial development encompassing more than 650,000 square feet of floor area. Therefore, the proposed project, which includes approximately 615,000 square feet of floor area, is not considered regionally significant by SCAG. Changes in population, housing, or employment growth projections associated with this project would not have the potential to substantially affect SCAG's demographic projections, and therefore demographic projections used in the SCAQMD's Air Quality Management Plan may be relied on and are not exceeded during the project's operations.

Although the proposed project would not substantially affect the regional growth projections because the land use is consistent with the underlying City of Industry General Plan land use designation, the proposed project would represent a substantial increase in emissions compared to existing conditions and would exceed the SCAQMD's regional operational significance threshold for NO_x (see Impact 5.1-3). As a result, the proposed project could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP. Consequently, impacts would be potentially significant.

Impact 5.1-2: Construction activities associated with the proposed project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction threshold for volatile organic compounds. [Thresholds AQ-2 and AQ-3]

Impact Analysis: A project would normally have a significant effect on the environment if it violates any air quality standard or contributes substantially to an existing or projected air quality violation. Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from grading and excavation and from demolition. Air pollutant emissions from construction activities onsite would vary daily as construction activity levels change.

Construction activities for the proposed project would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions within the South Coast Air Basin. Activities would include site preparation, grading, and construction of the warehouse buildings. As previously stated, the project applicant anticipates approximately six weeks of site preparation and grading activities, followed by building construction, site paving, and painting. While construction of the warehouse buildings is estimated to last just under a year, building construction, site paving, and painting are anticipated to occur simultaneously for about three weeks. Estimates of maximum daily construction

emissions are provided in Table 5.1-11, Maximum Daily Regional Construction Emissions. As shown in the table, maximum daily construction emissions would not exceed the SCAQMD's regional construction significance thresholds for NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$. However, the maximum daily emissions of VOC generated from the combined building construction, paving, and architectural coating activities would exceed the SCAQMD's regional construction significance threshold for volatile organic compounds. Consequently, impacts to regional air quality from project-related construction activities would be potentially significant.

Table 5.1-11 Maximum Daily Regional Construction Emissions

Construction Phase(s)	Criteria Air Pollutants (pounds per day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2016						
Site Preparation	5	55	43	<1	11	7
Grading	7	75	51	<1	8	5
Building Construction	6	42	55	<1	6	3
Year 2017						
Building Construction	5	38	51	<1	6	3
Building Construction + Paving + Architectural Coating	338	61	72	<1	1	<1
Maximum						
Maximum Daily Emissions	338	75	72	<1	11	7
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	Yes	No	No	No	No	No

Source: CalEEMod Version 2013.2.2. Totals may not add up to 100 percent due to rounding.
Bold: Exceeds threshold.
1 Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on past similar projects or CalEEMod defaults, which are based on construction surveys conducted by the SCAQMD of construction equipment and phasing for comparable projects.
2 Includes implementation of fugitive dust control measures required by the SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers. Modeling also assumes a VOC of 100 g/L for paints pursuant to SCAQMD Rule 1113.

Impact 5.1-3: Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x. [Thresholds AQ-2 and AQ-3]

Impact Analysis: Buildout of the proposed project would result in criteria air pollutant emissions from equipment used on-site and truck idling (area sources), natural gas used for heating (energy), and trips generated by the proposed warehouse buildings (transportation). Information on trip generation and fleet mix is from the traffic impact analysis (Appendix H), and trip length is based on the SCAG model for passenger vehicles and trucks for the City of Industry in the 2012 Regional Transportation Plan (RTP) for model year 2020 provided by Iteris. Criteria air pollutant emissions were modeled using CalEEMod. Table 5.1-12, Maximum Daily Regional Operational Emissions, identifies criteria air pollutant emissions from the proposed project.

Table 5.1-12 Maximum Daily Operational Phase Regional Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	19	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	14	116	182	1	27	8
Offroad[2]	4	32	22	<1	3	2
Truck Idling[3]	1	9	7	<1	<1	<1
Total Emissions	37	158	211	1	30	11
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	**Yes**	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding.
Bold: Exceed Threshold.
1 Transportation emissions based on truck trip generation rates and fleet mix provided by RK Engineering Group, Inc. Truck trip length and passenger vehicle trip length for the City of Industry are based on the SCAG RTP model for model year 2020 provided by Iteris. Modeling assumes trucks idle for 15 minutes on-site.
2 Assumes 11 diesel-powered forklifts at the warehouse buildings operating for 4 hours per each shift and a total of 3 work-shifts per day and 1 propane-powered forklift at the warehouse operating for 8.5 hours per day.
3. Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT) for the buildout year (2017), and assumes 15 minutes of idling per truck.

As shown in the table, maximum daily construction emissions would not exceed the SCAQMD's regional operation significance thresholds for VOC, CO, SO_2, PM_{10}, and $PM_{2.5}$. However, the maximum daily emissions of NO_X would exceed the SCAQMD's regional operation significance threshold. Consequently, impacts to regional air quality from project-related construction activities would be potentially significant.

Impact 5.1-4: The proposed project would expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-4]

Impact Analysis: The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the CAAQS, which are the most stringent ambient air quality standards that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area. Receptors proximate to the proposed project are the residences to the northwest. As previously described, for construction activities, LSTs are based on the acreage disturbed per day based on equipment use. The different types of construction activities would require different equipment mixes, resulting in multiple LSTs. The SCAQMD issued guidance on applying CalEEMod to localized significance thresholds. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 5.1-10, Equipment-Specific Grading Rates, is used to determine the maximum daily disturbed acreage for comparison to the LSTs (Mitigation Measure AQ-7 is imposed to ensure the anticipated maximum daily disturbed acreage is not exceeded).

Air pollutant emissions generated by construction activities are anticipated to cause increases in air pollutant concentrations. Table 5.1-13, Localized Construction Emissions, shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the SCAQMD's localized significance thresholds. As shown in the table, construction activities would not exceed the LSTs. Therefore, localized impacts would be less than significant, and no mitigation measures are required.

Table 5.1-13 Localized Construction Emissions

Source	Pollutants (pounds per day)[1, 2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
2016 Building Construction	29	19	1.97	1.85
2017 Building Construction	26	18	1.78	1.67
2017 Building Construction + Paving + Architectural Coating	49	35	3.09	2.89
SCAQMD 1.31-acre LST	95	785	43.02	14.14
Exceeds LST?	No	No	No	No
2016 Site Preparation	55	41	10.66	6.95
SCAQMD 3.50-acre LST	152	1,422	59.71	20.52
Exceeds LST?	No	No	No	No
2016 Grading	75	49	7.29	4.84
SCAQMD 5.00-Acre LST	183	1,814	70.84	24.55
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2; SCAQMD 2008a, Appendix A
In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included in the analysis.
LSTs are based on sensitive receptors within 450 feet (137 meters) and non-sensitive receptors within 82 feet (25 meters) of the proposed project site.
1 Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on past similar projects or CalEEMod defaults, which are based on construction surveys conducted by the SCAQMD of construction equipment and phasing for comparable projects.
2 Includes implementation of fugitive dust control measures required by the SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers. Modeling also assumes a VOC of 100 g/L for interior paints pursuant to SCAQMD Rule 1113.

Operation LSTs

Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from the SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur on-site. Table 5.1-14, Localized On-Site Operational Emissions, shows localized maximum daily operational emissions. As shown in this table, maximum daily operational emissions would not exceed SCAQMD operational phase localized significance thresholds. Therefore, operational emissions would not exceed the CAAQS, and project operation would not expose sensitive receptors to substantial pollutant concentrations. Operational LST impacts would be less than significant, and no mitigation measures are required.

Table 5.1-14 Localized On-Site Operational Emissions

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	<1
Off-Road Sources	32	22	3	2
Truck Idling[1]	9	7	<1	<1
Maximum Daily On-Site Operation Emissions	41	29	3	2
SCAQMD LST	183	1,814	18	6
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2.; SCAQMD 2008a, Appendix A
Notes: In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment on the proposed project site are included in the analysis. LSTs are based on sensitive receptors within 450 feet (137 meters) and non-sensitive receptors within 82 feet (25 meters) of a 5-acre site in SRA 11.
1 Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT) for the buildout year (2017), and assumes 15 minutes of idling per truck.

Carbon Monoxide Hot Spots

Areas of vehicle congestion have the potential to create pockets of CO, called hot spots. These pockets have the potential to exceed the state 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated as attainment under both the national and California ambient air quality standards for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011). The proposed project could generate up to 2,188 average daily trips, with 185 trips during the AM peak hour and 197 trips during the PM peak hour. The number of trips generated is significantly less than the volumes cited above. Furthermore, the SoCAB has since been designated as attainment under both the national and California ambient air quality standards for CO. The project would not have the potential to substantially increase CO hot spots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant, and no mitigation measures are required.

Health Risk Assessment

A health risk assessment (HRA) was prepared to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck and off-road equipment emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. The nearby sensitive receptors to the project site are the residential land uses to the northwest approximately 450 feet away. If operational emissions from the warehouse facilities do not pose a risk to the nearest residents, also would be no risk to sensitive receptors that are located at greater distances. The HRA evaluated both carcinogenic and non-carcinogenic health risks, as discussed below. These calculated risk levels were calculated based on the latest methodology released by the Office of Environmental Health Hazard Assessment and SCAQMD recommendations.

Health risks associated with exposure to carcinogenic compounds at the proposed project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The State of California has established that a project would result in a significant impact with regard to increasing exposure to carcinogens regulated under Proposition 65 if the project increases cancer risk by one in 100,000 (1.0×10^{-5}) or more. The SCAQMD has established a maximum incremental cancer risk of 10 in a million (10×10^{-6}) for CEQA projects.

Table 5.1-15, Health Risk Assessment Results, shows the determined health risk values. Based on the air dispersion modeling results, the maximum exposed receptor (MER) was determined to be the residences approximately 450 feet northwest of the project site. Results of the HRA (see Appendix D) indicate that the incremental cancer risk for the MER, based on the maximum ground-floor concentration for a 30-year, 24-hour outdoor exposure duration is 28.1 in a million (28.1×10^{-6}). In comparison to the significance threshold of 10 in a million (10×10^{-6}), carcinogenic risks exceed the threshold value for residents that could be impacted by implementation of the project. Therefore, cancer risk impacts to off-site sensitive receptors would be potentially significant, if not mitigated.

To quantify non-carcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds a value of 1.0, a health hazard is presumed to exist. The HRA performed for the proposed project indicates that the chronic and acute hazard indices identified for each toxicological endpoint totaled less than 1.0 for the MER (see Appendix C). Table 5.1-15 also shows the chronic hazard index and acute hazard index totals in comparison to the significance thresholds. Therefore, non-carcinogenic impacts to off-site sensitive receptors would be less than significant, and no mitigation measures are required.

Since the determined cancer risks exceed the threshold value for residents, the exposure of sensitive receptors to pollutant concentrations from the proposed project would be potentially significant.

Table 5.1-15 Health Risk Assessment Results

Sources	Cancer Risk (per million) [1]	Chronic Hazard Index	Acute Hazard Index
Truck Running[2]	0.08	<0.001	<0.001
Truck Idling[3]	0.46	<0.001	<0.001
Off-Road Sources[4]	27.5	0.008	0.003
Total – All Sources	28.1	0.008	0.003
Significance Threshold	10.0	1.0	1.0
Exceeds Threshold?	Yes	No	No

Sources: Lakes AERMOD View 9.1.0, 2015; CARB 2015c

1 Residential cancer risks were determined using the high-end residency exposure duration of 30 years (OEHHA 2015). For informational purposes, the maximum 70-year lifetime and 9-year average residency time cancer risks were calculated and are provided in Appendix D.

2 Truck running is based on EMFAC2014 running emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT).

3 Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT), and assumes 15 minutes of idling per truck.

4 Assumes 11 diesel-powered forklifts at the warehouse buildings operating for 4 hours per each shift and a total of 3 work-shifts per day and 1 propane-powered forklift at the warehouse operating for 8.5 hours per day.

5.1.4 Cumulative Impacts

In accordance with the SCAQMD's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the project area. The greatest source of emissions in the South Coast Air Basin is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions (i.e., the SoCAB), the SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds shown in Table 5.1-5.

Construction

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the CAAQS and NAAQS, nonattainment for PM_{10} under the CAAQS, and nonattainment for lead (Los Angeles County only) under the NAAQS (CARB 2014).[5] Construction of cumulative projects will further degrade regional and local air quality. Air quality will be impacted during construction activities. Construction-related VOC emissions associated with the proposed project would potentially exceed the SCAQMD's regional significance threshold for the pollutant. Implementation of the mitigation measure would reduce construction-related VOC emissions to less than significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the project would result in NO_X emissions in excess of the SCAQMD regional emissions threshold. Implementation of the mitigation measure would reduce the operation-related NO_x emissions, but it would not be enough to reduce the NO_X emissions to below the significance threshold.

Additionally, the proposed project would generate truck trips that could contribute to elevated levels of cancer risk in the larger SoCAB. Based on the results of MATES IV, overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics in the SoCAB is approximately 418 in one million. Approximately 90 percent of the risk is attributed to mobile sources (SCAQMD 2015a).

Therefore, operation of the project would result in a cumulatively considerable contribution to regional air quality impacts.

5.1.5 Existing Regulations and Standard Conditions

State

- Clean Car Standards – Pavley (AB 1493)
- California Advanced Clean Cars CARB (13 CCR 1960)

[5] CARB approved the SCAQMD's request to redesignate the South Coast Air Basin from serious nonattainment for PM_{10} to attainment for PM_{10} under the NAAQS, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request, effective on July 26, 2013.

- Low-Emission Vehicle Program – LEV III (13 CCR 1961.2, 1961.3)
- Statewide Retail Provider Emissions Performance Standards (SB 1368)
- Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools (13 CCR 2480)
- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Code (Title 24, Part 11)
- Appliance Energy Efficiency Standards (Title 20)

SCAQMD

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities

5.1.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be potentially significant:

Impact 5.1-1 The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.

Impact 5.1-2 Construction activities associated with the proposed project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction threshold for volatile organic compounds.

Impact 5.1-3 Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NOx.

Impact 5.1-4 The proposed project would expose sensitive receptors to substantial pollutant concentrations.

5.1.7 Mitigation Measures

Impact 5.1-1

Mitigation measures applied for Impact 5.1-3 (see below) would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible to minimize potential conflicts with the SCAQMD's Air Quality Management Plan. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plans due to the number of truck trips and associated emissions that would be generated by buildout of the proposed project.

Impact 5.1-2

AQ-1 During construction, the construction contractor(s) shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113 are known as "super-compliant paints." Requirements for the use of super-compliant interior paints shall be noted on building plans. A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings).

Impact 5.1-3

AQ-2 Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.

AQ-3 The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

1. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2.

2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

AQ-4 Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more

than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.

AQ-5 Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

AQ-6 Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

Impact 5.1-4

Mitigation measures applied for Impact 5.1-3, in particular AQ-2, would significantly reduce the proposed project's operational toxic air contaminant emissions to the extent feasible to minimize exposures to off-site sensitive receptors.

AQ-7 During construction, a maximum of 5 acres of land shall be graded over the course of a single day. The grading of more than 5 acres in a single day shall be prohibited.

5.1.8 Level of Significance After Mitigation

Impact 5.1-1

Mitigation measures applied for Impact 5.1-3 would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in truck trips and associated increase in criteria air pollutant emissions, the proposed project would continue to be potentially inconsistent with the assumptions in the AQMP. Therefore, Impact 5.1-1 would remain significant and unavoidable.

Impact 5.1-2

As shown in Table 5.1-16, Maximum Daily Regional Construction Emissions – Mitigated, implementation of Mitigation Measure AQ-1 would reduce construction-related VOC emissions to below the SCAQMD's regional significance thresholds for VOC. Mitigation Measure AQ-1 requires the use of interior paint with 0 g/L VOC content and exterior paint with 50 g/L VOC content. As shown in the table, emissions of VOC would be reduced to below the SCAQMD regional significance thresholds. Therefore, with incorporation of mitigation, impacts from project-related construction activities on regional air quality would be less than significant.

Table 5.1-16 Maximum Daily Regional Construction Emissions – Mitigated

Construction Phase(s)	Criteria Air Pollutants (pounds per day)[1, 2,3]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2016						
Site Preparation	5	55	43	<1	11	7
Grading	7	75	51	<1	8	5
Building Construction	6	42	55	<1	6	3
Year 2017						
Building Construction	5	38	51	<1	6	3
Building Construction + Paving + Architectural Coating	51	61	72	<1	8	4
Maximum						
Maximum Daily Emissions	51	75	72	<1	11	7
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2. Totals may not add up to 100 percent due to rounding.

1 Based on the preliminary information provided by the project applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on past similar projects or CalEEMod defaults, which are based on construction surveys conducted by the SCAQMD of construction equipment and phasing for comparable projects.

2 Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

3 Incorporates Mitigation Measure AQ-1, which requires the use of interior paint with 0 g/L VOC content and exterior paint with 50 g/L VOC content.

Impact 5.1-3

As shown in Table 5.1-17, Maximum Daily Operational Phase Regional Emissions – Mitigated, implementation of Mitigation Measure AQ-2 would reduce operational-related NO_x emissions; however, NO_X emissions would continue to exceed the SCAQMD's regional significance threshold for NO_x. Mitigation Measure AQ-2 requires that the forklifts operating at the warehouse buildings be powered by electricity or alternative fuels instead of diesel fuel. Mitigation Measures AQ-3 through AQ-6 would reduce project-related emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source criteria air pollutant emissions. Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the project applicant, subsequent tenants, and the City of Industry. No additional mitigation measures that are feasible for the project applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source criteria air pollutant emissions.

Though the mitigation measures above would reduce emissions to the extent feasible, NO_X emissions would continue to exceed the SCAQMD's regional construction significance threshold, and project and cumulative impacts would be significant and unavoidable.

Table 5.1-17 Maximum Daily Operational Phase Regional Emissions – Mitigated

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	19	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	14	116	182	1	27	8
Off-Road[2]	9	16	15	<1	<1	<1
Truck Idling[3]	1	9	7	<1	<1	<1
Total Emissions	43	142	204	1	27	9
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	Yes	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding.
Bold: Exceeds threshold.
1 Transportation emissions based on truck trip generation rates and fleet mix provided by RK Engineering Group, Inc. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model for model year 2020 provided by Iteris. Modeling assumes trucks idle for 15 minutes on-site.
2 Incorporates Mitigation Measure AQ-2, which requires electric-powered or alternative-fuel off-road equipment to be utilized at the warehouse buildings.
3. Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT) for the buildout year (2017), and assumes 15 minutes of idling per truck.

Impact 5.1-4

As shown in Table 5.1-18, Health Risk Assessment Results – Mitigated, implementation of Mitigation Measure AQ-2 would reduce operational-related TAC emissions, and the incremental cancer risk for the MER would be 0.54 in a million. Mitigation Measure AQ-2 requires the forklifts operating at the warehouse buildings to be electric-powered or alternative-fueled instead of diesel-powered. In comparison to the significance threshold of 10 in a million, carcinogenic risks would not exceed the threshold value for off-site residents. Therefore, with incorporation of mitigation, impacts from sensitive receptor exposures to pollutant concentrations would be less than significant.

Table 5.1-18 Health Risk Assessment Results – Mitigated

Sources	Cancer Risk (per million) [1]	Chronic Hazard Index	Acute Hazard Index
Truck Running[2]	0.08	<0.001	<0.001
Truck Idling[3]	0.46	<0.001	<0.001
Off-Road Sources[4]	<0.001	0.001	0.060
Total – All Sources	0.54	0.002	0.060
Significance Threshold	10.0	1.0	1.0
Exceeds Threshold?	No	No	No

Sources: Lakes AERMOD View 9.1.0, 2015; CARB 2015c
1 Residential cancer risks were determined using the high-end residency exposure duration of 30 years (OEHHA 2015). For informational purposes, the maximum 70-year lifetime and 9-year average residency time cancer risks were calculated and are provided in Appendix D.
2 Truck running is based on EMFAC2014 running emission rates for medium duty vehicles (MDV), light-heavy duty trucks 1 (LHDT1), light-heavy duty trucks 2 (LHDT2), medium-heavy duty trucks (MHDT), and heavy-heavy duty trucks (HHDT).
3 Truck idling is based on EMFAC2014 idle emission rates for medium duty vehicles (MDV), light-heavy duty trucks 1 (LHDT1), light-heavy duty trucks 2 (LHDT2), medium-heavy duty trucks (MHDT), and heavy-heavy duty trucks (HHDT), and assumes 15 minutes of idling per truck.
4 Incorporates Mitigation Measure AQ-2, which requires electric-powered or alternative fuel off-road equipment to be utilized at the warehouse buildings.

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5.2 CULTURAL RESOURCES

Cultural resources comprise paleontological, archaeological, and historical resources. Paleontological resources are the fossilized remains of plants and animals. Archaeology is the branch of paleontology that studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are normally at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. This section evaluates the potential for implementation of the proposed project to impact cultural resources in the City of Industry. The analysis in this section is based, in part, on the following information:

- Paleontological Records Search for the Proposed Warehouse Building Project, in the City of Industry, Los Angeles County (Natural History Museum 2015)
- Cultural Records Search for Proposed Warehouse Building Project, in the City of Industry, Los Angeles (SCCIC 2016)

Complete copies of these records search results are included in Appendix E, Cultural Records Search Results.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY FRAMEWORK

Federal and State Laws and Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106, Protection of Historic Properties, of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

Native American Graves Protection and Repatriation Act

This act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and the California Environmental Quality Act (CEQA).

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP), which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites, identify the powers and duties of the Native American Heritage Commission, require that descendants be notified when Native American human remains are discovered, and provide for treatment and disposition of human remains and associated grave goods.

Assembly Bill 52

Assembly Bill (AB) 52, the Native American Historic Resource Protection Act, is applicable to CEQA projects where either the notice of preparation or the notice of intent is filed after July 1, 2015. AB 52 requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in PRC Section 21074. A tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must being the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per PRC Section 21082.3(c).

5.2.1.2 CULTURAL SETTING

A cultural records search for the project was conducted through the South Central Coastal Information Center; the search included the project site and the surrounding 0.5-mile radius. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Resources, the National Register of Historic Places, and the California State Historic Properties Directory listings were reviewed for the project site.

Historical Resources

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. No built-environment historical resources were identified on the project site per the National Register of Historic Places, California Register of Historical Resources, and the City's General Plan.

There are two designated historical resources located in the City of Industry, both of which are listed on the National Register of Historic Places (NRHP): the Workman and Temple Family Homestead Museum at 15415 Don Julian Road; and the John A. Rowland House at 16021 E. Gale Avenue. Another historical resource, the A. T. Currier House, was originally located in the city near Baker Avenue but was relocated to the Phillips Mansion property on Pomona Boulevard in Pomona for better preservation (Industry 2014a). No other designated historic resources have been identified, although there is the potential for other structures older than 50 years old to exist in the city that have not yet been evaluated for historic significance.

The closest feature to the project site that was identified in the historic records search is the Southern Pacific/Union Pacific Railroad located north of San Jose Creek, which was listed in the OHP Historic Property Directory. However, this railroad was determined ineligible for the NRHP by consensus through Section 106 of the NHPA process.

Archaeological Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. Archaeological sites contain significant evidence of human activity. Generally a site is defined by a significant accumulation or presence of food remains, tools, waste from the manufacturing of tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, and/or human skeletal remains. One archaeological site was identified within 0.5 mile of the project site, although the records search did not identify the actual location due to the sensitive nature of cultural resources. Other nearby documented archaeological sites in the project vicinity include the La Puente Downtown Specific Plan area, La Puente High School, and the Industry Business Center, approximately 1.5, 1.8, and 5 miles from the project site, respectively. La Puente and vicinity were previously known as the Ahwiinga community by the Gabrieleño tribal group.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata, typically sedimentary formations, conducive to their preservation. Paleontological sites are areas that show evidence of prehuman activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important, since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. No known or significant paleontological resources have been discovered within the City of Industry's boundaries.

Surface deposits in the project area consist of younger Quaternary alluvium, derived predominantly as fluvial deposits from San Jose Creek that flows to the northeast. These younger Quaternary deposits typically do not contain significant vertebrate fossils in the uppermost layers, but they are underlain at relatively shallow depth

by older sedimentary deposits that may contain vertebrate fossils. The closest identified vertebrate locality from the project site is in the city of Chino Hills at a depth of 15 to 20 feet below the surface and in Commerce at 11 to 34 feet below grade.

The surrounding elevated terrain has exposures of the marine late Miocene Puente Formation (also referred to as the Monterey Formation) that probably underlie the Quaternary alluvium in the project area. The vertebrate fossil localities in the Puente Formation were found in the area between the Pomona Freeway and Colima Road and near Colima and Fullerton Roads in the City of Industry.

5.2.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource is considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources, which are:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1; 14 California Code of Regulations Section 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

C-5 Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. (Interim checklist question for AB 52 compliance.)

The Initial Study, included as Appendix A, substantiates that impacts associated with the following threshold would be less than significant:

- Threshold C-4

Therefore, this impact is not addressed in the following analysis.

5.2.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: Development of the project would not impact an identified historic resource. [Threshold C-1]

Impact Analysis: The project site is currently vacant and contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue, and is covered with miscellaneous road base and cement paved areas. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. Because the site is vacant, it does not contain any structures that are 50 years or more of age, nor is the site associated with any significant history. No built-environment historical resources were identified on the project site per the National Register of Historic Places, California Register of Historical Resources, and the City's General Plan. No built environment was developed on-site until 1964, at which time industrial warehouse buildings were constructed; however, these buildings were demolished sometime between the late 1990s and the early 2000s.

Although one built environment feature, the Southern Pacific/Union Pacific Railroad north of San Jose Creek, was identified in the OHP Historic Property Directory, this railroad was determined ineligible for the NRHP by consensus through the Section 106 process, and no impact to this railroad would occur due to project implementation. Therefore, due to the absence of historical resources in the project area, project development would not damage any identified historical resources, and impacts would not be significant.

Impact 5.2-2: Development of the project site has the potential to result in adverse archaeological resources impacts. [Threshold C-2]

Impact Analysis: A cultural records search was performed through the South Central Costal Information Center (Appendix E), and no documented archaeological resources were identified on the project site. However, there have been 21 reports and studies within a half-mile radius of the project site, and one off-site archaeological resource was identified. Its exact location was not released due to the sensitive nature of cultural resources. Previous surveys conducted off-site within a half-mile radius of the project site have identified Native American artifacts, freshwater resources (San Jose Creek), natural tar seeps, and farmhouses from 1924 or earlier. A consultation with a Gabrieleño Band of Mission Indians-Kizh Nation representative also indicated that a number of tribal villages occupied the project area in the past, making the project area highly sensitive for tribal resources.

The project site is currently vacant and contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue, and is covered with miscellaneous road base and cement paved areas. Grading associated with past land uses on the project site has occurred previously, and no cultural resources have been unearthed on the site thus far. However, due to the indicators of potential sensitivity as described above, the proposed project has the potential to affect previously undiscovered archaeological resources during ground-disturbing activities. Therefore, a mitigation measure has been incorporated to ensure that proper procedures are followed during grading and that discovery of archaeological resources is handled

in accordance with Section 21083.2 of the CEQA Guidelines. Section 21083.2(g) states that unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Nonunique archaeological resource means an archaeological artifact, object, or site which does not meet the criteria listed above, and a nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it chooses. The project site is considered sensitive for subsurface archaeological resources, and archaeological resources monitoring during grading would be necessary to ensure that impacts are minimized. With mitigation, potential impacts to archaeological resources would be reduced to a less than significant level.

Impact 5.2-3: The proposed project could impact subsurface paleontological resources or a unique geologic feature. [Threshold C-3]

Impact Analysis: According to the records search conducted for the project site, shallow excavations in the younger Quaternary alluvium exposed through the proposed project area are unlikely to encounter significant vertebrate fossils. Excavation for building pads and foundations are anticipated to be no deeper than 8 feet; however, deeper excavations that extend into older sedimentary deposits could uncover fossil vertebrate remains. Therefore, a mitigation measure has been incorporated to ensure that impacts to subsurface paleontological resources or unique geologic features are reduced to a less than significant level.

Impact 5.2-4: Development of the project site has the potential to result in adverse tribal cultural resources impacts. [Threshold C-5]

Impact Analysis: In compliance with AB 52, the City of Industry has received requests from two California Native American tribes to be notified of projects for which the City is the lead agency under CEQA.

The Soboba Band of Luiseño Indians was notified of the proposed project on August 5, 2015, and a response was received from Cultural Resource Director Joseph Ontiveros that the Soboba Band does not have any specific concerns regarding known cultural resources in the specified area encompassed by the project. He further indicated that the Soboba Band wishes to defer to Gabrieleño tribal consultants, who are closer to the project site. The Gabrieleño Band of Mission Indians-Kizh Nation was also notified of the proposed project on August 5, 2015, and a response was received from Andrew Salas. He indicated that the areas around and near the project site are known settlement areas for Native American villages and requested that ground-disturbing activities be monitored.

Because the proposed project does not include a General Plan amendment, no tribal consultation pursuant to Senate Bill (SB) 18 and Government Code 65352.3 was initiated. The proposed project has complied with the provisions of AB 52, and no significant impacts have been identified after mitigation.

PRC Section 21074 defines tribal cultural resources as (1) listed or determined to be eligible for listing on the national, state, or local register of historic resources; or (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. In the second instance, the lead agency must determine that the resource meets the criteria for listing in the California Register of Historical Resources pursuant to PRC Section 5024.1. The project site does not contain built structures but is considered sensitive for subsurface tribal cultural resources. Therefore, appropriate monitoring would be necessary during ground-disturbing activities to ensure that the proposed project does not cause a substantial adverse change in the significance of a tribal cultural resource. With mitigation, potential impacts to tribal resources would be reduced to a less than significant level.

5.2.4 Cumulative Impacts

The area considered for cumulative impacts to cultural resources is the entirety of the City of Industry. Other projects in the city could involve actions that damage historical, archaeological, tribal, and/or paleontological resources specific to those project sites. However, other projects would also be subject to CEQA review, including studies of historical, archaeological, and paleontological resources that are present or could be present on-site. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation measures would be required to reduce impacts. Therefore, cumulative impacts to cultural resources would be less than significant after mitigation. After implementation of the mitigation measures below, impacts of the proposed project on cultural resources would not be cumulatively considerable.

5.2.5 Existing Regulations and Standard Conditions

Federal

- US Code, Title 16, Sections 470 et seq.: National Historic Preservation Act
- US Code, Title 16, Sections 470aa et seq.: Archaeological Resources Protection Act
- US Code, Title 25, Sections 3001 et seq.: Native American Graves Protection and Repatriation Act

State

- California Public Resources Code Sections 5020–5029.5: Authorized State Historical Resources Commission
- California Public Resources Code Sections 5079–5079.65: Authorized Office of Historic Preservation
- California Public Resources Code Sections 5097.9–5097.99: Protections for Native American historical and cultural resources and sacred sites; authorized Native American Heritage Commission; prescribes responsibilities respecting discoveries of Native American human remains
- California Public Resources Code Sections 21073 et seq. (AB 52): Requires analysis of impacts to tribal cultural resources under CEQA

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.2-1 would be less than significant.

Without mitigation, the following impacts would be potentially significant:

Impact 5.2-2 Development of the project site has the potential to result in adverse archaeological resources impacts.

Impact 5.2-3 The proposed project could impact subsurface paleontological resources or a unique geologic feature.

Impact 5.2-4 Development of the project site has the potential to result in adverse tribal cultural resources impacts.

5.2.7 Mitigation Measures

Impact 5.2-2

CUL-1 Prior to the issuance of the first grading permit and/or action that would permit disturbance to the project site, the project developer/applicant shall retain a qualified archaeological monitor to observe grading activities and to salvage and catalogue archaeological resources, including tribal resources, as necessary. The qualified archaeological monitor shall be retained in consultation with the Gabrieleño tribal group. The qualified archaeological monitor and the qualified paleontological monitor required under Mitigation Measure CUL-2 can be the same person. The qualified monitor shall be invited to be present at the pregrading conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the construction contractor, procedures for temporary halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

Should archaeological resources, including tribal resources, be found during ground-disturbing activities, the qualified monitor shall first determine whether the resource is a unique archaeological resource pursuant to Section 21083.2(g) of the California Public Resources Code (PRC) or a historical resource pursuant to Section 15064.5(a) of the State CEQA Guidelines (14 California Code of Regulations) and consult with a representative of the Gabrieleño Band of Mission Indians-Kizh Nation and the City of Industry. Once the determination is made pursuant to CEQA Guidelines Section 21083.2, the appropriate actions shall be taken per the appropriate sections of the regulations to ensure impacts are reduced to a less than significant level. During the monitoring in the field, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.

Impact 5.2-3

CUL-2 Prior to the beginning of ground disturbances, the project applicant/developer shall retain a qualified paleontologist to monitor ground-disturbing activities that occur in older Quaternary deposits during ground excavation. Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan specifying the frequency, duration, and methods of monitoring. The qualified paleontological monitor and the qualified archaeological monitor required under Mitigation Measure CUL-1 can be the same person. Sediment samples shall be collected in older Quaternary deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation shall be deposited in an

accredited and permanent scientific institution. During field monitoring, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.

Impact 5.2-4

See Mitigation Measure CUL-1.

5.2.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to archaeological, paleontological, and tribal resources to a level that is less than significant. Therefore, no significant unavoidable adverse impacts to cultural resources would remain.

5.2.9 References

California Office of Historic Preservation. 2011. California Historical Landmarks: Los Angeles. http://ohp.parks.ca.gov/?page_id=21427.

Industry, City of. 2014a. 2014 General Plan. Adopted June 12, 2014.

———. 2014b. City of Industry General Plan Update EIR (State Clearinghouse No. 2011031090).

Natural History Museum. 2015. Paleontological Records Search for the Proposed Warehouse Building Project, in the City of Industry, Los Angeles County.

NPS (National Park Service, US Department of the Interior). 2010. National Register of Historic Places. http://www.nps.gov/nr/.

SCCIC (South Central Coastal Information Center, California State University, Fullerton). 2016. Cultural Records Search for Proposed Warehouse Building Project, in the City of Industry, Los Angeles.

5.3 GREENHOUSE GAS EMISSIONS

This section evaluates the potential for the implementation of the proposed project to cumulatively contribute to greenhouse gas (GHG) emissions. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Information on trip generation is from the traffic impact analysis prepared by RK Engineering Group, Inc. (see Appendix H), as modeled using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. The GHG emissions modeling for construction and operational phases is included in Appendix C.

5.3.1 Environmental Setting

5.3.1.1 GREENHOUSE GASES AND CLIMATE CHANGE

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the twentieth and twenty-first centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1] The major GHGs are briefly described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are

[1] Water vapor is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, because it is considered part of the feedback loop rather than a primary cause of change. Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.

- ***Chlorofluorocarbons (CFCs)*** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- ***Perfluorocarbons (PFCs)*** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as byproducts of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.

- ***Sulfur hexafluoride (SF_6)*** is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

- ***Hydrochlorofluorocarbons (HCFCs)*** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.

- ***Hydrofluorocarbons (HFCs)*** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs. (IPCC 2001; EPA 2014)

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The global warming potentials of GHG emissions are shown in Table 5.3-1, GHG Emissions and Their Relative Global Warming Potential Compared to CO_2. The GWP is used to convert greenhouse gases to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.[2] For example, under the IPCC's Second Assessment Report GWP values for CH_4, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to 210 MT of CO_2.

Table 5.3-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon dioxide (CO_2)	50 to 200	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	12	21	25
Nitrous oxide (N_2O)	120	114	310	298
Hydrofluorocarbons				
HFC-23	264	270	11,700	14,800

[2] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Table 5.3-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
HFC-32	5.6	4.9	650	675
HFC-125	32.6	29	2,800	3,500
HFC-134a	14.6	14	1,300	1,430
HFC-143a	48.3	52	3,800	4,470
HFC-152a	1.5	1.4	140	124
HFC-227ea	36.5	34.2	2,900	3,220
HFC-236fa	209	240	6,300	9,810
HFC-4310mee	17.1	15.9	1,300	1,030
Perfluoromethane: CF_4	50,000	50,000	6,500	7,390
Perfluoroethane: C_2F_6	10,000	10,000	9,200	12,200
Perfluorobutane: C_4F_{10}	2,600	NA	7,000	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	NA	7,400	9,300
Sulfur Hexafluoride (SF_6)	3,200	NA	23,900	22,800

Source: IPCC 2007; 2013
Note: The IPCC has published updated global warming potential (GWP) values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2 (radiative forcing is the difference of energy from sunlight received by the earth and radiated back into space). However, GWP values identified in the Second Assessment Report are still used by the SCAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan was based on the GWP values in the Second Assessment Report.
[1] Based on 100-year time horizon of the GWP of the air pollutant relative to CO_2.
[2] The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

California's GHG Sources and Relative Contribution

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2015). California is a significant emitter of CO_2e in the world and produced 459 million gross metric tons of CO_2e in 2013 (CARB 2015). In the state, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction (CARB 2015). Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing carbon dioxide from the atmosphere.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the twentieth century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the earth's atmosphere that is attributable to human activities. The amount of CO_2 in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming

at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the earth's temperature are also hard to predict. Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historic trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Areas affected by drought increases.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signals of climate change. Statewide average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada. By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1–8.6°F, depending on emissions levels (California Climate Change Center 2012).

In California and western North America, observations of the climate have shown a trend toward warmer winter and spring temperatures; a smaller fraction of precipitation falling as snow; a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; a shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.3-1), and the inertia of the earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.3-2, Summary of GHG Emissions Risks to California, and include impacts

to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy. Specific climate change impacts that could affect the project include health impacts from a deterioration in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Table 5.3-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health	• Heat waves will be more frequent, hotter, and longer • Fewer extremely cold nights • Poor air quality made worse • Higher temperatures increase ground-level ozone levels
Water Resources	• Decreasing Sierra Nevada snowpack • Challenges in securing adequate water supply • Potential reduction in hydropower • Loss of winter recreation
Agriculture	• Increasing temperature • Increasing threats from pests and pathogens • Expanded ranges of agricultural weeds • Declining productivity • Irregular blooms and harvests
Coastal Sea Level	• Accelerated sea level rise • Increasing coastal floods • Shrinking beaches • Worsened impacts on infrastructure
Forests and Biological Resources	• Increased risk and severity of wildfires • Lengthening of the wildfire season • Movement of forest areas • Conversion of forest to grassland • Declining forest productivity • Increasing threats from pests and pathogens • Shifting vegetation and species distribution • Altered timing of migration and mating habits • Loss of sensitive or slow-moving species
Energy Demand	• Potential reduction in hydropower • Increased energy demand

Sources: California Climate Change Center 2012

Specific climate change impacts that could affect the project include those described below.

- **Water Resources Impacts.** By late in this century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. This drying trend is caused by an apparent decline in the frequency of rain and snowfall. Even in projections with relatively small or no declines in precipitation, central and southern parts of the state can be expected to be drier from the warming effects alone—the spring snowpack will melt sooner, and the moisture contained in soils will evaporate during long dry summer months (California Climate Change Center 2012).

- **Wildfire Risks.** Earlier snowmelt, higher temperatures, and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related

changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide is estimated to increase from 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location (California Climate Change Center 2012).

- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase in extreme conditions, principally more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession, and heat waves occurring simultaneously in several regions throughout the state. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California (California Climate Change Center 2012).

- **Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the state will drive up the demand for cooling in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process at higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand (California Climate Change Center 2012).

5.3.1.2 REGULATORY FRAMEWORK

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal Laws

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act (CAA) definition of air pollutants. The findings did not themselves impose any emission reduction requirements, but allowed the EPA to finalize the greenhouse gas standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the US Department of Transportation (EPA 2009).

To regulate GHGs from passenger vehicles, the EPA was required to issue an endangerment finding, which is a declaration identifying a threat to human health and welfare from a substance. The EPA's issuance of an endangerment finding is a necessary precondition under the Clean Air Act to regulatory action. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the project's GHG emissions inventory because they constitute the majority of GHG emissions and per SCAQMD guidance, are the GHG emissions that should be evaluated as part of a project's GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of greenhouse gas emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO_2 per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011–2016) incorporate stricter fuel economy requirements promulgated by the federal government and the State of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. The State of California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025.

EPA Regulation of Stationary Sources under the Clean Air Act (ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to the President's 2013 Climate Action Plan, the EPA will be directed to also develop regulations for existing stationary sources.

State Laws

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15, Assembly Bill (AB) 32, and Senate Bill (SB) 375.

Executive Order S-03-05

Executive Order S-03-05, signed on June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Executive Order B-30-15

Executive Order B-30-15, signed on April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent of 1990 levels by the year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act. AB 32 was passed by the California legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

CARB 2008 Scoping Plan

CARB adopted the final Scoping Plan on December 11, 2008. AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor greenhouse gas emissions levels for large stationary sources that generate more than 25,000 metric tons of CO_2e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be approximately 596 $MMTCO_2e$ in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million metric tons) for the state. The 2020 target requires a total emissions reduction of 169 $MMTCO_2e$, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 $MMTCO_2e$) (CARB 2008).[3]

In 2012, four years after the release of the 2008 Scoping Plan, CARB updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and of measures not previously considered in the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 545 $MMTCO_2e$ by 2020. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.7 percent from business as usual. The new inventory also identifies that if the updated 2020 forecast includes the reductions assumed from implementation of Pavley (26 $MMTCO_2e$ of reductions) and the state's 33 percent Renewables Portfolio Standard (RPS) (12 $MMTCO_2e$ of reductions), the forecast would be 507 $MMTCO_2e$ in 2020, and then an estimated 80 $MMTCO_2e$ of additional reductions are necessary to achieve the statewide emissions reduction by 2020, or a 15.7 percent of the projected emissions compared to business as usual in year 2020 (i.e., 15.7 percent of 507 $MMTCO_2e$) (CARB 2012b).

Key elements of CARB's greenhouse gas reduction plan that may be applicable to the project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress).
- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020).
- Aligning with a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011).

[3] CARB defines business as usual in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating target fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation (in progress).

Table 5.3-3, Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target, shows the proposed reductions from regulations and programs outlined in the 2008 Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 $MMTCO_2e$, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role that local governments play in the successful implementation of AB 32, CARB recommends GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.[4] Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer vehicle miles traveled (VMT) (CARB 2008).

[4] The Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, but it does not rely on local GHG reduction targets established by local governments to meet the state's GHG reduction target of AB 32.

Table 5.3-3 Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO_2e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy-Duty Vehicles	1.4	1%
High-Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations[2]	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB 2008
Notes: The percentages in the right-hand column total more than 100 percent because the emissions reduction goal is 169 $MMTCO_2e$ and the Scoping Plan identifies 174 $MTCO_2e$ of emissions reductions strategies which are based on the IPCC's Second Assessment Report GWPs.
$MMTCO_2e$: million metric tons of CO_2e
[1] Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
[2] According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_2e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

First Update to the Scoping Plan

CARB recently completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan was adopted at the May 22, 2014, board hearing. The update defines CARB's climate change priorities for the next five years and lays the groundwork to reach post-2020 goals in Executive Orders S-3-05 and B-16-2012. The update includes the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants. The GHG target identified in the 2008 Scoping Plan is based on the IPCC's global warming potentials identified in the Second and Third Assessment Reports (see Table 5.5-1).

The IPCC's Fourth and Fifth Assessment Reports identified more recent GWP values based on the latest available science. CARB recalculated the 1990 GHG emission levels with the updated global warming potentials in the Fourth Assessment Report, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 $MMTCO_2e$ (CARB 2014). CARB projected that statewide BAU emissions in 2020 would be approximately 509 million $MTCO_2e$.[5] Therefore, to achieve the AB 32 target of 431 million $MTCO_2e$ (i.e., 1990 emissions levels) by 2020, the state would need to reduce emissions by 78 million $MTCO_2e$ compared to BAU conditions, a reduction of 15.3 percent from business as usual in 2020 (CARB 2014).[6]

The update highlights California's progress toward meeting the near-term 2020 GHG emissions reduction goals defined in the original 2008 Scoping Plan. As identified in the Update to the Scoping Plan, California is on track to meet the goals of AB 32. However, the Update to the Scoping Plan also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals (CARB 2014).

According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Second Update to the Scoping Plan

Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. According to CARB, the Scoping Plan will be updated by late 2016 to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030 (CARB 2015).

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish greenhouse gas emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction by 2035 (CARB 2010). SB 375 requires CARB to periodically update the targets, no later than every

[5] The BAU forecast includes GHG reductions from Pavley and the Renewables Portfolio Standard.

[6] If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million $MTCO_2e$ total), the state would need to reduce emissions by 108 million $MTCO_2e$, which is a 20 percent reduction from BAU.

eight years. CARB plans to propose updated targets for consideration in 2016, with the intent to make them effective in 2018. Sustainable communities strategies adopted in 2018 would be subject to the updated targets (CARB 2015).

The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

CARB is currently in the process of updating the next round of targets and methodology to comply with the requirement for updates every eight years. Considerations for the next round of targets include whether to change the nature or magnitude of the emissions reduction targets for each of the MPOs, and whether the target-setting methodology should account for advances in technologies that reduce emissions. Such changes in methodology would permit cities to account for emissions reductions from advances in cleaner fuels and vehicles and not only from land use and transportation planning strategies.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SB 375 requires each metropolitan planning organization to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2012 (SCAG 2012). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency.

SCAG recently released a draft of the 2016–2040 RTP/SCS, which projects that the SCAG region will meet or exceed the passenger vehicle per capita targets set in 2010 by CARB. Pursuant to the draft 2016–2040 RTP/SCS, SCAG anticipates lowering greenhouse gas emissions below 2005 levels by 8 percent by 2020, 18 percent by 2035, and 22 percent by 2040. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas, livable corridors, and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles (SCAG 2016).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty autos to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017–2025 light-duty vehicles (see also the discussion on the update to the CAFE standards in the Federal Laws subsection, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission

vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the State set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Senate Bills 1078, 107, and X1-2, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the Renewables Portfolio Standard (RPS) established under Senate Bills 1078 and 107. Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

SB 350 was signed into law in September 2015. The bill establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Executive Order B-16-2012

On March 23, 2012, the State identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

California Building Code: Building and Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2013 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On May 31,

2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards will continue to improve upon the current 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. These standards will go into effect on January 1, 2017. Under the 2016 Standards, residential buildings are 28 percent more energy efficient than the 2013 Standards, and nonresidential buildings are 5 percent more energy efficient than the 2013 Standards.

The 2016 Standards will not achieve zero net energy. However, they do get very close to the state's goal and make important steps toward changing residential building practices in California. The 2019 Standards will take the final step to achieve zero net energy for newly constructed residential buildings throughout California.

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as CALGreen) was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[7] The mandatory provisions of CALGreen became effective January 1, 2011, and were updated most recently in 2013.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR Sections 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as business as usual, they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Solid Waste Regulations

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code Section 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects.

[7] The green building standards became mandatory in the 2010 edition of the code.

The act required the California Integrated Waste Management Board [now the California Department of Resources Recycling and Recovery (CalRecycle)] to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2013 California Green Building Standards Code also requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Water Efficiency Regulations

The 20x2020 Water Conservation Plan was issued by the California Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed SBX7-7. SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the California Energy Commission to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Local Regulations

City of Industry Climate Action Plan

The City of Industry is in the process of preparing a Climate Action Plan (CAP). The CAP would guide the City of Industry toward a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generations. Because the City of Industry has not yet adopted its Climate Action Plan, this DEIR does not incorporate the proposed CAP policies and principles in this analysis.

5.3.2 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

South Coast Air Quality Management District

The SCAQMD has adopted a significance threshold of 10,000 $MTCO_2e$ per year for permitted (stationary) sources of GHG emissions for which the SCAQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group. Based on the last Working Group meeting (Meeting No. 15) in September 2010, the SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where the air district is not the lead agency:

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the SCAQMD requires an assessment of GHG emissions. The SCAQMD has identified a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

The SCAQMD has identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan-level analyses (e.g., general plans). Service population is defined as the sum of the residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[8]

The buildout year of the proposed project is 2017. For the purpose of this project, if project-related emissions exceed the screening threshold of 3,000 $MTCO_2e$ per year, project emissions would be compared to the per capita target of 4.8 $MTCO_2e$ per year per service population. If the per capita efficiency target is exceeded, GHG emissions would be considered potentially significant in the absence of mitigation measures.

[8] The SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

5.3.3 Environmental Impacts

Methodology

The analysis in this section is based on buildout of the proposed project as modeled using CalEEMod, Version 2013.2.2, for the following sectors:

- **Transportation:** GHG emissions are based on the information on trip generation from the traffic impact analysis (Appendix H) and average trip length for passenger vehicle, medium-duty trucks, and heavy-duty trucks in the city from the SCAG 2012 RTP for model year 2020 provided by Iteris for the city's community transportation emissions being conducted as part of the Climate Action Plan.

- **Solid Waste Disposal:** Indirect emissions from waste generation are based on the solid waste disposal rate in CalEEMod.

- **Water/Wastewater:** GHG emissions from this sector are associated with the embodied energy used to supply water, treat water, distribute water, and then treat wastewater and fugitive GHG emissions from wastewater treatment. Emissions are based on the water use and wastewater generation rates in CalEEMod.

- **Area Sources:** GHG emissions from this sector include equipment use on-site, truck idling, consumer products, and architectural coating. Truck idling emission rates are based on EMFAC2014, and on-site equipment use, consumer products, and architectural coatings are based on emission rates in CalEEMod. This analysis assumes that 1 propane-powered forklift and 11 diesel-powered forklifts operate on-site and 15 minutes of idling per truck. Industrial sources of emission that require a permit from the SCAQMD are not included in the plan-level inventory. The development application does not include refrigerated facilities; therefore, modeling does not include emissions associated with transport refrigeration units (TRUs).

- **Energy:** GHG emissions from this sector are from use of electricity and natural gas by the warehouse buildings. New buildings are assumed to comply with the 2013 Building and Energy Efficiency Standards, which are 30 percent more energy efficient for nonresidential buildings than the 2008 standards.

- **Construction:** GHG emissions are from construction-related vehicle and equipment use and are based on CalEEMod defaults in addition to past similar projects for the construction equipment mix and worker, vendor, and haul trips. Emissions are amortized over a 30-year period and included as part of the overall inventory.

Life-cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore life-cycle GHG emissions would be speculative.[9] GHG modeling is included in Appendix C of this Draft EIR.

[9] Life-cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Natural Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions, found that life-cycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria. [Threshold GHG-1]

Impact Analysis: Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, truck idling, consumer products, coatings), water/wastewater generation, and waste disposal. Annual GHG emissions were calculated for construction and operation of the project. Total construction emissions were amortized over 30 years and included in the emissions inventory to account for the short-term GHG emissions from the construction phase of the project. Project-related GHG emissions are shown in Table 5.3-4, Project-Related GHG Emissions.

Table 5.3-4 Project-Related GHG Emissions

Source	GHG Emissions, Year 2017	
	$MTCO_2e$	Percentage Change
Area	<1	<1%
Energy[1]	785	8%
Transportation	7,821	79%
Truck Idling[2]	235	2%
Off-Road	326	3%
Waste	263	3%
Water	496	5%
Construction-Amortized[3]	36	<1%
Total All Sectors	9,960	100%
SCAQMD Bright-Line Threshold ($MTCO_2e$)	3,000	NA
Exceeds Threshold?	Yes	NA
Project Efficiency Analysis		
Service Population (SP)[4]	997	NA
Project Efficiency ($MTCO_2e$/SP)	9.9	NA
SCAQMD Efficiency Metric Target ($MTCO_2e$/SP)	4.8	NA
Exceeds Efficiency Metric?	Yes	NA

Source: CalEEMod Version 2013.2.2
Note: Percentage changes from each source may equal 100 percent due to rounding.
1 For purposes of this GHG analysis, buildings on proposed land uses are assumed to comply with the 2013 Building and Energy Efficiency Standards, which are 30 percent more energy efficient than the 2008 Standards for nonresidential buildings. Includes applicable water efficiency improvements required under CALGreen.
2 Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT) for the buildout year (2017), and assumes 15 minutes of idling per truck.
3 Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.
4 Service population is based on the estimated employee per square feet of warehouse space and general office space according to the US Green Building Council (2008).

As shown in the table, the increase in GHG emissions of 9,960 $MTCO_2e$ annually from project-related operational activities would exceed the SCAQMD's bright-line screening threshold of 3,000 $MTCO_2e$. Therefore, GHG emissions impacts are evaluated based on the project efficiency. As identified in Table 5.3-4, the project would generate 9.9 $MTCO_2e$/year per service population (SP) and would exceed the SCAQMD efficiency metric target of 4.8 $MTCO_2e$/year/SP. Therefore, the proposed project's cumulative contribution to the long-term GHG emissions in the state would be considered potentially significant.

Impact 5.3-2: The proposed project would not conflict with SCAG's 2012–2035 RTP/SCS or CARB's Scoping Plan. [Threshold GHG-2]

Impact Analysis: Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. A consistency analysis with these plans is presented below.

CARB Scoping Plan

In accordance with AB 32, CARB developed the 2008 Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the LCFS, California Appliance Energy Efficiency regulations, California Building Standards (i.e., CALGreen and the Building and Energy Efficiency Standards), RPS, and changes in the Corporate Average Fuel Economy (CAFE) standards (e.g., Pavley I and California Advanced Clean Cars program [Pavley II]). The project GHG emissions shown in Table 5.3-4 include reductions associated with statewide strategies that have been adopted since AB 32. The proposed project would comply with these GHG emissions reduction measures, as they are statewide strategies. However, the Scoping Plan itself is not directly applicable to the proposed project. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2012–2035 RTP/SCS was adopted April 4, 2012, and the draft 2016–2040 RTP/SCS was released in December 2015. The RTP/SCS identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g., bikeways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system.

The proposed project is a warehouse project that involves truck trips associated with the region's goods movement industry. SCAG supports a coordinated California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for communities. In support of this vision, the 2016–2040

RTP/SCS describes a goods movement system with regional initiatives and projects totaling $75 billion through 2040. The 2016–2040 RTP/SCS includes key initiatives, namely a comprehensive system of zero- and near-zero-emission freight corridors, alleviation of major bottlenecks, a rail corridor improvement package, and an environmental strategy to address emissions through both near-term initiatives and a long-term action plan for technology advancement. The following is the list of RTP/SCS goods movement strategies that are applicable to the proposed project:

- Regional Clean Freight Corridor System
  - Establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east–west segment and finally reaching Interstate 15 in San Bernardino County.
- Truck Bottleneck Relief Strategy
  - Working to relieve the top 50 truck bottlenecks. Examples of bottleneck relief strategies include ramp metering, extension of merging lanes, ramp and interchange improvements, capacity improvements, and auxiliary lane additions.
- Good Movement Environmental Strategy and Action Plan
  - Reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives.
  - Advancing technologies to implement a zero- and near zero-emission freight system.

The RTP/SCS also incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation network identified in the RTP/SCS, would reduce per capita passenger vehicle travel-related GHG emissions and achieve the passenger vehicle GHG reduction per capita targets for the SCAG region. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS, but provides incentives for consistency for governments and developers. The proposed warehouse buildings are a permitted use under the City of Industry's General Plan land use designation of Industrial; hence, the project is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

The emissions associated with the proposed project are primarily associated with truck travel, and the proposed project would not hinder SCAG's strategies in the RTP/SCS. No impact would occur, and no mitigation measures are required.

5.3.4 Cumulative Impacts

Climate change is a global phenomenon that is cumulative by nature, as it is the result of combined worldwide contributions of GHGs to the atmosphere over many years. Therefore, the project-related significant direct impact is also a cumulative impact. GHG emissions would be emitted primarily from mobile sources. Implementation of the mitigation measures would reduce the operation-related GHG emissions, but it would not be enough to reduce the GHG emissions to below the SCAQMD bright-line or efficiency threshold. Therefore, operation of the project would result in cumulatively significant GHG impacts.

5.3.5 Existing Regulations and Standard Conditions

State

- AB 32: California Global Warming Solutions Act
- Sustainable Communities and Climate Protection Act (SB 375)
- Executive Order S-3-05 and Executive Order B-30-15: Greenhouse Gas Emission Reduction Targets
- Pavley Fuel Efficiency Standards (AB 1493)
- California Integrated Waste Management Act of 1989 (AB 939)
- California Mandatory Commercial Recycling Law (AB 341)
- California Advanced Clean Cars CARB/Low-Emission Vehicle Program – LEV III (Title 13 CCR)
- Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction Measure (Title 17 CCR)
- Low Carbon Fuel Standard (Title 17 CCR)
- Title 24 California Code of Regulations, Part 6 (Building and Energy Efficiency Standards)
- Title 24 California Code of Regulations, Part 11 (California Green Building Code)
- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards)
- Title 17 California Code of Regulations (Low Carbon Fuel Standard)
- California Water Conservation in Landscaping Act of 2006 (AB 1881)
- California Water Conservation Act of 2009 (SBX7-7)
- Statewide Retail Provider Emissions Performance Standards (SB 1368)
- Renewable Portfolio Standards (SB 1078, 701, and X1-2)

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.3-2 would be less than significant.

Without mitigation, the following impact would be potentially significant:

Impact 5.3-1 Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria. [Threshold GHG-1]

5.3.7 Mitigation Measures

Impact 5.3-1

GHG-1 Electricity for the buildings shall be offset through the installation of solar panels installed on the office component of the building structure.

GHG-2 Landscape plans shall incorporate trees near the facades of the buildings in locations where tree placement would assist with passive solar heating and cooling of the structures, while also avoiding interference with vehicle movements and building operations.

Additionally, the following air quality measures would reduce project-related GHG emissions:

AQ-2 Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.

AQ-3 The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

1. The parking lot shall be marked in compliance with the CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2.

2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

AQ-4 Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.

AQ-5 Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

AQ-6 Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

As shown in Table 5.3-5, Project-Related GHG Emissions – Mitigated, implementation of Mitigation Measures GHG-1 and GHG-2 and AQ-2 through AQ-6 would reduce project-related GHG emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source GHG emissions (which comprise approximately 80 percent of the project's total GHG emissions). Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the project applicant, subsequent tenants, and the City of Industry. No additional mitigation measures that are feasible for the project applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source GHG emissions. Therefore, project-related GHG emissions would continue to exceed the SCAQMD's bright-line and efficiency threshold, and impacts would be significant and unavoidable.

Table 5.3-5 Project-Related GHG Emissions – Mitigated

Source	GHG Emissions, Year 2017	
	$MTCO_2e$	Percentage Change
Area	<1	<1%
Energy[1]	785	8%
Transportation	7,821	80%
Truck Idling[2]	235	2%
Off-Road	172	2%
Waste	263	3%
Water	496	5%
Construction-Amortized[3]	36	<1%
Total All Sectors	9,806	100%
SCAQMD Bright-Line Threshold ($MTCO_2e$)	3,000	NA
Exceeds Threshold?	Yes	NA
Project Efficiency Analysis		
Service Population (SP)	997	NA
Project Efficiency ($MTCO_2e$/SP)	9.8	NA
SCAQMD Efficiency Metric Target ($MTCO_2e$/SP)	4.8	NA
Exceeds Efficiency Metric?	Yes	NA

Source: CalEEMod Version 2013.2.2
Note: Percentage changes from each source may not equal 100 percent due to rounding.
1 For purposes of this GHG analysis, buildings on proposed land uses are assumed to comply with the 2013 Building and Energy Efficiency Standards, which are 30 percent more energy efficient than the 2008 Standards for nonresidential buildings. Includes applicable water efficiency improvements required under CALGreen.
2 Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT) for the buildout year (2017), and assumes 15 minutes of idling per truck.
3 Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

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5.4 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, on the following sources:

- Phase I Environmental Site Assessment and Additional Subsurface Assessment (Stantec 2014; Appendix F)
- Health Risk Assessment (PlaceWorks 2016; Appendix D)

Complete copies of these studies are included in the Appendices to this Draft EIR.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

Federal and State Laws and Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, transportation, and disposal of hazardous waste. Hazardous waste management includes the treatment, storage, and disposal of hazardous waste. Treatment is any process that changes the waste's physical, chemical, or biological character to reduce its potential as an environmental threat. Treatment can include neutralizing the waste, recovering energy or material resources from the waste, rendering it less hazardous, or making the waste safer to transport, dispose of, or store.

The RCRA gave the US Environmental Protection Agency (EPA) the authority to control hazardous waste from "cradle to grave," that is, from generation to ultimate disposal. The 1986 amendments to the act enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that the RCRA focuses only on active and future facilities and does not address abandoned or historical sites.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, was enacted to protect water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous waste sites. Through the act, the EPA was given power to seek out those parties responsible for any release and to compel appropriate cleanup activities. This federal law created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites.

Superfund Amendments and Reauthorization Act

CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986. Title 5 of this regulation requires that each community establish a local emergency planning committee to develop an emergency plan for preparing for and responding to a chemical emergency. The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The certified unified program agency (CUPA) is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with city departments as well as local and state agencies. The CUPA with responsibility for the project site is the Los Angeles County Fire Department. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Emergency Planning and Community Right-to-Know Act

Congress enacted the Emergency Planning and Community Right-to-Know Act (EPCRA) as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards. The act's primary purpose is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. EPCRA Section 3131 requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report off-site transfers of waste for treatment or disposal at separate facilities, prepare pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the EPA and state agencies. The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the EPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the Clean Air Act and the Toxic Release Inventory under the EPCRA.

Porter-Cologne Water Quality Control Act

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code). The act grants the State Water Resource Control Board (SWRCB) and each of the Regional Water Quality Control Boards (RWQCBs) power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface waters and groundwater, to regulate waste disposal sites, and to require cleanup of

discharges of hazardous materials and other pollutants. The act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum products.

Los Angeles Regional Water Quality Control Board

The Los Angeles RWQCB is one of nine statewide regional boards. The Los Angeles RWQCB protects groundwater and surface water quality in the Los Angeles region, including the coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties. In order to carry out its mission to preserve and enhance water quality, the RWQCB conducts the following range of activities to protect groundwater and surface waters under its jurisdiction:

- Addresses region-wide and specific water quality concerns through updates of the Water Quality Control Plan (Basin Plan) for the Los Angeles region.
- Prepares, monitors compliance with, and enforces waste discharge requirements, including National Pollutant Discharge Elimination System (NPDES) permits.
- Implements and enforces local stormwater control efforts.
- Regulates the cleanup of contaminated sites which have already polluted or have the potential to pollute groundwater or surface water.
- Enforces water quality laws, regulations, and waste discharge requirements.
- Coordinates with other public agencies and groups that are concerned with water quality.
- Informs and involves the public on water quality issues.

California Water Code Sections 13267 and 13304 Order

The Los Angeles RWQCB issued an order pursuant to California Water Code Sections 13267 and 13304 to clean up and abate the effects of petroleum hydrocarbon compounds and other contaminants of concern discharged from the project site.

California Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) is a regulatory agency under the California Environmental Protection Act that follows the Toxic Substances Control Act of 1976. The DTSC regulates chemicals that pose a risk to the environment or health of the people as well as clean up toxic materials and hazardous waste in California. The department's mission is to restore contaminated resources, enforce hazardous waste laws, reduce hazardous waste generation, and encourage the manufacture of chemically safer products.

Hazardous Materials Release Response Plans and Inventory Law of 1985

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as raw or unused materials that are part of a process or manufacturing step. They are not considered to be hazardous waste. Health

concerns pertaining to the release of hazardous materials; however, are similar to those relating to hazardous waste.

California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code Section 25100 et seq.) is the primary hazardous waste statute in California. The law implements the Resource Conservation and Recovery Act as a cradle-to-grave waste management system in the state. The HWCL specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The law exceeds federal requirements by mandating source reduction planning and contains a much broader requirement for permitting facilities that treat hazardous waste. It also regulates certain types of wastes and waste management activities that are not covered by federal law under the RCRA.

To aid the regulated community, the State of California has compiled hazardous materials, waste, and toxics-related regulations from California Code of Regulations (CCR) Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated section: CCR Title 26, Toxics. However, the California hazardous waste regulations are still commonly referred to as Title 22.

The transportation of hazardous waste by truck (or rail) is regulated by the US Department of Transportation through National Safety Standards. These standards are also included in the California Administrative Code, Environmental Health Division. The California Department of Public Health regulates hazardous waste haulers. The California Highway Patrol has jurisdiction over transportation-related hazardous waste incidents on public roads.

5.4.1.2 EXISTING AND HISTORICAL LAND USES

A Phase I and Phase II (Phase I) Environmental Site Assessment (ESA) was prepared for the project site in accordance with the practices identified in the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E1527-13, and Title 40 of the Code of Federal Regulations (CFR), Part 312. The assessment's objective was to identify recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs), as defined under ASTM E-1527-13.

As defined in ASTM E1527-13, a recognized environmental condition is the presence or likely presence of any hazardous substances or petroleum products in, on or at a property due to any release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

As defined in ASTM E1527-13, a historical recognized environmental condition is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, institutional controls, engineering controls). Before calling the past release an HREC, the EPA must determine whether the past release was an REC at the time the Phase I Environmental Site Assessment is conducted (e.g., if there has been a change in the regulatory criteria).

As defined in ASTM E1527-13, a controlled recognized environmental condition is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

According to the Phase I ESA, the project site has a long history of agricultural and manufacturing uses. Portions of the project site were used for orchard and agricultural purposes until the 1950s, when the project site transitioned to warehousing and manufacturing uses. Some agricultural uses remained until 2005, when all areas of the project site were cleared and buildings removed. No development has occurred on-site since 2006. However, stockpiles of soils and gravel and what appear to be parked containers and trailer vehicles are visible in historical aerial photographs. The following existing environmental conditions at the project site were identified in the Phase I ESA.

Subsurface Structures

A concrete pad near the southwest corner of the project site had several polyvinyl chloride (PVC) pipes protruding from the surface that had been cut roughly 6 inches above the concrete pad. These pipes all appear to be related to former utility conduit for the buildings that are no longer present.

As reported in the Phase I ESA, a Groundwater Well Abandonment and Installation Report was prepared for the project site in 2004. Three monitoring wells were reported as abandoned and replaced with three new monitoring wells. These monitoring wells were observed in the northern portion of the project site. Two additional monitoring wells were identified in the documents on file with local agencies; however, the locations of these wells could not be confirmed in the field. Based on agreements with the EPA, these wells will need to remain on-site and access granted to the EPA as required for sampling. If relocation of these wells is employed to facilitate development, the EPA will need to be notified. Approval for any disturbance of the wells will be necessary prior to any relocation, and the cost for abandonment and relocation paid by the site developer.

All existing groundwater monitoring wells must remain on-site without any disturbance, removal, relocation, or damage without appropriate notification to the EPA.

Polychlorinated Biphenyls

Electrical transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. No equipment was located on-site that would utilize PCBs.

Lead-Based Paint

Concern for lead-based paint is primarily related to residential structures. The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 745) defines lead-based paint as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight. Due to the absence of structures on the property, lead-based paint is not likely to be present at the project site.

Asbestos-Containing Materials

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. Due to the absence of structures on the property, asbestos is not likely to be present at the project site.

Pesticide Issues

A review of historical aerial photographs shows the project site as agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the project site in 1964, but the site was vacant by 2005. The project site has been undeveloped since then. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, because of the planned commercial/industrial use of the site, pesticides do not pose an environmental concern at the project site.

Radon Gas

Radon is an odorless, tasteless, and invisible gas produced by the decay of naturally occurring uranium in soil and water. Radon is a form of ionizing radiation and an identified carcinogen. The EPA has determined that exposure to 4.0 picocuries per liter (pCi/L) of radon gas on a regular basis increases the risk of lung cancer. The project site is located in an area designated as EPA Radon Zone Level 2, with a predicted average indoor screening level of less than 4.0 pCi/L but greater than 2.0 pCi/L. According to the Phase I ESA, all of the 20 sites tested in the 91748 zip code (area of the project site) exhibited levels below 4 pCi/L. The average first-floor radon concentration in the area of the project site is 0.711 pCi/L. Therefore, the project site is in an area of low radon risk, and radon is unlikely to represent an environmental concern at the site.

Oil Wells

According to the Digital Online Mapping System by the California Department of Oil, Gas, and Geothermal Resources (2014), the nearest oil well is over half a mile away from the project site. Therefore, oil wells do not represent an environmental condition and no further investigation of this condition is necessary.

Stockpiles

Material stockpiles composed of soil and construction debris are found in fenced sections of the site. These stockpiles are likely from the California Department of Transportation (Caltrans) road improvement activities along Railroad Street south of the site. It is not anticipated that these stockpiles of materials would create a hazardous condition on the project site.

Underground Storage Tanks

The Phase I ESA identified four historical underground storage tanks (USTs) that have been removed: three at 942 S. Azusa Avenue (one waste oil UST and two diesel USTs) and one at 17300 Chestnut Street (gasoline UST). Three underground storage tanks at 942 S. Azusa Avenue are identified as RECs and discussed further under Impact 5.4-2 in Section 5.4.4, Environmental Impacts.

A 1,000-gallon gasoline tank at 17300 Chestnut Street in the northeast portion of the project site was removed in 1987 and one soil sample was collected beneath the tank for total petroleum hydrocarbons (TPH). No TPH was reported, and closure was granted by the Los Angeles County Department of Public Works. Additionally,

a 478-gallon dip tank used for coating trailer parts with Tectyl 127B (which contains aluminum and volatile petroleum hydrocarbons) was removed in 1992. The dip tank was 10 feet tall, of which 8 feet was below the ground surface and in a secondary containment. Two samples were collected from the bottom of the excavation at the time of removal and analyzed for pH, volatile organic compounds (VOCs), and metals. The test concluded that no VOCs were present, and the levels of metals and TPH are naturally occurring. The County Department of Public Works granted closure for the dip tank in 1993. Therefore, no additional investigation of the tanks at 17300 Chestnut Street was deemed necessary.

Surface Drainage

The project site is relatively flat, with a slight gradient to the north. Runoff from most of the project site flows into several stormwater retaining ponds throughout the project site.

Groundwater

Groundwater in the vicinity of the project site is expected to be approximately 30 feet below the ground surface and flows generally to the northwest. The entire site overlies the San Gabriel Valley-Area 4 Superfund Site boundaries. Groundwater in this area is known to be impacted with VOCs from many off-site properties. Based on monitoring wells associated with the Superfund site, the concentration of tetrachloroethylene (PCE) is less than 10 μg/L and of trichloroethylene (TCE) is less than 5 μg/L. These concentrations in soil vapor from groundwater are generally low, but above Regional Screening Levels (RSLs). No specific site sources were identified other than very low concentrations in the area. No soil impact was detected above RSLs at any of the locations where soil vapors were detected. Based on collected site data and the human health risk assessment discussed in Section 7 of the Phase I ESA, no additional remedial action is necessary or warranted at the site.

5.4.2 Methodology

An evaluation of the significance of potential impacts related to hazards and hazardous materials must consider both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or obviously conflict with local, state, or federal agency conservation plans, goals, policies, or regulations. Information for this section was obtained from the Phase I Environmental Site Assessment and Additional Subsurface Assessment prepared by Stantec (2015) and from the Health Risk Assessment prepared by PlaceWorks (2016). The Phase I ESA included Review of regulatory agency databases for the property and surrounding area performed by Environmental Data Resources (EDR).

5.4.3 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 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.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-5
- Threshold H-6
- Threshold H-7

These impacts will not be addressed in the following analysis.

5.4.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. [Threshold H-1]

Impact Analysis: Every home, business, and industry uses or produces, to some extent, flammable, hazardous, and/or toxic materials. Hazardous materials associated with commercial and industrial uses would include products that contain toxic substances, such as cleansers, paints, adhesives, and solvents, although these products are usually in low concentration and small in amount, and would not pose a significant risk to humans or the environment during transport to/from or use at the proposed project site.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 requires businesses that use, handle, or store hazardous materials above a certain quantity to prepare a plan which must include an inventory of hazardous substances on the premises. This plan would include an inventory of hazardous materials, address proper storage, handling, and disposal of hazardous materials, and dictate a spill response and notification requirements. The proposed project would be subject to applicable state and local regulations intended to manage the transport, use, storage, manufacture, and disposal of hazardous materials, ensuring that these materials do not impact people and the environment. As such, impacts would be less than significant.

Impact 5.4-2: The proposed project could 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. [Threshold H-2]

Impact Analysis: The Phase I ESA identified several recognized environmental conditions (RECs) including former underground storage tanks (USTs) on the western portion of the site, and hazardous materials storage areas, clarifiers, sumps, maintenance shops, spray booths, and some surface staining related to the former manufacturing facility on the site's eastern portion. The Phase I ESA recommended soil and soil gas sampling to assess potential impacts from historical property use and features.

In response to the findings in the Phase I ESA, a Phase II ESA was completed in March, 2015 (included as Appendix F), to assess the identified RECs. The Phase II ESA work included the testing of 15 soil borings across the site and at each of the identified RECs. Soil analysis reported total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) below laboratory reporting limits, with the exception of soil samples B-2 at 10 feet below ground surface (bgs) on the western portion of the site and B-9 at 2 feet bgs on the eastern portion. These borings were located near the former diesel USTs (B-2) and the maintenance and repair shed (B-9), respectively. B-2-10 contained TPH as diesel (TPHd) at 17 milligrams per kilogram (mg/kg), and B-9-2 contained tetrachloroethene (PCE) at 0.0065 mg/kg. Both of these reported analytes are below the EPA's Regional Screening Levels for commercial and residential soils. All Title 22 metals detected were within typical background metals ranges for California.

A total of 18 soil gas samples were also collected across the site and analyzed for VOCs. Soil vapor analytical results reported concentrations of PCE, TCE, benzene, ethylbenzene, and 1,2,4-trichlorobenzene above their respective RSLs for commercial soil vapor.

Due to the soil gas sample results, as identified in the Phase I ESA, a site-specific soil vapor intrusion to indoor air human health risk evaluation (HHRE) was prepared for commercial receptors in the proposed future warehouse buildings. The HHRE concluded that, on a location-by-location basis, the RECs identified by the Phase I and II ESAs, including the shallow soil vapor concentrations, would not pose unacceptable risk to future commercial/industrial receptors. All cancer risk was estimated to be below the acceptable EPA and DTSC benchmarks of 1E-06 and the acceptable hazard index of 1.0.

Based on the Phase I and II ESAs completed on-site, all recognized environmental conditions have been addressed. However, to ensure that no significant impact occur, mitigation measures have been identified. The mitigation requires that a soil management plan be developed to address how unrecognized environmental conditions, should they exist, be addressed during site development activities. With the exception of grading

inspections in the area of borings B-4 and B-8, and possibly post-grading vapor sampling, no further assessment is recommended.

As stated above, development of the proposed project would require further management or remediation under the oversight of applicable agencies and in compliance with local environmental regulations. The project developer/applicant will be required to collect soil and soil vapor data from impacted areas and coordinate with the City of Industry Planning Department to attain "closure," "no further action," or similar determination status from appropriate responsible oversight agencies, such as the Los Angeles County Department of Public Works and the Los Angeles RWQCB. Implementation of mitigation measures would ensure health and safety of the environment and population during construction and operation.

Impact 5.4-3: The proposed project could result in significant adverse impacts to nearby sensitive receptors. [Threshold H-3]

Impact Analysis: The nearest residential uses to the project site are approximately 450 feet to the northwest. Therefore, a health risk assessment was prepared to evaluate whether toxic air emissions associated with the proposed project's operational activities (i.e., diesel truck and off-road equipment emissions) could pose a health risk. If operational emissions from the warehouse facilities do not pose a risk to the nearest residents, there also would be no risk to sensitive receptors at greater distances. The HRA evaluated both carcinogenic and non-carcinogenic health risks based on the latest methodology of the Office of Environmental Health Hazard Assessment and on SCAQMD recommendations. Refer to Section 5.1, Air Quality, for additional details regarding the methodology and findings of the HRA.

Health risks associated with exposure to carcinogenic compounds at the project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The SCAQMD has established a maximum incremental cancer risk of 10 in a million (10×10^{-6}) for CEQA projects. As shown in Table 5.4-1, Health Risk Assessment Results, the incremental cancer risk for the proposed project is 28.1 in a million (28.1×10^{-6}), exceeding the significance threshold. Therefore, cancer risk impacts to off-site sensitive receptors are considered potentially significant if not mitigated. However, implementation of Mitigation Measures AQ-2 through AQ-6 related to Impact 5.1-3 in Chapter 5.1, Air Quality, would reduce operational impacts to a less than significant level. Mitigation Measure AQ-2 in particular would require electric-powered or alternative-fuel off-road equipment to be utilized at the warehouse buildings to ensure that the proposed project's operational toxic air contaminant emissions are significantly reduced.

Also shown in Table 5.4-1 are the results of the chronic and acute hazard index totals. To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds a value of 1.0, a health hazard is presumed to exist. The HRA for the proposed project indicates that the chronic and acute hazard indices identified for each toxicological endpoint totaled 0.008 for chronic hazard and 0.003 for acute hazard, not exceeding the threshold value of 1.0. Therefore, noncarcinogenic impacts to off-site sensitive receptors would be less than significant, and no mitigation measures are required.

Table 5.4-1 Health Risk Assessment Results: with and without Mitigation

Sources	Cancer Risk (per million)[1]	Chronic Hazard Index	Acute Hazard Index
Truck Running[2]	0.08	<0.001	<0.001
Truck Idling[3]	0.46	<0.001	<0.001
Off-Road Sources[4] *Off-Road Sources with Mitigation[5]*	27.5 *<0.001*	0.008 *0.001*	0.003 *0.060*
Total – All Sources (without Mitigation)	28.1	0.008	0.003
Significance Threshold	10.0	1.0	1.0
Exceeds Threshold?	Yes	No	No
Total – All Sources (with Mitigation)	0.54	0.002	0.060
Significance Threshold	10.0	1.0	1.0
Exceeds Threshold? (with Mitigation)	No	No	No

Sources: Lakes AERMOD View 9.1.0, 2015; CARB 2015

1 Residential cancer risks were determined using the high-end residency exposure duration of 30 years (OEHHA 2015). For informational purposes, the maximum 70-year lifetime and 9-year average residency time cancer risks were calculated and are provided in Appendix D.

2 Truck running is based on EMFAC2014 running emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT).

3 Truck idling is based on EMFAC2014 idle emission rates for medium-duty vehicles (MDV), light-heavy-duty trucks 1 (LHDT1), light-heavy-duty trucks 2 (LHDT2), medium-heavy-duty trucks (MHDT), and heavy-heavy-duty trucks (HHDT), and assumes 15 minutes of idling per truck.

4 Assumes 11 diesel-powered forklifts at the warehouse buildings operating for 4 hours per each shift and a total of 3 work-shifts per day and 1 propane-powered forklift at the warehouse operating for 8.5 hours per day.

5 Incorporates Mitigation Measure AQ-2, which requires electric-powered or alternative-fuel off-road equipment to be utilized at the warehouse buildings.

Impact 5.4-4: The project site includes historical hazardous materials uses that require further evaluation and/or removal. [Threshold H-4]

Impact Analysis: Although the project site is currently vacant and does not contain any above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue. Past manufacturing uses on-site involved various hazardous materials, including removed USTs, that have the potential to create a significant hazard to the public or the environment. While no definite environmental concerns have been reported, several issues have been identified that require additional testing and investigation.

942 S. Azusa Avenue

- **One Historical Waste Oil UST:** A 500-gallon waste oil UST was removed in 1988. The final samples collected after the removal and overexcavation of the waste oil UST reported 5.47 parts per million (ppm) of TPH. Although the detected TPH level was considered below significance threshold level, the Los Angeles County Department of Public Works never granted a closure. Additionally, no data was included for the VOCs, and no soil vapor samples were collected at the time of UST removal.

- **Two Historical Diesel USTs:** Two 7,500-gallon diesel USTs were removed along with three groundwater monitoring wells in 1996 following a quarterly groundwater report that confirmed contaminant levels were below state maximum contaminant levels. These USTs were granted closure by the County Department of Public Works and the Los Angeles RWQCB. However, no soil vapor samples were collected when the tanks were removed, and a portion of the overexcavation of the tank pits was not completed because it would have impacted the structural integrity of a nearby building.

17300 Chestnut Street

- **Historical Hazardous Storage Areas:** There are two historic hazardous storage areas at the project site. Collection of soil and soil vapor data is necessary for VOC assessment.

- **Historical Clarifier:** There is a clarifier at the project site with no information regarding the removal. Collection of soil and soil vapor data is necessary for VOC assessment.

- **Historical Spray Booths:** Several spray booths were historically located on the project site. Soil vapor extraction systems were installed in 1995 to combat VOCs coming from the project site, one of which was in the vicinity of one of the booths. However, the Phase I research was unable to find soil vapor data collected after the extraction system was removed. Collection of soil and soil vapor samples in the vicinity of the historical spray booths is necessary for VOC assessment.

- **Historical Machine and Maintenance Shops:** Collection of soil and soil vapor samples in the vicinity of the historical machine and maintenance shops is necessary to analyze for TPH, VOCs, and metals.

- **Surface Staining:** A surface staining was observed near the southeast corner of the project site. Collection of soil and soil vapor samples is necessary to determine if this staining has impacted the subsurface of the project site.

- **NPL Groundwater Plume:** The project site overlays a groundwater plume identified as the San Gabriel Valley (Area 4), which is located at Stimson Avenue and Old Valley Boulevard in La Puente. EDR has mapped the extent of the remediation area to include the entire site. This area is cross-referenced in the CERCLIS, US Eng. Controls, ROD, ICIS, and PRP databases. The area is on the final NPL for tetrachloroethylene (PCE) and trichloroethylene (TCE) in groundwater. Although the project site was found not to contribute to this impact and the Los Angeles RWQCB issued closure to this facility for this impact, due to the shallow depth to groundwater, there is a potential that soil vapor off-gassing from groundwater may exist in the subsurface at levels of concern to commercial development. A vapor survey is necessary in accordance with the vapor encroachment analysis required by the ASTM 13 standard.

A non-ASTM issue on the project site includes a monitoring well along the eastern edge of the project site and four monitoring wells in the documents on file with local agencies. The case status of the project site as a potential responsible party should be determined and if allowed, any wells left on the project site should be properly abandoned prior to development.

As stated above, development of the proposed project would require further management or remediation under the oversight of applicable agencies and in compliance with local environmental regulations. The project developer/applicant will be required to collect soil and soil vapor data from impacted areas and coordinate with the City of Industry Planning Department to attain "closure," "no further action," or similar determination status from appropriate responsible oversight agencies, such as the Los Angeles County Department of Public Works and the Los Angeles RWQCB. Implementation of mitigation measures would ensure health and safety of the environment and population during project construction and operation.

5.4.5 Cumulative Impacts

The assessment of potential cumulative impacts with regard to hazards and hazardous materials refers to the potential for on- and off-site hazardous materials to have a cumulative effect on the health and well-being of project occupants. The hazardous materials study area considered for cumulative impacts consists of the project site and the areas affected by other off-site projects where activities could directly or indirectly affect the presence or dispersion of hazardous materials onto the project site. This section of the DEIR has described all such issues relative to the project site, including potential impacts from the past hazardous materials uses and removed USTs, and operational emissions impacts to nearby sensitive receptors. All other development projects are subject to the same regulations concerning hazards and hazardous materials as the proposed project. Implementation of the proposed project would initiate cleanup of the project site from past hazardous materials use prior to construction, and the operation of the proposed project would not result in a significant hazardous emissions impact individually, as concluded by the HRA, and therefore would not have a cumulative impact. Therefore, the project's contribution to cumulative impacts related to hazards and hazardous materials would be less than cumulatively considerable.

5.4.6 Existing Regulations and Standard Conditions

- Hazardous Materials Release Notification
- Health and Safety Code Sections 25270.7, 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673 (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- California Labor Code Section 6409.1(b)10
- Hazardous Materials Disclosure Programs
- Hazardous Materials Business Plans
- California Accidental Release Prevention Program
- South Coast Air Quality Management District Rule 1403
- California Code of Regulations Title 22, Division 4.5: Environmental Health Standards for the Management of Hazardous Waste: Hazardous waste must be handled, stored, transported, treated, and disposed according to mandated laws and regulations found in these code sections. They provide an effective process for hazardous waste management planning at the local level to ensure adequate handling, storing, transporting, treating, and disposing of hazardous materials.
- California Fire Code
- Los Angeles County Fire Code

5.4.7 Level of Significance Before Mitigation

Without mitigation, the following impact would **be** potentially significant**:**

Impact 5.4-2 The proposed project could 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.

Impact 5.4-3 The proposed project could result in significant adverse impacts to nearby sensitive receptors.

Impact 5.4-4 The project site includes historical hazardous materials uses that require further evaluation and/or removal.

5.4.8 Mitigation Measures

Impact 5.4-3

Mitigation Measures AQ-2 through AQ-6 applied for Impact 5.1-3 in Section 5.1, Air Quality, would be applicable.

AQ-2 Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.

AQ-3 The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

1. The parking lot shall be marked in compliance with the CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2.

2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

AQ-4 Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.

AQ-5 Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

AQ-6 Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

Impacts 5.4-2 and 5.4-4

HAZ-1 Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples to be analyzed for volatile organic compounds (VOCs) in the areas of the removed oil waste underground storage tank (UST) at 942 S. Azusa Avenue as identified in the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significance threshold shall be submitted to the Los Angeles County Department of Public Works to obtain regulatory closure for the UST.

HAZ-2 Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples and tests as identified by the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014, and listed below. If any of the detected sample data results exceed the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to the Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board.

- In the areas of the removed two diesel underground storage tanks (USTs) at 942 S. Azusa Avenue for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs).
- In the areas of the two historic hazardous storage areas, a clarifier, and several historical spray booths at 17300 Chestnut Street for VOCs.
- In the areas of historical machine and maintenance shops at 17300 Chestnut Street for TPH, VOCs, and metals.
- From the surface staining area at the southeast corner of the project site to determine whether this staining has impacted the subsurface of the project site.

HAZ-3 The project developer/applicant shall conduct a vapor survey in accordance with the vapor encroachment analysis required by ASTM 13 standards in the San Gabriel Valley (Area 4) National Priority List groundwater plume area to determine if impacts from tetrachloroethylene (PCE) and trichloroethylene (TCE) exist on the project site. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws.

5.4.9 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts of hazards and hazardous emissions and materials to less than significant. No significant unavoidable adverse impacts relating to hazards have been identified.

5.4.10 References

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5.5 NOISE

This section evaluates the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; identifies noise levels for existing conditions; and evaluates the potential noise and vibration impacts associated with buildout of the proposed project. The noise modeling data is included in Appendix G of this Draft EIR.

5.5.1 Environmental Setting

Noise Descriptors

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as noisiness or loudness.

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy averaged over the measurement period.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM.

Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate the human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 dBA (the threshold of detection) to 140 dBA (the threshold of pain).

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 5.5-1, Change in Apparent Loudness, presents the subjective effect of changes in sound pressure levels.

Table 5.5-1 Change in Apparent Loudness

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 2009

Sound is generated from a source and the decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss or distance attenuation.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. For example, L_{50} is the noise level that is exceeded 50 percent of the time: half the time the noise exceeds this level and half the time it is less than this level. This is also the level that is exceeded 30 minutes in an hour. Similarly, the L_{02}, L_{08}, and L_{25} values are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with community noise measurements. The L_{eq} metric is a single-number noise descriptor of the energy-average sound level over a given period of time. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values are the minimum and maximum root-mean-square (RMS) noise levels obtained over the stated measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and nighttime hours, state law requires that for planning purposes and to account for this increased receptiveness of noise, an artificial decibel increment is to be added to quiet-time noise levels to calculate the 24-hour CNEL noise metric.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 5.5-2, Typical Noise Levels, shows typical noise levels from familiar sources.

Table 5.5-2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009

Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

The three main types of waves associated with groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- **Surface or Rayleigh waves** travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation.

- **Compression or P-waves** are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- **Shear or S-waves** are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or RMS velocity. PPV is the maximum instantaneous peak of the vibration signal, while RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this analysis, all PPV and RMS velocity levels are in inches per second and all vibration levels are in dB relative to one microinch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are therefore usually confined to short distances (500 to 600 feet or less) from the source (FTA 2006).

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

5.5.1.1 REGULATORY FRAMEWORK

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the State of California and the County of Los Angeles have established standards and ordinances to control noise. The following paragraphs discuss the noise standards applicable to the project.

State of California Noise Requirements

The State regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise insulation standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to limit the exposure of the community to excessive noise levels.

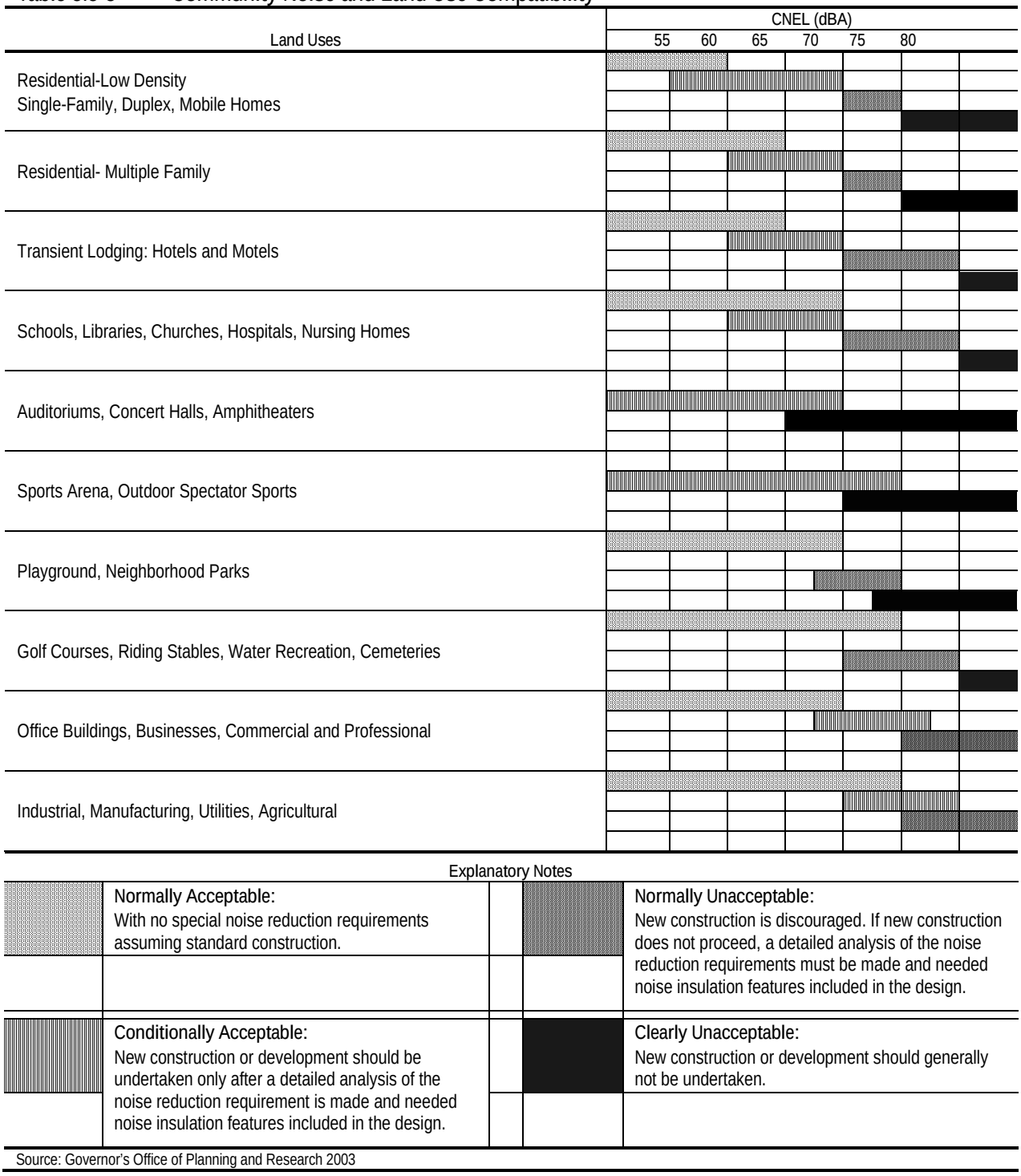
The State Noise Compatibility Guidelines, presented in Table 5.5-3, Community Noise and Land Use Compatibility, are designed to ensure that proposed land uses are compatible with the predicted future noise environment. At different exterior noise levels, individual land uses are identified as "clearly acceptable," "normally acceptable," "normally unacceptable," or "clearly unacceptable." A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts. Under CEQA, a project has a significant impact if the project exposes people to noise levels in excess of thresholds, which can include standards established in the local general plan or noise ordinance.

State of California Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in the state for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Table 5.5-3 Community Noise and Land Use Compatibility



Source: Governor's Office of Planning and Research 2003

Local Noise and Vibration Standards and Requirements

The project site is in the City of Industry near the city's northern boundary abutting La Puente and unincorporated Los Angeles County. The city boundary with La Puente is along Valley Boulevard to the north

of the site, and the boundaries for the neighborhoods of Hacienda Heights and South San Jose Hills are along State Route (SR) 60 to the south and east La Puente to the north, respectively. The City of Industry and La Puente are in Los Angeles County. The pertinent county and city regulations regarding noise and vibration are discussed below.

City of Industry

Safety Element

The City of Industry includes Noise and Land Use Compatibility in the Safety Element of its General Plan (2014). The noise section discusses existing noise sources and noise assessment and modeling strategies. The stated goal is "an environment where noise does not adversely affect sensitive land uses," which is supported by Policies S6-1 through S6-3. The City has adopted the State Noise Compatibility Guidelines, depicted as Table 4 in the Safety Element and shown in Table 5.5-3 in this DEIR, to guide development and compatible land uses.

Industry Noise Standards

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the City of Industry addresses public nuisances under Chapter 1.30, Public Nuisance, of the City's Municipal Code. The City has not adopted long-term noise and vibration criteria for land use compatibility consideration. The City has not adopted environmental noise criteria and therefore uses the County of Los Angeles's Noise Ordinance and Community Noise Guidelines for environmental noise assessments. For the purpose of CEQA analysis for projects in the city, the noise standards in the County's noise ordinance (as presented below) are used as significance thresholds for noise.

Industry Vibration Standards

The City of Industry does not have regulatory standards for construction or operational vibration sources. To evaluate project impacts for CEQA analyses, the City relies on the Los Angeles County Code, Section 12.08.560, to address vibration impacts from the operation of equipment to adjacent uses.

County of Los Angeles

The County of Los Angeles regulates noise through the County Code, Title 12, Chapter 12.08, Noise Control. Pursuant to the County Code, the County restricts noise levels generated at a property from exceeding certain noise levels for extended periods of time.

County Exterior Noise Standards

The County applies the Noise Control Ordinance standards summarized in Table 5.5-4, County of Los Angeles Exterior Noise Standards, to non-transportation fans, blowers, pumps, turbines, saws, engines, and other similar machinery. These standards do not gauge the compatibility of developments in the noise environment, but they do include restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. The County's noise ordinance is designed to protect people from objectionable non-transportation noise sources such as music, construction activity, machinery, pumps, and air conditioners. The noise standards in Table 5.5-4 apply to all property in a designated noise zone unless otherwise indicated.

Table 5.5-4 County of Los Angeles Exterior Noise Standards

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA)[1,2]				
		Standard 1 (L_{50})	Standard 2 (L_{25})	Standard 3 (L_8)	Standard 4 (L_2)	Standard 5 (L_{max})
Noise-Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10 PM to 7 AM	45	50	55	60	65
	7 AM to 10 PM	50	55	60	65	70
Commercial Properties	10 PM to 7 AM	55	60	65	70	75
	7 AM to 10 PM	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles County Code, Section 12.08.390

[1] According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by 5 decibels.

[2] f the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

- Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable L50 noise level shown above; or, if the ambient L50 exceeds the foregoing level, then the ambient L50 becomes the exterior noise level for Standard No. 1.
- Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable L50 noise level shown above plus 5dB; or, if the ambient L25 exceeds the foregoing level, then the ambient L25 becomes the exterior noise level for Standard No. 2.
- Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable L50 noise level shown above plus 10dB; or, if the ambient L8 exceeds the foregoing level, then the ambient L8 becomes exterior noise level for Standard No. 3.
- Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable L50 noise level shown above plus 15dB; or, if the ambient L2 exceeds the foregoing level, then the ambient L2 becomes the exterior noise level for Standard No. 4.
- Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable L50 noise level shown above plus 20dB; or, if the ambient L0 exceeds the foregoing level then the ambient Lmax becomes the exterior noise level for Standard No. 5.

County Construction Noise Standards

The County prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance. The County also sets maximum noise levels not to exceed the following maximum noise levels from mobile equipment (non-scheduled, intermittent, short-term operations for less than 30 days) as summarized in Table 5.5-5, County of Los Angeles Mobile Construction Equipment Noise Limits.

Table 5.5-5 County of Los Angeles Mobile Construction Equipment Noise Limits

	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7 AM to 8 PM	75 dBA	80 dBA	85 dBA
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

Source: County of Los Angeles County Code, Section 12.08.440. For nonscheduled, intermittent, short-term operations for less than 30 days.

Maximum noise levels from stationary equipment (repetitively scheduled and relatively long-term operations of ten days or more) are summarized in Table 5.5-6, County of Los Angeles Stationary Construction Equipment Noise Limits.

Table 5.5-6 County of Los Angeles Stationary Construction Equipment Noise Limits

	Single-Family Residential	Multi-Family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7 AM to 8 PM	60 dBA	65 dBA	70 dBA
Daily, 8 PM to 7 AM and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

Source: County of Los Angeles County Code, Section 12.08.440. For repetitively scheduled and relatively long-term operations of 10 days or more.

Vibration

The County of Los Angeles County Code, Section 12.08.560, Vibration, prohibits the operation of any device that creates vibration that is above 0.01 in/sec at or beyond the property boundary of the source, if on private property, or at 150 feet from the source, if on a public space or public right-of-way. This criterion will be utilized to evaluate vibration-annoyance impacts from industrial uses to nearby sensitive receptors.

City of La Puente

The majority of residential uses that would potentially be impacted by operations of the proposed project are located approximately 1,050 feet from the project site, in La Puente, north of Valley Boulevard. The City of La Puente does not employ quantitative noise level limits as part of its noise code. Rather, the regulations are more in terms of disturbance and noise nuisances, which are discussed in Chapter 4.34 of the City of La Puente Municipal Code. The primary wording for the general noise standard is as follows:

> **4.34.010 Prohibited Noises—General standard:** No person shall make, or cause or suffer, or permit to be made upon any premises owned, occupied or controlled by such person, any loud, raucous, jarring, unusual, unnecessary, excessive or other unreasonable noises, sounds or vibrations which are physically annoying to reasonable persons of ordinary sensitivity or which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to cause or contribute to the unnecessary and unreasonable discomfort to any persons within the neighborhood surrounding the location from which said noises emanate or which unreasonably interfere with the peace and comfort of the residents of the surrounding neighborhood or their guests, or the operators or customers in places of business in the vicinity, or which detrimentally or adversely affect such residences or places of business.

Subsequent sections of this chapter indicate that this general standard is aimed at controlling noise sources such as (private) radios, band rehearsals, engine repair, automobile testing, loading activities, animals, leaf blowers, and loud parties. Since the City of La Puente has no numerical noise level standards, for the purpose of CEQA analysis for projects in the city, the noise standards in the County's noise ordinance (as presented above) will be used herein as significance thresholds for noise.

La Puente Standards

City of La Puente Municipal Code Section 4.34.020(c) restricts the sustained, continuous, or repeated operation or use of any motor or engine or the repair, modification, reconstruction, testing, or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance from being plainly audible at: (1) distance of 50 feet or more from the property line of the property from which the noise, sound, or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less, between the hours 8:00 PM and 7:00 AM.

According to Section 4.34.020(f) of the City of La Puente Municipal Code, construction is prohibited between the hours of 8:00 PM and 7:00 AM on weekdays or at any time on Saturdays (except that interior construction is permissible between the hours of 7:00 AM and 8:00 PM) or at any time on Sundays or city holidays.

Federal Vibration Standards

For the purpose of this analysis and consistent with common industry practice, the standards adopted by the Federal Transit Administration (FTA) to evaluate vibration from construction equipment are utilized. According to the FTA (2006) Noise and Vibration Impact Guidelines, vibrations generated by project-related construction activities exceeding 0.2 peak particle velocity in inches per second would be strong enough to cause vibration-induced architectural damage to typical wood-framed buildings. Residents in nearby structures may experience vibration-induced annoyance when project-related construction activities exceed the FTA's daytime vibration criteria of 78 VdB (vibration decibels).

5.5.1.2 EXISTING NOISE ENVIRONMENT

The project site is in an industrial area and is subject to noise from a myriad of transportation and stationary sources. The project site is vacant land, bounded by Azusa Avenue, Chestnut Street, and industrial properties. Nearby noise sources include surrounding industrial and commercial properties, Azusa Avenue, Valley Boulevard, and rail lines to the north and south.

To facilitate the assessment of future traffic-related noise levels, the existing traffic noise conditions were modeled using the Federal Highway Administration's (FHWA) Traffic Noise Prediction Model. Table 5.5-7, Existing Conditions Traffic Noise Levels, lists the calculated existing noise levels on roadways in the vicinity of the project site at 50 feet from the roadway centerline. The contours represent areas of equal noise level within an equivalent distance from the roadway centerline. The values shown under the 60, 65, and 70 L_{dn} columns represent the distance from the centerline of the roadway to the respective contour value. The contours do not take into account the effect of any noise barriers (such as trees and fences) or topography that may reduce traffic noise levels.

Table 5.5-7 Existing Conditions Traffic Noise Levels

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Azusa Avenue	Gemini St to Salais St	45,600	78.6	188	404	871
Azusa Avenue	Salais St to Hurley St	45,800	78.6	188	406	874
Azusa Avenue	Hurley St to Railroad St	56,585	79.6	217	467	1006
Azusa Avenue	Railroad St to Gale Ave	63,152	80.0	233	502	1082
Azusa Avenue	Gale Ave to SR 60	69,067	84.7	480	1033	2226
Azusa Avenue	SR 60 to Colima Rd	52,700	83.6	401	863	1859
Anaheim & Puente Road	Arenth Ave to Azusa Ave	7,400	60.8	12	26	56
Salais Street	Dora Guzman Ave to Azusa Ave	6,200	60.0	11	23	50
Salais Street	Azusa Ave to Hambledon Ave	5,000	60.8	12	26	57
Hurley Street	Dora Guzman Ave to Azusa Ave	9,400	61.8	14	31	66

Table 5.5-7 Existing Conditions Traffic Noise Levels

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Hurley Street	Azusa Ave to Valley Blvd	10,000	66.2	28	60	130
Valley Boulevard	Ferrero Ln to Hurley St	36,700	78.8	194	418	902
Valley Boulevard	Hurley St to Fullerton Rd	44,400	79.7	221	475	1024
Chestnut Street	Bixby Dr to Anaheim & Puente Rd	6,700	63.7	19	41	88
Chestnut Street	Anaheim & Puente Rd to Virgil Waters Way	2,900	60.0	11	23	50
Hatcher Avenue	Virgil Waters Way to Rowland St	2,700	59.9	11	23	49
Hatcher Ave	Rowland St to Lawson St	3,600	61.1	13	28	59
Railroad Street	Azusa Ave to Curl Ct	16,800	68.5	40	85	183
Railroad Street	Curl Ct to Hatcher Ave	16,400	68.4	39	84	180
Rowland Street	Hatcher Ave to Lawson St	14,700	67.9	36	78	168
Gale Avenue	Bixby Dr to Azusa Ave	32,400	74.0	92	199	429
Gale Avenue	Azusa Ave to Hatcher Ave	26,400	73.1	81	174	374

Source: FHWA (1978) Highway Traffic Noise Prediction Model based on traffic volumes provided by RK Engineering in December 2015. Calculations included in Appendix G.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Commercial and industrial uses—which are the vast majority of uses adjacent to or near the project site—are not considered noise- and/or vibration-sensitive uses. The nearest noise-sensitive uses are single-family residences at the corner of Chestnut Street and Anaheim and Puente Road, approximately 450 feet northwest of the project site. Additionally, there are residential neighborhoods in La Puente to the north (1,100 feet) and Hacienda Heights to the south (2,800 feet). The properties in Industry and La Puente are currently exposed to noise from industrial and commercial uses, vehicle traffic on Valley Boulevard and Azusa Avenue, and rail traffic. The properties in Hacienda Heights are currently exposed to noise from commercial and distant industrial uses and vehicle traffic on SR 60 and Azusa Avenue.

The proposed project would consist of industrial uses and would be subject to City of Industry Safety Element Policies S6-2 and S6-3, which state that noise and vibration impacts must be addressed through enforcement of the noise ordinance, project and environmental review, and compliance with state and federal standards.

5.5.1.3 METHODOLOGY

Traffic Noise Modeling

The traffic noise levels for this project were estimated using the FHWA Highway Traffic Noise Prediction Model (RD-77-108). The FHWA model determines a predicted noise level through a series of adjustments to a reference sound level. These adjustments account for traffic flows, speed, truck mix, varying distances from

the roadway, length of exposed roadway, and noise shielding. Vehicle speeds on each roadway were assumed to be the posted speed limit, and no reduction in speed was assigned due to congested traffic flows. Current roadway characteristics, such as the number of lanes and speed limits, were determined from field observations and according to roadway classifications. Traffic volumes were obtained from the traffic impact analysis prepared for the project (Appendix H).

Project Land Use Compatibility

Land use compatibility is typically addressed in the noise element portion of any given city's general plan so as to help ensure that incompatible land uses are not located near one another. For noise compatibility in particular, the acceptability of proposed future developments is primarily determined by the future noise level anticipated on a site and the type of existing or proposed land use on that site. In the project area, transportation-related noise is the primary concern; therefore, the analysis for land use compatibility addresses traffic noise impacts onto proposed uses. This approach, however, is constrained by recent court case precedents, which are discussed in more detail in the environmental impact discussions in Section 5.5.3 below.

Traffic noise contour boundaries are often utilized by local land use planning and zoning authorities to evaluate sound level exposures on land that is being considered for development and is adjacent to highways; these traffic noise contour boundaries are used in this analysis to assess the traffic noise level impacts to the project. The noise contours do not take into account the effect of any existing noise barriers that may affect ambient noise levels and do not take into account the noise contribution from traffic on other roadways, aircraft noise, or noise associated with transit facilities. Because this analysis is for general-area land use, these calculations also do not account for the localized benefits from future project-related barriers.

5.5.2 Thresholds of Significance

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

N-1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

N-5 For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, exposure of people residing or working the project area to excessive noise levels.

The Initial Study, included as Appendix A of this Draft EIR, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold N-5
- Threshold N-6

These impacts will not be addressed in the following analysis.

5.5.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Construction activities would not result in significant temporary noise increases in the vicinity of the project site. [Threshold N-3]

Impact Analysis: The County of Los Angeles and the City of La Puente recognize that the control of construction noise is difficult at best and provide an exemption for this type of noise when the work is performed within the hours specified by the County of Los Angeles Noise Control Ordinance (i.e., 7:00 AM to 7:00 PM, Monday through Saturday). The County Noise Control Ordinance also lists the maximum acceptable noise levels at off-site receptor locations (i.e., 75 dBA during the above permitted hours of construction activity). Compliance with the noise ordinance is mandatory and as such, does not constitute mitigation under CEQA.

Construction Vehicles

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. However, the number of construction-related vehicle trips would be much lower than a 25 percent increase in total daily vehicle flows along Azusa Avenue. As such, this would result in a noise level increase of much less than 1 dB (in the traffic-focused CNEL noise level metric) and would therefore have a less than significant impact on noise receptors along the truck routes. While individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, these occurrences would be no different than the hundreds of similar truck pass-bys that currently occur along Azusa Avenue. Construction vehicle noise impacts would be less than significant.

Construction Equipment

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each stage of construction involves the use of different kinds of construction equipment and therefore has distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although workplace noise (such as dropping of materials) can also be noticeable. Noise levels from project-related construction activities were calculated from the simultaneous use of all applicable construction equipment at spatially averaged distances (i.e., from the center of the general construction area) to the property line of the nearest residences. The properties near the project site consist of primarily industrial uses, but two residences on Chestnut Street (in the City of Industry) are approximately 950 feet from the center of the construction site. Other residences are north of Valley

Boulevard in La Puente, 1,600 feet from the center of the construction site, and south of SR 60 in unincorporated Los Angeles County, 3,800 feet from the center of the construction site.

Construction Noise at the Nearest Residences

Using project application information provided by the City of Industry, coupled with methodologies employed in the air quality assessment, the expected construction equipment mix was estimated and categorized by construction activity. Project construction is projected to last approximately 12 months, with grading lasting one month. The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 5.5-8, Project-Related Construction Noise Levels.

Table 5.5-8 Project-Related Construction Noise Levels

Construction Activity	Sound Level at Various Distances from Construction Activities (dBA L_{eq})		
	Chestnut St. (950 feet)	La Puente (1,600 feet)	Hacienda Heights (3,800 feet)
Site Prep	59	54	47
Grading	62	57	49
Building Construction	56	52	44
Building Construction + Paving + Architectural Coating	60	55	47

Note: Calculations performed with the FHWA's Roadway Construction Noise Model software.

As shown in the table, combined noise levels for each construction phase would range between 56 and 62 dBA L_{eq} at the residences on Chestnut Street. Therefore, construction noise levels would be below the 75 dBA standard set by the Los Angeles County Code at the nearest receptors. The operation of heavy construction equipment at the site would have the potential to be occasionally heard when the equipment is operating with heavy loads and/or at maximum power. However, these residences are exposed to high ambient noise levels due to nearby traffic, rail, industrial, and commercial sources. Thus, existing noise sources would dominate the noise environment at these locations, and sporadic construction activity noise would not contribute measurably to the soundscape (and may not even be audible for the majority of time). The residences in La Puente and unincorporated Los Angeles County would experience lower construction-generated noise levels than the residences on Chestnut Street. These residential receptors would also be subject to relatively high ambient noise levels due to nearby transportation and stationary sources. Therefore, these receptors outside of the City of Industry would not be expected to experience significant noise levels from project construction activities.

Additionally, construction activities would occur during the least noise-sensitive portions of the day. The Los Angeles County Code (and by extension, the City of Industry) limits noise sources associated with construction, repair, remodeling, or grading of any real property to the hours between 7:00 AM and 7:00 PM on weekdays and Saturdays. With adherence to these allowable hours of construction, and given the dominance of traffic, industrial, and commercial noise sources throughout the area and the short-term nature of project construction, the impact from project-related construction noise levels would be less than significant, and no mitigation measures are required.

Impact 5.5-2 The proposed project would expose sensitive uses to strong levels of groundborne vibration. [Threshold N-2]

Impact Analysis: Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during demolition and grading phases of construction and/or the

operation of large trucks over uneven surfaces during project operations. The City of Industry employs the Los Angeles County Code to set quantitative standards for vibration impacts. County Code Section 12.08.560, Vibration, prohibits operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way. The perception threshold is to be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz (Hz). Since this is a perception-related standard, it will be used for the vibration annoyance assessment. As a supplementary consideration, the FTA standard for structural damage of 0.200 in/sec will be used for the assessment of architectural damage impacts.

Operations Vibration Impacts

The project site would serve as a warehousing facility, with on-site truck and trailer movements (primarily near the loading bays of the proposed buildings). Operation of the warehouse/office buildings would not involve any mechanical equipment that would induce significant groundborne vibration. The proposed project would, however, involve the movements of heavy tractors and trailers.

Vibration from vehicles is dependent on vehicle speed and weight, plus the presence of surface discontinuities. Due to site constraints and road geometry, these truck movements would occur at very low speeds (less than 15 miles per hour). Traffic flows, including heavy trucks traveling on a highway, rarely generate vibration amplitudes high enough to cause structural or cosmetic damage, even with notable potholes or degraded railroad crossings (Caltrans 2004). Because vibration dissipates rapidly with distance and trucks would be traveling at very low speeds over freshly refurbished and smooth surfaces within the project site, vibration effects during project operation at the nearest residences would not be perceptible or result in any undue effects. Thus, vibration impacts during project operations would be less than significant.

Construction Vibration Impacts

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.5-9, Vibration Levels for Construction Equipment, lists vibration levels for construction equipment.

Table 5.5-9 Vibration Levels for Construction Equipment

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS[1] Velocity at 25 Feet (in/sec)
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035

Table 5.5-9 Vibration Levels for Construction Equipment

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS[1] Velocity at 25 Feet (in/sec)
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Residential Daytime/ Residential Nighttime)	78/72	—
FTA Criteria – Human Annoyance (Office)	84	—
FTA Criteria – Structural Damage	—	0.200

Source: FTA 2006
[1] RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch per second.

As shown in Table 5.5-9, vibration generated by certain vibration-intensive construction equipment has the potential to be substantial, since these items have the potential to exceed the FTA criteria for structural damage of 0.200 in/sec and the County criteria of 0.01 in/sec for vibration annoyance. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2006).

The project would construct warehouse/office buildings on a currently vacant lot. The project site is generally level, so relatively little heavy earthwork would be required. Thus, there would be limited use of vibration-inducing construction equipment such as bulldozers, graders, jackhammers, and loaders/backhoes. Construction would primarily employ equipment that would not generate substantial levels of vibration, including forklifts, cranes, and haul trucks. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated. Construction activities would start as early as the winter of 2016 and would take approximately 11 months.

Vibration-Induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec (FTA 2006). Building damage is not normally a factor unless the project requires blasting and/or pile driving (FTA 2006). No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. Small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 feet away.

Table 5.5-10, Construction Vibration Levels at Nearest Buildings, shows the peak particle velocities of some common construction equipment and haul trucks (loaded trucks).

Table 5.5-10 Construction Vibration Levels at Nearest Buildings

Equipment	Peak Particle Velocity in inches per second		
	Industrial South of Bldg. B (20 ft.)	Industrial to East (65 ft.)	Industrial South of Bldg. C (80 ft.)
Vibratory Roller	0.293	0.050	0.037
Large Bulldozer	0.124	0.021	0.016
Loaded Trucks	0.106	0.018	0.013
Jackhammer	0.049	0.008	0.006
Small Bulldozer	0.004	0.001	0.001

Source: FTA 2006
Bold numbers indicate values that exceed FTA architectural damage criteria.

The nearest buildings to the project site are the industrial buildings to the south of the project's Building B, the westernmost of which is approximately 20 feet from the edge of the construction site. The criteria for

architectural damage would be exceeded if a vibratory roller is operated within 30 feet of the building. No other standard construction equipment would have the potential to exceed the damage threshold.

Other nearby industrial buildings are located 65 feet to the east or at least 80 feet to the south of the project site boundary. As shown above in Table 5.5-10, vibration levels from standard construction equipment would not exceed the 0.200 in/sec PPV level for architectural damage at these distances.

With Mitigation Measure N-1, the maximum construction-related vibration level would be below the 0.2 PPV in/sec criteria for vibration-induced architectural damage at all nearby structures, and architectural-damage vibration impacts from construction would be less than significant.

Vibration Annoyance

The threshold for vibration annoyance at vibration-sensitive uses is 0.01 in/sec (at or beyond the property boundary of the source, if on private property, or at 150 feet from the source, if on a public space or public right-of-way). Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Vibration is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building (FTA 2006). The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction. Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels.

Since vibration dissipates quickly with distance and the nearest sensitive receptors, i.e., the residences on Chestnut Street, are 950 feet from the center of the construction zone, vibration levels would be expected to be in the range of approximately 26 to 62 VdB (for small bulldozers on the low end to vibratory rollers on the upper end). These velocity levels would convert to approximately 0.0001 to 0.0053 in/sec RMS velocity, all of which are well below the 0.01 in/sec threshold for vibration-induced annoyance. Additionally, construction would take place during the least sensitive hours of the day when fewer people would be expected to be in the nearest residences. Therefore, construction-related vibration would not exceed annoyance impact thresholds at the nearest sensitive receptors.

The proposed project would result in less than significant operational vibration impact without mitigation and less than significant construction vibration impact with mitigation.

Impact 5.5-3: Buildout of the proposed project would not cause a substantial noise increase related to traffic on local roadways. [Thresholds N-1 and N-3]

Impact Analysis: Development of the proposed project would cause increases in traffic along local roadways. Traffic noise levels were estimated using the FHWA Highway Traffic Noise Prediction Model. Traffic volumes for existing and 2017 conditions—without and with the project—were obtained from the traffic impact analysis prepared for the project (Appendix H). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of the project site are included in Appendix G.

A potentially significant impact could occur if the project contribution is 5 dBA or greater and the existing plus project noise levels remain within the General Plan's noise compatibility standards (e.g., 65 dBA CNEL at a

residential, noise-sensitive location); or the project contribution is 3 dBA or greater and the existing plus project noise level meets or exceeds the General Plan's noise compatibility standards.

Table 5.5-11, Existing Conditions Traffic Noise Increase, presents the noise level increases on roadways over existing conditions at 50 feet from the centerline of each roadway segment.

Table 5.5-11 Existing Conditions Traffic Noise Increases

Roadway	Segment	Existing	Existing plus Project	Increase	Potentially Significant?
Azusa Avenue	Gemini St to Salais St	78.6	78.6	0.0	No
Azusa Avenue	Salais St to Hurley St	78.6	78.7	0.1	No
Azusa Avenue	Hurley St to Railroad St	79.6	79.6	0.0	No
Azusa Avenue	Railroad St to Gale Ave	80.0	80.1	0.1	No
Azusa Avenue	Gale Ave to SR 60	84.7	84.8	0.1	No
Azusa Avenue	SR 60 to Colima Rd	83.6	83.6	0.0	No
Anaheim & Puente Road	Arenth Ave to Azusa Ave	60.8	60.8	0.0	No
Salais Street	Dora Guzman Ave to Azusa Ave	60.0	60.1	0.1	No
Salais Street	Azusa Ave to Hambledon Ave	60.8	60.9	0.1	No
Hurley Street	Dora Guzman Ave to Azusa Ave	61.8	61.9	0.1	No
Hurley Street	Azusa Ave to Valley Blvd	66.2	66.5	0.3	No
Valley Boulevard	Ferrero Ln to Hurley St	78.8	78.9	0.1	No
Valley Boulevard	Hurley St to Fullerton Rd	79.7	79.7	0.0	No
Chestnut Street	Bixby Dr to Anaheim & Puente Rd	63.7	63.7	0.0	No
Chestnut Street	Anaheim & Puente Rd to Virgil Waters Way	60.0	60.3	0.3	No
Hatcher Ave	Virgil Waters Way to Rowland St	59.9	60.0	0.1	No
Hatcher Ave	Rowland St to Lawson St	61.1	61.5	0.4	No
Railroad Street	Azusa Ave to Curl Ct	68.5	68.6	0.1	No
Railroad Street	Curl Ct to Hatcher Ave	68.4	68.4	0.0	No
Rowland Street	Hatcher Ave to Lawson St	67.9	67.9	0.0	No
Gale Avenue	Bixby Dr to Azusa Ave	74.0	74.0	0.0	No
Gale Avenue	Azusa Ave to Hatcher Ave	73.1	73.1	0.0	No

Notes: Traffic noise model calculations included in Appendix G. All noise levels are at 50 feet from each roadway centerline.

Table 5.5-11 shows that project-related traffic noise increases along roadways would be no greater than 0.4 dB along all roadway segments. Therefore, traffic noise increases for existing plus project conditions would be less than significant along all roadway segments in the study area.

Table 5.5-12, 2017 Conditions Traffic Noise Increases, presents the noise level increases on roadways over 2017 conditions at 50 feet from the centerline of each roadway segment. These results account for the growth in transportation demand in the general region and include the increases that would occur due to implementation of the proposed project.

Table 5.5-12 2017 Conditions Traffic Noise Increases

Roadway	Segment	2017 No Project	2017 plus Project	Increase	Potentially Significant?
Azusa Avenue	Gemini St to Salais St	78.7	78.7	0.0	No
Azusa Avenue	Salais St to Hurley St	78.8	78.8	0.0	No
Azusa Avenue	Hurley St to Railroad St	79.8	79.8	0.0	No
Azusa Avenue	Railroad St to Gale Ave	80.2	80.3	0.1	No
Azusa Avenue	Gale Ave to SR 60	84.9	85.0	0.1	No
Azusa Avenue	SR 60 to Colima Rd	83.8	83.9	0.1	No
Anaheim & Puente Road	Arenth Ave to Azusa Ave	60.8	60.8	0.0	No
Salais Street	Dora Guzman Ave to Azusa Ave	60.2	60.3	0.1	No
Salais Street	Azusa Ave to Hambledon Ave	61.0	61.1	0.1	No
Hurley Street	Dora Guzman Ave to Azusa Ave	62.0	62.0	0.0	No
Hurley Street	Azusa Ave to Valley Blvd	66.6	66.8	0.2	No
Valley Boulevard	Ferrero Ln to Hurley St	79.0	79.0	0.0	No
Valley Boulevard	Hurley St to Fullerton Rd	79.8	79.8	0.0	No
Chestnut Street	Bixby Dr to Anaheim Puente Rd	63.7	63.7	0.0	No
Chestnut Street	Anaheim & Puente Rd to Virgil Waters Way	60.2	60.5	0.3	No
Hatcher Ave	Virgil Waters Way to Rowland St	59.9	60.2	0.3	No
Hatcher Ave	Rowland St to Lawson St	61.2	61.6	0.4	No
Railroad Street	Azusa Ave to Curl Ct	68.6	68.8	0.2	No
Railroad Street	Curl Ct to Hatcher Ave	68.5	68.5	0.0	No
Rowland Street	Hatcher Ave to Lawson St	68.1	68.1	0.0	No
Gale Avenue	Bixby Dr to Azusa Ave	74.1	74.1	0.0	No
Gale Avenue	Azusa Ave to Hatcher Ave	73.2	73.2	0.0	No

Notes: All noise levels are at 50 feet from each roadway centerline. Traffic noise model calculations included in Appendix G.

Table 5.5-12 shows that traffic noise increases along roadways would be up to 0.4 dBA CNEL due to implementation of the proposed project. However, no segments would experience noise increases greater than 3 dBA. Therefore, traffic noise increases for 2017 conditions would be less than significant along all roadway segments in the study area.

Impact 5.5-4: Noise-sensitive uses would not be exposed to elevated noise levels from stationary sources. [Thresholds N-1 and N-3]

Impact Analysis: An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards. Community noise standards can be separated into two main categories: (1) those dealing with land use compatibility (i.e., potential impacts of existing and/or future environmental noise sources onto the project site); and (2) those dealing with noise ordinance compliance (i.e., potential impacts of the proposed project onto nearby or adjoining receptors).

On-Site Impacts (Land Use Compatibility Standards)

The noise section of the City of Industry's General Plan Safety Element sets as a goal a community noise equivalent level (CNEL) of up to 75 decibels on the A-weighted scale (dBA) as normally acceptable and up to 80 dBA CNEL as conditionally acceptable for industrial land uses, including the proposed project site. The City sets a standard for both single-family and mobile home dwellings of 50 to 60 dBA CNEL as normally acceptable and 55 to 70 dBA CNEL as conditionally acceptable.

Based on the noise analysis in the City of Industry General Plan Update EIR noise analysis (Industry 2014b), both existing (2014) and future (2035+) noise levels at the project site will generally be between 60 and 75 dBA CNEL. Specifically, proposed Buildings C and D would have environmental noise between 60 and 65 CNEL, while proposed Buildings A, B, and E would experience environmental noise between 63 and 74 CNEL, due to traffic flows and rail pass-bys on adjacent/nearby roadways and railways. These exterior noise levels would fall within the normally acceptable land use compatibility classification for an industrial usage. Therefore, the noise environment for the entire site would conform to the land use compatibility guidelines of the City's Safety Element policies (for exterior environments). However, it is important to note that with the recent California Supreme Court decision regarding the assessment of the environment's impacts onto proposed projects (*California Building Industry Association v. Bay Area Air Quality Management District* [Case No. S213478], issued December 17, 2015), it is generally not the purview of CEQA to evaluate the impact of existing environmental conditions on any given project. For noise, the application of this ruling means that the analysis of traffic, rail, and aircraft noise effects at the project site—regarding land use compatibility issues—is no longer part of CEQA. Therefore, noise effects from nearby roadways and railways relative to the proposed project's land use compatibility are no longer a topic for impact evaluation under CEQA, and no statement of impact significance is germane.

Off-Site Impacts (Noise Ordinance Standards)

The County of Los Angeles Noise Control Ordinance (County Code Section 12.08) establishes that the impact would be significant if project-related stationary noise exceeded any of the following:

- The noise standard of 45 dBA between the hours of 10:00 PM and 7:00 AM and 50 dBA between the hours of 7:00 AM to 10:00 PM for a cumulative period of more than 30 minutes in any hour (i.e., the L_{50} noise level metric)
- The noise standards plus 5 dBA for a cumulative period of more than 15 minutes in any hour (i.e., the L_{25} noise level metric)
- The noise standards plus 10 dBA for a cumulative period of more than 5 minutes in any hour, (i.e., the L_{08} noise level metric)
- The noise standards plus 15 dBA for a cumulative period of more than 1 minute in any hour (i.e., the L_{02} noise level metric)
- The noise standards plus 20 dBA (i.e., the L_0 or L_{max} noise level metric) for any period of time (i.e., 65 dBA at night and 70 dBA during the day).

With respect to projected increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in noise levels generally refer to a change of 3 dBA or more, since this level has been found to be the threshold

of perceptibility in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dBA. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dBA that are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only audible changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant.

Stationary source impacts include noise generated from on-site mechanical equipment and, for the purposes of this analysis, trucking operations while within the confines of the project property. These sources have the potential to create noise impacts in the adjoining community.

Project Mechanical Equipment

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the warehouse structure would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise—all in accordance with City of Industry noise emissions requirements—to ensure that such equipment does not exceed allowable noise limits. Thus, through compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant.

Passing Trucks

Trucks accessing the project site would leave Azusa Avenue at a reduced speed and would travel away from the closest sensitive receptors (i.e., the residences on Chestnut Street). Because the speed of these on-site trucks would be reduced (in comparison to their flow rate on Azusa Avenue) and the trucks would be increasing the distance from the receptors, on-site truck pass-by noise would be well below the levels these residents currently experience from traffic flows on Azusa Avenue. Thus, noise levels from project-generated passing trucks would be less than significant.

Loading Bay Operations

On-site truck operations would be considered a stationary noise source subject to the County's noise regulation limitations (see Table 5.5-4). The end-user of the proposed project is currently unknown. Operations could potentially be conducted 24 hours a day or solely during daytime business hours (here assumed to be 7:00 AM to 6:00 PM). Both scenarios will be evaluated in this analysis.

Noise measurements at a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales, Macy's truck transfer yard) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA L_{eq} at a distance of 50 feet. The primary noise descriptors in the County ordinances are in terms of several L_n noise level metrics (i.e., L_{50}, L_{25}, L_8, L_2, and L_0), not the L_{eq} metric. Therefore, for the purposes of this analysis, the following relationships between noise level metrics were used to evaluate compliance with County ordinances:[1]

- $L_{50} \approx L_{eq} - 3$ dB
- $L_{25} \approx L_{eq}$

[1] Noise level relationships established via reference measurements for a proposed trucking operation project in the City of Industry. Data taken on 8/23/12 for Parriott/Macy's Trucking Project (PlaceWorks 2012).

- $L_8 \approx L_{eq} + 3$ dB
- $L_2 \approx L_{eq} + 7$ dB
- $L_0 \approx L_{eq} + 10$ dB

Therefore, the noise levels (as measured at a distance of 50 feet from the activity) shown in Table 5.5-13, Source Noise Levels for Complete Trucking Operations at Reference Distance of 50 Feet, are used in this impact assessment.

Table 5.5-13 Source Noise Levels for Complete Trucking Operations at Reference Distance of 50 Feet

L_{eq}[1]	L_{50}	L_{25}	$L_{8.3}$	$L_{1.6}$	$L_0 = L_{max}$
73 dBA	70 dBA	73 dBA	76 dBA	80 dBA	83 dBA

Source: Caltrans 2009; PlaceWorks 2012 (measurements of truck operations for Parriott/Macy's Truck Yard Project)
Notes: Source noise levels for trucking operations include truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away.
[1] Entry not applicable for the proposed project operations (see text). This information is shown for completeness only.

For purposes of this impact assessment, the proposed project's five warehouse buildings are assumed to accept up to 447 trucks per day combined (RK Engineering 2015). By state law, diesel trucks are prohibited from idling for more than 5 minutes at any one location. Additionally, it is assumed for this assessment that the maneuvering operation for any given truck would take no more than 3 to 5 minutes. Thus, the combination of maneuvering and parking and idling near or in the project's loading bays would take a maximum of 10 minutes.

The 447 trucks per day would be distributed between the five buildings on the project site. For the purposes of this analysis, distances to receptors were measured from the center of the project site in order to represent the average of the distances to all the buildings (see Figure 3-4, Proposed Site Plan). The nearest noise-sensitive receptors (single-family residences on Chestnut Street) are approximately 950 feet from the center of the project site. These residences would experience 26 dB of sound reduction due to distance attenuation, approximately 15 dB of attenuation due to intervening buildings, and approximately 5 dB due to barrier effects provided by the elevated Azusa Avenue.

24-Hour Operations: If truck traffic were to be evenly distributed over 24-hour operations, 18.63 trucks (on average) would be in or around the loading bays on an hourly basis. These 18.63 trucks, with a maximum loading duration of 10 minutes each, would have an effective, averaged period of 186.3 minutes (i.e., 18.63 trucks per hour multiplied by a 10-minute per-truck operations period) or 3.1 simultaneous truck operations. That is, there would be an average of about 3.1 trucks idling or maneuvering around the loading docks during any given daytime hour. The noise level produced by 3.1 trucks operating simultaneously is approximately 5 dB higher (on a time-averaged basis) than the noise level produced by a single truck. Given that the time-averaged duration would be greater than 50 percent of an hour and operations would occur 24 hours a day, all of the percentile noise metrics (i.e., L_{50}, L_{25}, L_8, L_2, and L_0) in the standards would be applicable for both daytime and nighttime.

The calculated noise levels at the receptors and their relationship to the pertinent stationary noise level limits are shown in Table 5.5-14, Compliance Assessment for Truck Maneuvering Activities for 24-Hour Operations. As shown, noise levels from the expected number and duration of trucking activities near or in the loading bays of the proposed project would not exceed the noise level standards in the pertinent sound level metrics during either daytime or nighttime periods and therefore are in compliance. Thus, 24-hour operations would not result in impacts at residences on Chestnut Street and would not violate the City of La Puente Municipal Code, Section 4.34.020(c).

Table 5.5-14 Compliance Assessment for Truck Maneuvering Activities for 24-Hour Operations

Parameter	A-weighted Sound Level by Metric, dBA				
	L_{50}	L_{25}	$L_{8.3}$	$L_{1.6}$	$L_0 = L_{max}$
Calculated Project-Generated Noise Level (dBA)	29	32	35	39	42
Limit: Daytime Residential (dBA)	50	55	60	65	70
Limit: Nighttime Residential (dBA)	45	50	55	60	65
Compliance?	Yes	Yes	Yes	Yes	Yes

Notes: Includes truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away.
Calculations included in Appendix G.

Daytime-Only Operations: If truck traffic were to be evenly distributed throughout a typical 11-hour daytime operations shift (i.e., 7:00 AM to 6:00 PM), 40.64 trucks (on average) would be in or around the loading bay on an hourly basis. Once again, the time-averaged duration would be greater than 50 percent of an hour (i.e., 40.64 trucks per hour times a 10-minute per-truck operations period is 406.4 truck-minutes per hour or 6.8 simultaneous truck operations). That is, there would be an average of approximately 6.8 trucks idling or maneuvering around the loading docks during any given daytime hour. The noise level produced by 6.8 trucks operating simultaneously is approximately 8 dB higher (on a time-averaged basis) than the noise level produced by a single truck. Given this operations scenario, all of the percentile noise metrics (i.e., L_{50}, L_{25}, L_8, L_2, and L_0) in the standards would be applicable. However, because operations would only occur during the daytime period, nighttime noise level restrictions would not be applicable.

The calculated noise levels at the receptors and their relationship to the pertinent stationary noise level limits are shown in Table 5.5-15, Compliance Assessment for Truck Maneuvering Activities for 11-Hour Operations. As shown, noise levels from the expected number and duration of trucking activities near or in the loading bays of the proposed project would not exceed the noise level standards in the pertinent sound level metrics during the daytime period. Thus, 11-hour workday operations would not result in impacts at residences on Chestnut Street and would not violate the City of La Puente Municipal Code, Section 4.34.020(c).

Table 5.5-15 Compliance Assessment for Truck Maneuvering Activities for 11-Hour Operations

Parameter	A-weighted Sound Level by Metric, dBA				
	L_{50}	L_{25}	$L_{8.3}$	$L_{1.6}$	$L_0 = L_{max}$
Calculated Project-Generated Noise Level (dBA)	32	35	38	42	45
Limit: Daytime Residential (dBA)	50	55	60	65	70
Limit: Nighttime Residential (dBA)	Not applicable since daytime-only operations				
Compliance?	Yes	Yes	Yes	Yes	Yes

Notes: Includes truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away.
Calculations included in Appendix G.

Noise from truck maneuvering and loading may also be experienced at the surrounding commercial/industrial properties. However, these properties are not considered noise sensitive and are already exposed to these types and levels of noise. Noise from truck maneuvering and loading would not cause substantial noise increases and would not interfere with the operation of these nearby uses.

In summary, noise levels from trucking activities near or in the loading bays of the proposed project would not exceed the noise level standards for noise-sensitive receptors and would not disrupt operations at the adjacent commercial or industrial properties.

5.5.4 Cumulative Impacts

Cumulative projects in the local area include new development and general growth in the project area. Construction of cumulative projects would increase the noise levels in the area. However, the proposed project would result in less than significant construction noise impacts without mitigation, and the potentially significant vibration-induced architectural damage impact would be limited to within 30 feet of the project site. Therefore, the proposed project would not contribute to cumulative construction impacts. Impact 5.5-3 addressed operational noise impacts in a cumulative context under the project buildout (year 2017) scenario. The analysis indicated that traffic noise increases along roadways would not result in a significant noise impact. Therefore, the proposed project would not result in cumulative construction or operational noise impacts.

5.5.5 Existing Regulations and Standard Conditions

County of Los Angeles County Code

- Title 12, Chapter 12.08: Noise Control

City of Industry General Plan Safety Element

- Policies S6-1 through S6-3

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.5-1, 5.5-3, and 5.5-4 would be less than significant.

Without mitigation, the following impacts would be potentially significant**:**

Impact 5.5-2 The proposed project would expose sensitive uses to strong levels of groundborne vibration.

5.5.7 Mitigation Measures

Impact 5.5-2

N-1 During construction, vibratory rollers shall not be operated within 30 feet of off-site buildings.

5.5.8 Level of Significance After Mitigation

Impact 5.5-2

Mitigation Measure N-1 would reduce potential construction-related vibration impacts regarding architectural damage to off-site buildings below the thresholds. No significant and unavoidable impact would remain.

5.5.9 References

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Thalheimer, E. 2000. Construction Noise Control Program and Mitigation Strategy at the Central Artery/Tunnel Project. Institute of Noise Control Engineering.

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5.6 TRANSPORTATION AND TRAFFIC

This section evaluates the potential for implementation of the proposed project to result in transportation and traffic impacts in the City of Industry. The analysis in this section is based in part on the following documents:

- CT Industry Center Traffic Impact Study, City of Industry, California (RK Engineering Group 2015)
- CT Industry Center Supplemental Traffic Impact Study, City of Industry, California (RK Engineering Group 2016)

Complete copies of these documents can be found in Appendix H of this DEIR.

5.6.1 Environmental Setting

Traffic impact studies were prepared for the proposed project with the following objectives: (1) document existing traffic conditions in the vicinity of the site; (2) evaluate existing plus project traffic conditions; (3) evaluate project buildout (year 2017) without and with project traffic conditions; (4) determine on- and off-site improvements and system management actions needed to achieve City of Industry and California Department of Transportation (Caltrans) level of service requirements; and (5) analyze queuing at CMP state highway facilities and project gates.

5.6.1.1 EXISTING ROADWAY NETWORK

The project site is near the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry. Figure 5.6-1, Traffic Study Area, shows the project site location and traffic analysis study area. As shown, project access would be via six driveways from Azusa Avenue, Virgil Waters Way, Chestnut Street, and Railroad Street. The project site driveways are shown in the site plan (see Figure 5.6-2, Proposed On-Site Circulation System). Figure 5.6-3, Existing Traffic Controls and Intersection Geometrics, shows the number of through-traffic lanes for existing roadways and the existing intersection controls. The traffic impact analysis includes impacts to the intersections, freeway segments, and freeway ramps shown in Table 5.6-1, Traffic Study Area Facilities.

Table 5.6-1 Traffic Study Area Facilities

ID	Type of Facility	Location	
		North–South	East–West
1	Intersection	Azusa Avenue	Salais Street
2	Intersection	Azusa Avenue	Hurley Street
3	Intersection	Hurley Street	Valley Boulevard
4	Intersection	Anaheim and Puente Road	Chestnut Street
5	Intersection	Virgil Waters Way	Chestnut Street
6	Intersection	Azusa Avenue	Anaheim and Puente Road
7	Intersection	Azusa Avenue	Railroad Street
8	Intersection	Curl Court	Railroad Street
9	Intersection	Chestnut Street	Railroad Street
10	Intersection	Azusa Avenue	Gale Avenue
11	Freeway Ramp	Azusa Avenue	SR 60 Westbound Ramps
12	Freeway Ramp	Azusa Avenue	SR 60 Eastbound Ramps
13	Freeway Segment	—	SR 60, east of Hacienda Blvd
14	Freeway Segment	—	SR 60, east of Azusa Blvd

According to the City of Industry General Plan Roadway Classification Plan, Azusa Avenue and Valley Boulevard are major highways; East Gale Avenue is a secondary highway; and Salais Street, Hurley Street, Chestnut Street, Anaheim and Puente Road, Railroad Street, and West Gale Avenue are collector streets. Virgil Waters Way and Curl Court are considered local streets.

Public Transit Service

Public transit services in the study area are provided on the following transit routes:

- Foothill Transit: Routes 280, M-194, 281, 285, 497, 495, 493
- Metro Line 194
- Metrolink: Riverside Line
- Amtrak Sunset Limited/Texas Eagle
- Union Pacific Railroad

Bicycling

The City of Industry's General Plan Bicycle and Pedestrian Plan is included as Exhibit E-4 of the traffic impact study (see Appendix H of the DEIR). There are no bicycle or pedestrian paths near the traffic study area.

5.6.1.2 ANALYSIS METHODOLOGY

The methodologies used to assess the operation of the signalized study area intersections are both the Intersection Capacity Utilization (ICU) methodology and the 2000 Highway Capacity Manual (HCM) methodology. Traffix software was used to calculate the ICU and HCM methodology at the study intersections. The ICU methodology was used to analyze the signalized study area intersections under the City's jurisdiction, and HCM was used to analyze the city's unsignalized study area intersections. The HCM methodology is also used to analyze the two signalized freeway ramp intersections, per Caltrans methodology requirements.

ICU Methodology

To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The following identifies the assumptions and terms used under the ICU methodology.

Saturation Flow Rate: Saturation flow value of 1,600 vehicles per lane per hour for all through and turn lanes; saturation flow value of 2,880 vehicles per lane per hour for dual turn lanes.

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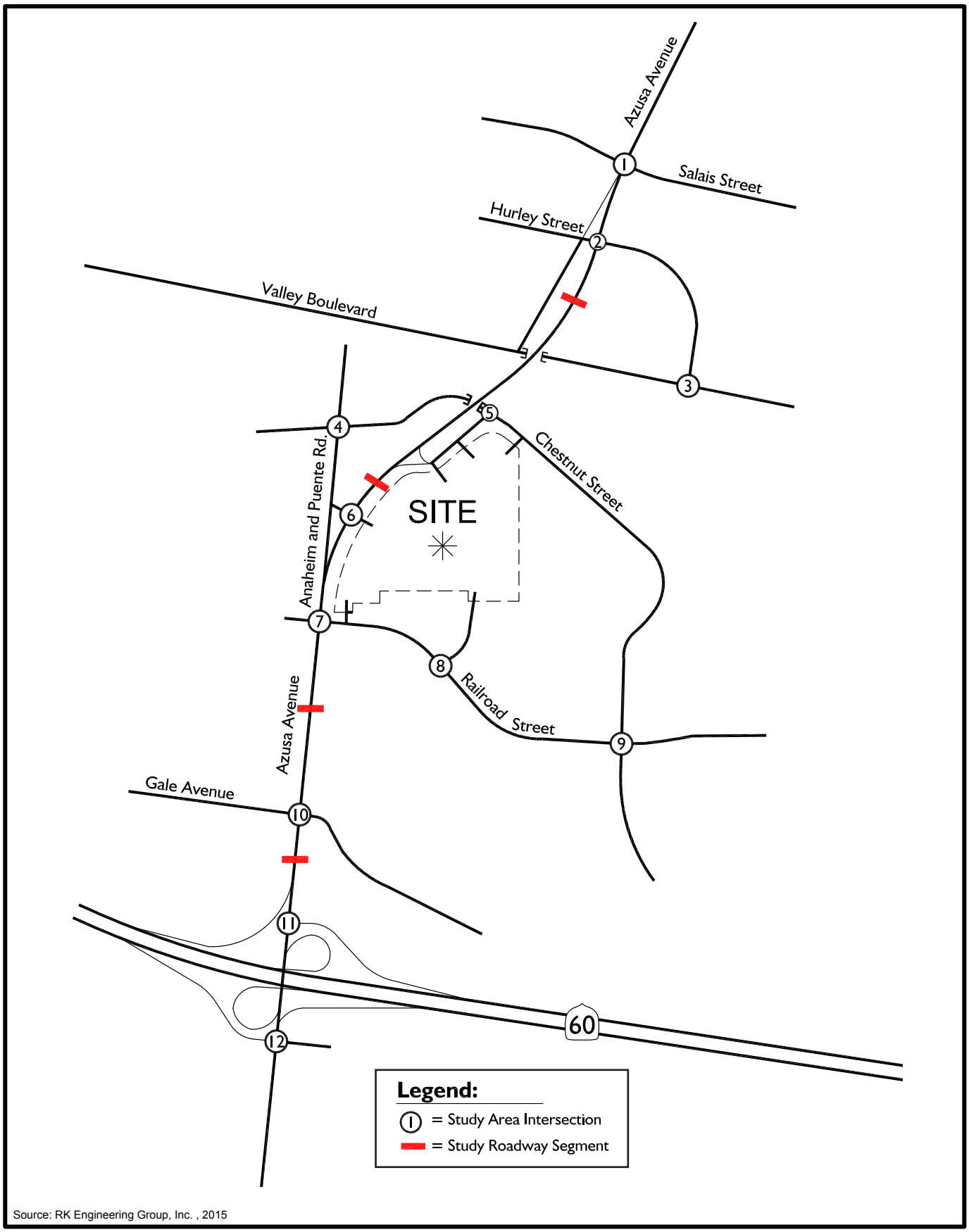

Source: RK Engineering Group, Inc. , 2015

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FIGURE 5.6-1
Traffic Study Area

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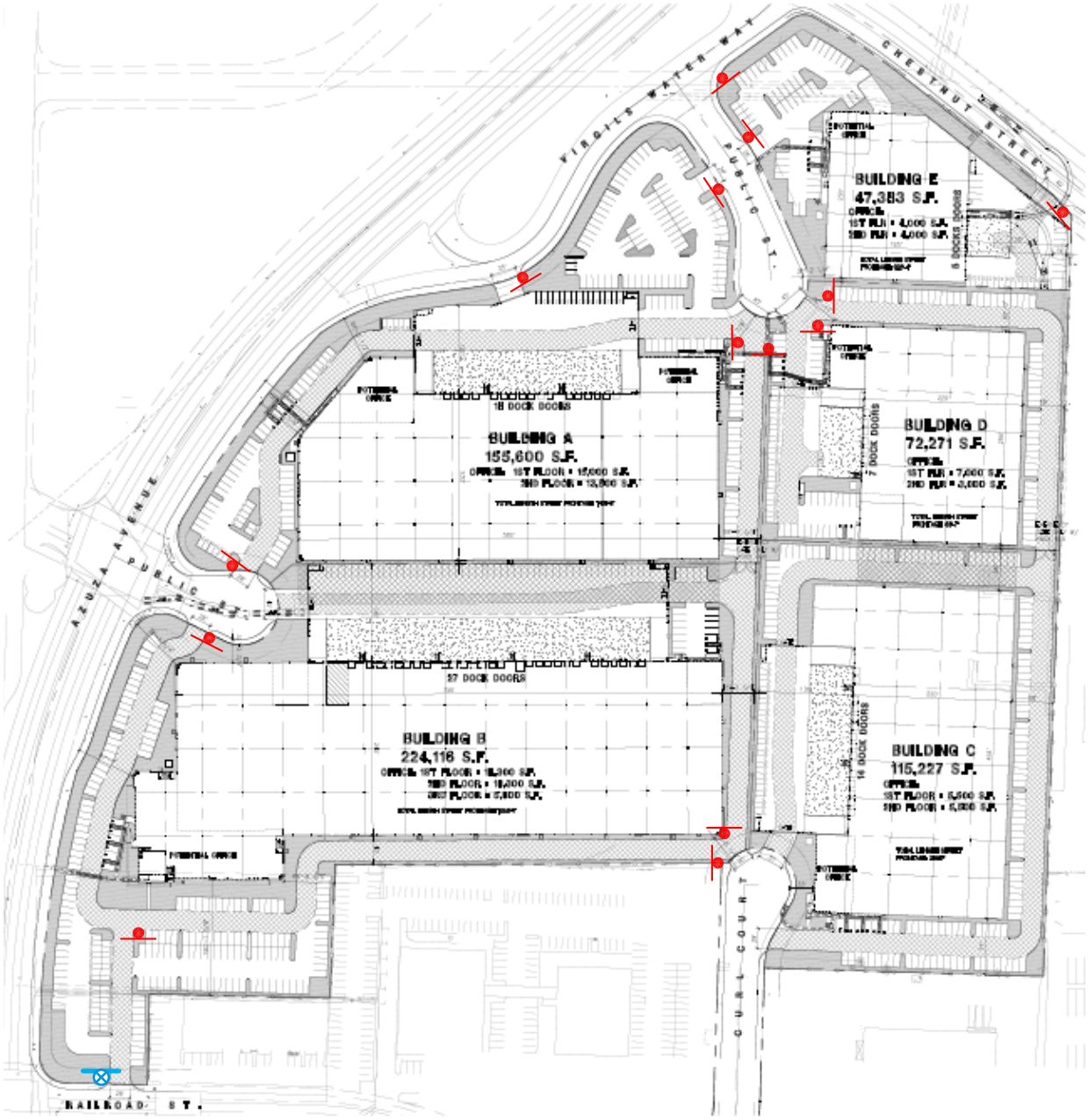

Note:

It is recommended to only have one (1) lane in each direction for the on-site circulation streets.

Legend:

= Install stop sign, stop bar, and stop legend

= Install stop sign, stop bar, stop legend, and right turn only sign

Source: RK Engineering Group, Inc. , 2015

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FIGURE 5.6-2

Proposed Onsite Circulation System

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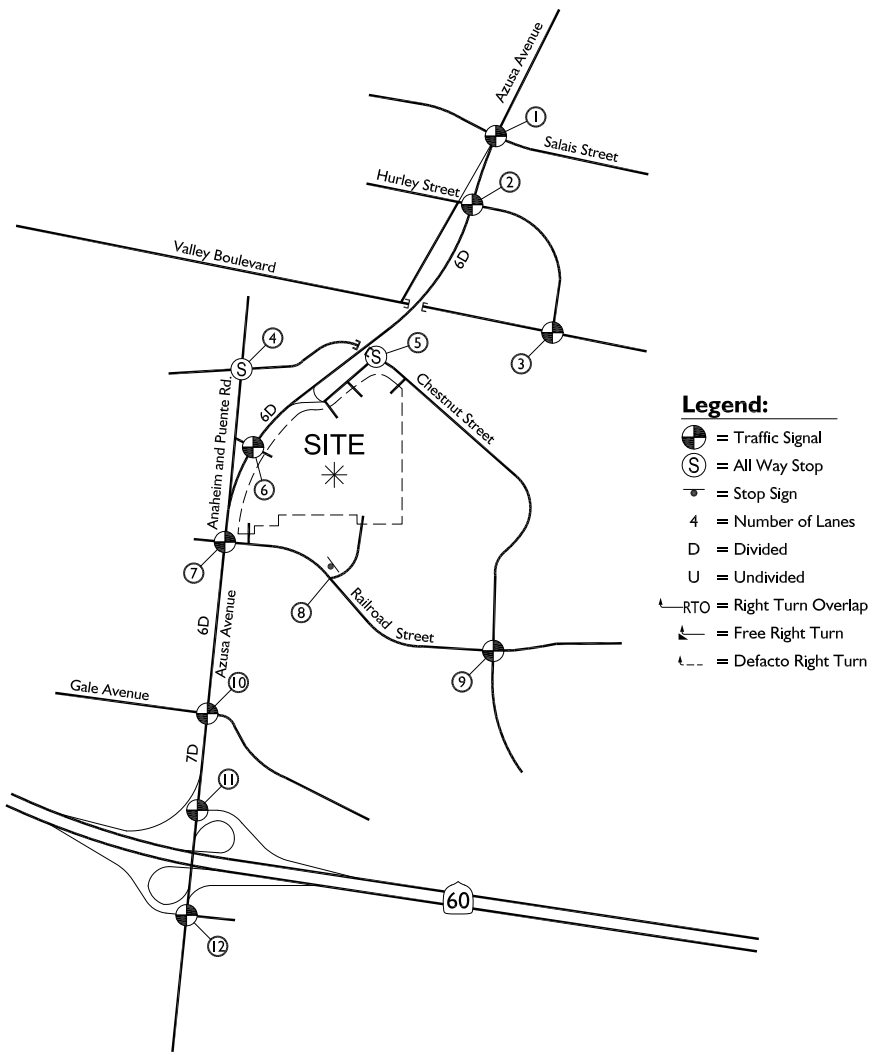
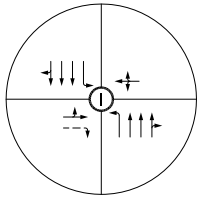
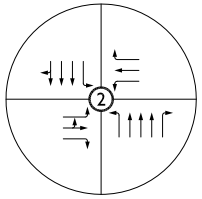
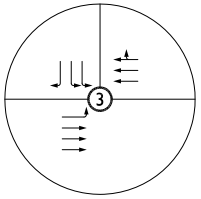




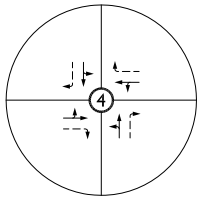
1. Azusa Avenue (NS) & Salais Street (EW)



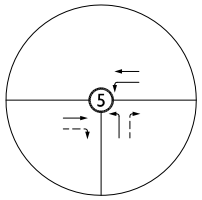
2. Azusa Avenue (NS) & Hurley Street (EW)



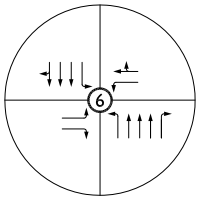
3. Hurley Street (NS) & Valley Boulevard (EW)



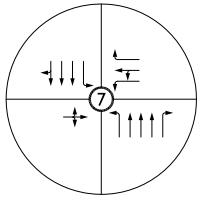
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



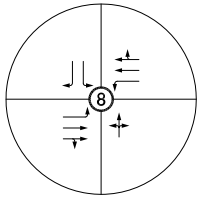
5. Virgil Waters Way (NS) & Chestnut Street (EW)



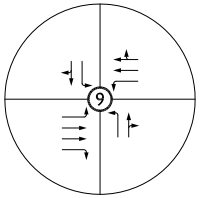
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



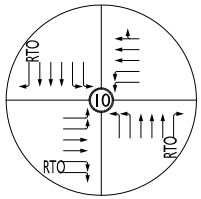
7. Azusa Avenue (NS) & Railroad Street (EW)



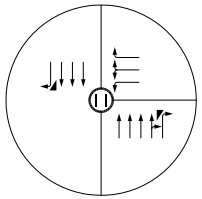
8. Curl Court (NS) & Railroad Street (EW)



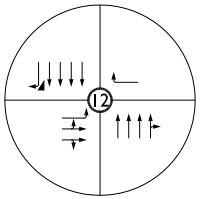
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)



12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Source: RK Engineering Group, Inc., 2015

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FIGURE 5.6-3

Existing Lane Geometry and Intersection Controls

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Clearance Internal and Cycle Time: A clearance interval factor of 10 percent (0.10) is applied to the ICU calculations. The cycle time is 100 seconds.

Level of Service Ranges: Table 5.6-2, ICU Level of Service Ranges, shows the thresholds used in assigning a letter value to the resulting levels of service (LOS).

Table 5.6-2 ICU Level of Service Ranges

LOS	Critical Volume-to-Capacity Ratio
A	0.00–0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	>1.00

Peak Periods: Weekday peak-hour analysis periods are defined as 7:00 to 9:00 AM and 4:00 to 6:00 PM.

Peak Hour: The highest one-hour period in both the AM and PM peak periods, as determined by four consecutive 15-minute count periods, are used in the ICU calculations. Both AM and PM peak hours are studied.

Peak-Hour Data Consistency: Variations in peak-hour volumes can affect LOS calculations because they vary from day to day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays, or weekends. The traffic count worksheets are included in Appendix A of the traffic impact study (Appendix H to this DEIR).

Right Turn Movements: If the distance from the edge of the outside through lane is sufficient and parking is prohibited during the peak period, right-turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during nonconflicting left turn phases (e.g., northbound right turns during westbound left turn phase) as well as nonconflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of volume-to-capacity (V/C) ratios that are greater than the normal through/left turn critical movements.

HCM Methodology

The HCM defines level of service as a qualitative measure of operational conditions within a traffic stream, generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average control delay per vehicle is used to determine the LOS. For intersections with stop control on the minor street only, the calculation of LOS is dependent on gaps in the traffic flow of the main street, and the LOS is determined based on the worst individual movements or movements sharing a single lane. The following identifies the assumptions and terms used under the HCM methodology.

Ideal Flow Rate: Ideal flow value of 1,900 vehicles per lane per hour for all lanes.

Lost Time: A lost time of 4 seconds per phase was utilized.

Level of Service Ranges: Table 5.6-3, HCM Intersection Level of Service and Average Control Delay per Vehicle, shows the thresholds used in assigning a letter value to the resulting LOS.

Table 5.6-3 HCM Intersection Level of Service and Average Control Delay per Vehicle

LOS	Signalized	Unsignalized
A	0.00–10.00	0.00–10.00
B	10.01–20.00	10.01–15.00
C	20.01–35.00	15.01–25.00
D	35.01–55.00	25.01–35.00
E	55.01–80.00	35.01–50.00
F	>80.01	>50.01

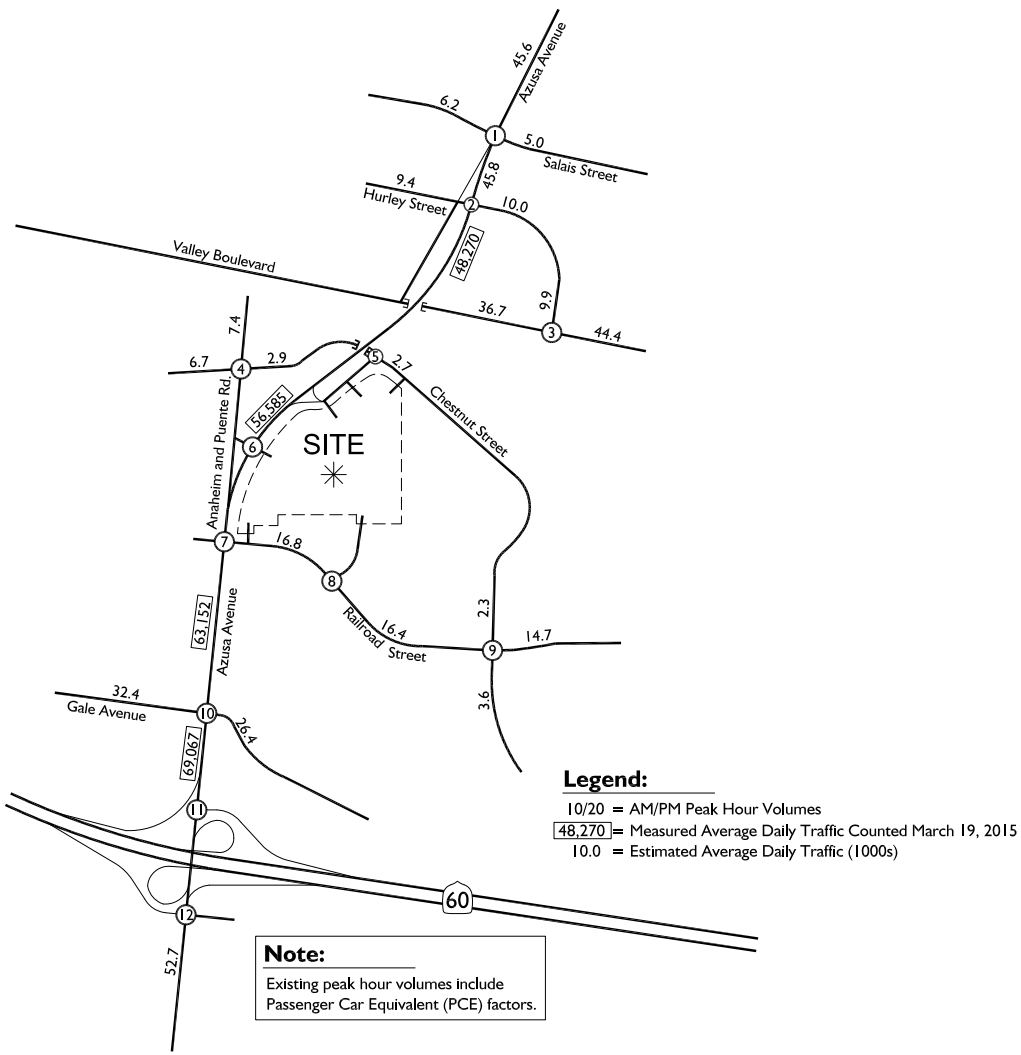
5.6.1.3 EXISTING TRAFFIC CONDITIONS

Existing Traffic Volumes

Existing AM and PM peak-hour traffic volumes for the study area intersections are shown in Figure 5.6-4, Existing Traffic Volumes. Due to the high level of truck traffic in the area, truck axle classification factors were applied to the base existing traffic counts to account for the heavy trucks. Large trucks generally occupy more space on the roadway than a typical passenger vehicle. In order to show the equivalent impacts of the trucks at the study area intersections, an adjustment factor was used to convert truck traffic into passenger car equivalents (PCE). The PCE factors used for this project are based on San Bernardino County Congestion Management Program standard factors and are as follows:

Vehicle Type	PCE Factor	Vehicle Mix
Passenger Car	1.0	0.7957
2 Axle Trucks	1.5	0.0346
3 Axle Trucks	2.0	0.0464
4+ Axle Trucks	3.0	0.1233

1. SANBAG 2005



Legend:

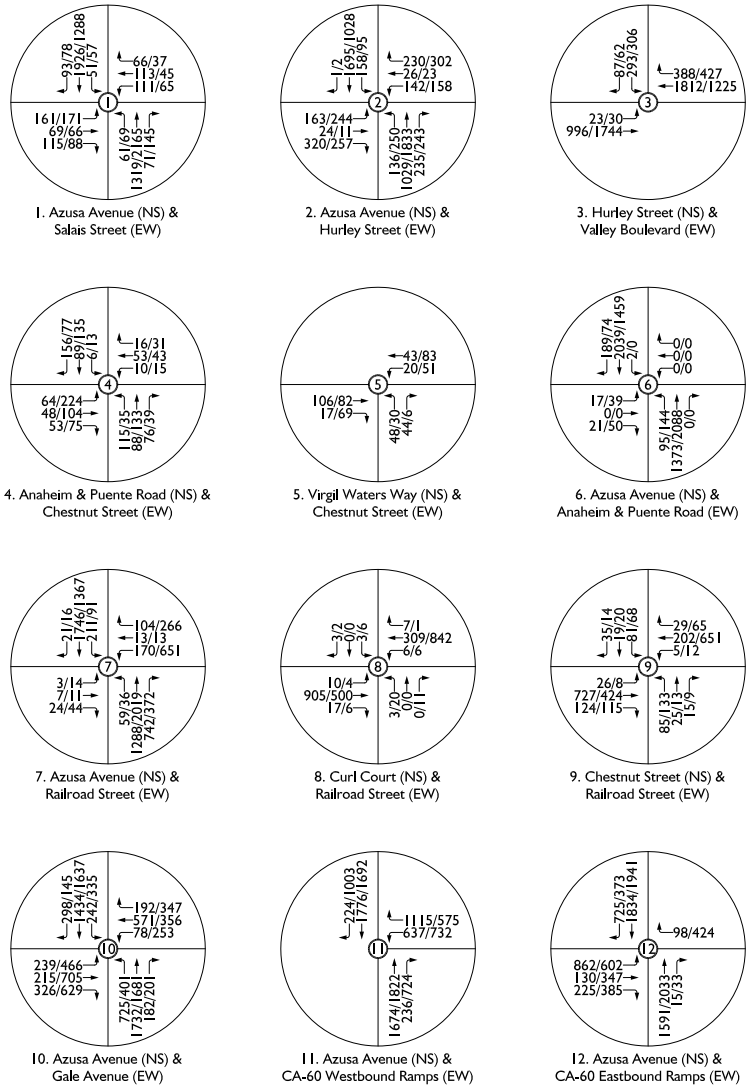
10/20 = AM/PM Peak Hour Volumes

48,270 = Measured Average Daily Traffic Counted March 19, 2015

10.0 = Estimated Average Daily Traffic (1000s)

Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.



1. Azusa Avenue (NS) & Salais Street (EW)
2. Azusa Avenue (NS) & Hurley Street (EW)
3. Hurley Street (NS) & Valley Boulevard (EW)
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)
5. Virgil Waters Way (NS) & Chestnut Street (EW)
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)
7. Azusa Avenue (NS) & Railroad Street (EW)
8. Curl Court (NS) & Railroad Street (EW)
9. Chestnut Street (NS) & Railroad Street (EW)
10. Azusa Avenue (NS) & Gale Avenue (EW)
11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)
12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Source: RK Engineering Group, Inc., 2015

Not To Scale

FIGURE 5.6-4

Existing Traffic Volumes

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A 24-hour two-way average daily traffic (ADT) volume count was conducted at four locations along Azusa Avenue. The ADT count worksheet is provided in Appendix A of the traffic impact study (Appendix H of the DEIR). The non-surveyed ADT volumes on study area roadways were calculated based on the following formula: ADT = 12 x (PM peak-hour traffic volume)

Existing Level of Service

The existing intersection LOS is shown in Table 1 of the traffic impact study (Appendix H of this DEIR). Existing AM and PM peak-hour levels of services for study intersections and freeway ramps and segments are shown in Table 5.6-4, Existing Level of Service.

Table 5.6-4 Existing Level of Service

ID	Facility	LOS	
		AM	PM
Intersections			
1	Azusa Avenue/Salais Street	D	D
2	Azusa Avenue/Hurley Street	D	D
3	Hurley Street/Valley Boulevard	B	A
4	Anaheim and Puente Road/Chestnut Street	A	C
5	Virgil Waters Way/Chestnut Street	A	A
6	Azusa Avenue/Anaheim and Puente Road	B	A
7	Azusa Avenue/Railroad Street	C	D
8	Curl Court/Railroad Street	C	C
9	Chestnut Street/Railroad Street	A	A
10	Azusa Avenue/Gale Avenue	D	E
Freeway Ramps			
11	Azusa Avenue/SR 60 Westbound Ramps	C	C
12	Azusa Avenue/SR 60 Eastbound Ramps	C	B
Freeway Segments			
13	Eastbound SR 60, east of Hacienda Blvd	D	C
13	Westbound SR 60, east of Hacienda Blvd	C	D
14	Eastbound SR 60, east of Azusa Blvd	D	C
14	Westbound SR 60, east of Azusa Blvd	D	D

For existing traffic conditions, all study area intersections currently operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

- Azusa Avenue (NS) and Gale Avenue (EW): AM, 0.859 (LOS D); PM, 0.929 (LOS E)

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation

system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

T-7 Result in inadequate parking capacity. (Optional: This threshold was deleted from the 2010 CEQA Guidelines)

Acceptable Level of Service

The following thresholds of significance are used to determine if project-related traffic would cause an impact at the study area intersections:

- For non-CMP signalized intersections: the ICU value under with-project conditions is 0.901 or greater (LOS E or F) and the ICU increase attributable to the project is 0.020 or greater
- For CMP signalized intersections: the ICU value under with-project conditions is 1.001 or greater (LOS F) and the ICU or V/C increase attributable to the project is 0.020 or greater
- For non-CMP unsignalized intersections: the intersection operates at LOS E or F
- For CMP unsignalized intersections: the intersection operates at LOS F

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3
- Threshold T-4
- Threshold T-5
- Threshold T-6

These impacts will not be addressed in the following analysis.

5.6.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1: Project-related trip generation would impact levels of service for the existing area roadway system. [Threshold T-1]

Impact Analysis: The traffic generation for the project is based on the specific land uses that have been planned for the development. The proposed project would develop a total of 614,597 square feet of building space. This includes 509,697 square feet of warehouse land use and 104,900 square feet of office land use. The office portion of the site would be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation. Project trip generation rates and resulting vehicle trips are shown in Table 5.6-5, Project Trip Generation, which is based on the Institute of Transportation Engineers (ITE) Trip Generation, 9th edition. This project is expected to attract heavy vehicle traffic due to the specific operational characteristics of the site. This would be mainly the hauling of freight by large multi-axle trucks. Therefore, in order to show the equivalent impacts of the large trucks that generally occupy more space on the roadway, the project-related trip generation has been converted to passenger car equivalents. As shown in Table 5.6-5, the proposed project is projected to generate an adjusted PCE total of 2,867 trip-ends per day, with 243 vehicles per hour during the AM peak hour and 259 vehicles per hour during the PM peak hour.

Table 5.6-5 Project Trip Generation

Land Use/Vehicle Mix	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Warehouse – Trip Generation Rates[1]	0.237	0.063	0.300	0.080	0.240	0.320	3.560
PCE Inbound/Outbound Splits[2]	79%	21%	100%	25%	75%	100%	—
Final Passenger Car Equivalent (PCE) Rates[3,4]							
Passenger Cars	0.189	0.050	0.239	0.064	0.191	0.255	2.833
2 Axle Trucks	0.012	0.003	0.016	0.004	0.012	0.017	0.185
3 Axle Trucks	0.022	0.006	0.028	0.007	0.022	0.030	0.330
4+ Axle Trucks	0.088	0.023	0.111	0.030	0.089	0.118	1.317
ITE Project Trip Generation							
614,597 Square Feet	146	39	185	49	148	197	2,188
ITE Trip Generation in PCE							
Passenger Cars	116	31	147	39	117	156	1,741
2 Axle Trucks	8	2	10	3	8	11	114
3 Axle Trucks	14	4	18	5	14	19	203
4+ Axle Trucks	54	14	68	18	55	73	809
Warehouse Trip Generation	192	51	243	65	194	259	2,867

Source: RK Engineering 2015
1 Warehouse Trip Generation Source: ITE Trip Generation, 9th Edition.
2 Inbound/Outbound Splits per ITE Trip Generation.
3 The rates were calculated based on recommended vehicle mix percentage per City of Fontana Truck Trip Generation Study for heavy warehouse uses, August 2003.
4 The rates were calculated based on PCE factor per San Bernardino County Congestion Management Program, 2005 Update.

Trip distribution represents the directional orientation of traffic to and from the project site. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways in the community. Detailed routing assumptions are included in Exhibits F-1 through F-4 of the traffic impact analysis (Appendix H to this DEIR), which show the proposed project's inbound and outbound trip distribution for passenger vehicles and trucks.

Existing Plus Project Traffic Volumes

Existing plus project traffic volumes were determined by combining existing traffic volumes with project traffic volumes. The AM and PM peak-hour intersection turning movement volumes and ADT are shown on Figure 5.6-5, Existing plus Project Traffic Volumes. Intersection levels of service for existing and with project conditions are shown in Table 5.6-6, Intersection Analysis Summary for Existing With and Without Project Conditions. For existing plus project traffic conditions, all study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

- Azusa Avenue (NS) and Gale Avenue (EW): AM, 0.866 (LOS D); PM, 0.950 (LOS E)

As shown in Table 5.6-6, for the signalized Azusa Avenue and Gale Avenue intersection that operates at worse than LOS D, the proposed project would contribute an ICU value of more than 0.020, resulting in a significant impact. However, the following improvements to the Azusa Avenue and Gale Avenue intersection would improve the traffic condition to LOS D.

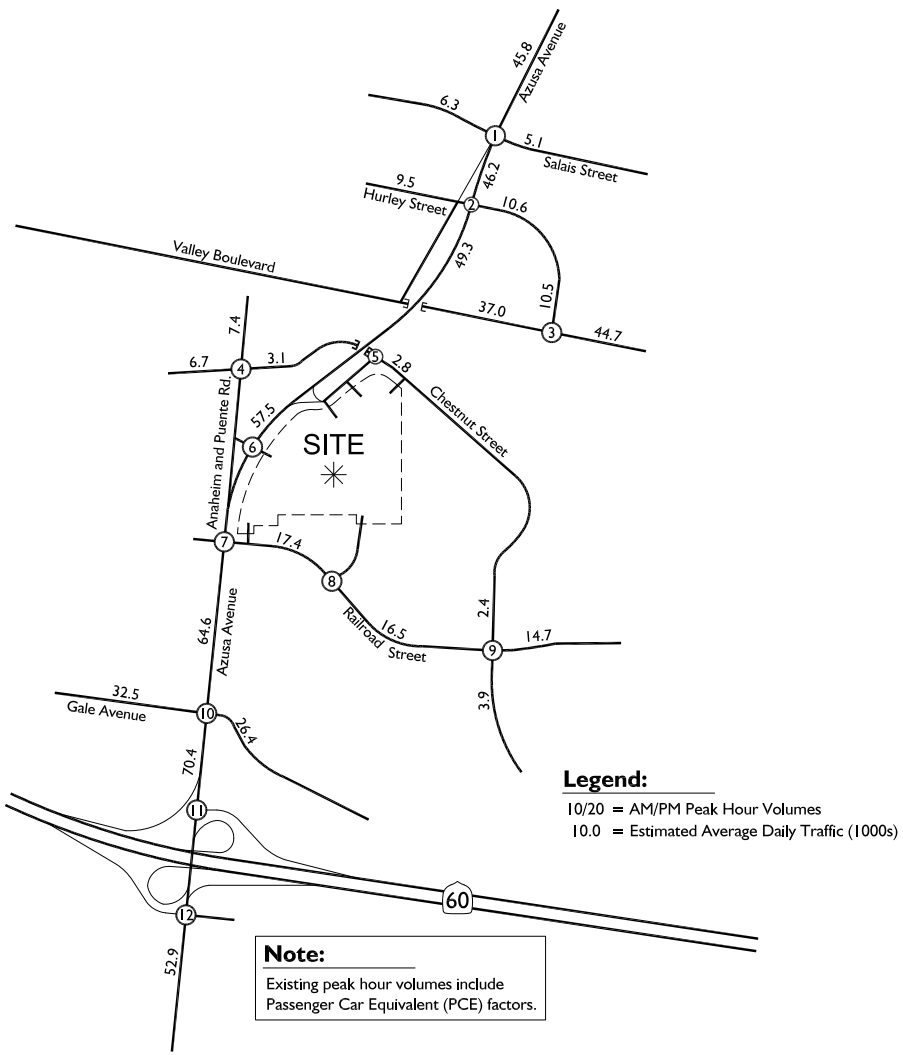
- Convert westbound through lane to a right turn lane
- Install westbound right turn overlap phase

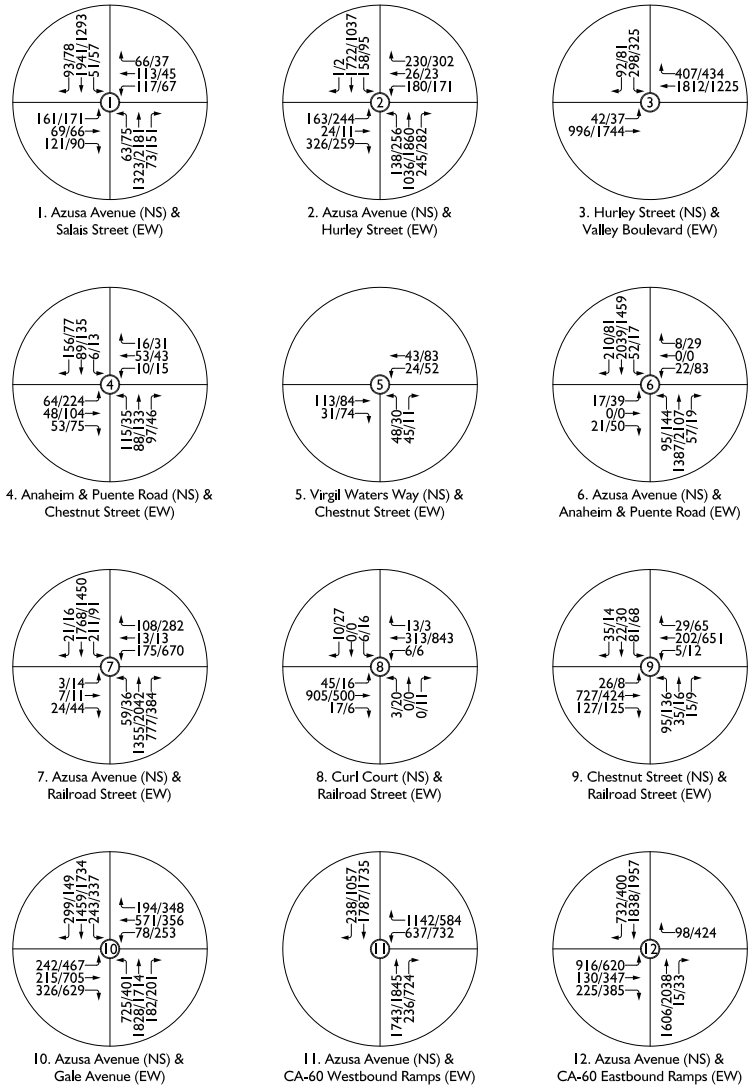
Implementation of the recommended improvements would ensure that the proposed project does not have a significant impact under the existing plus project traffic conditions.

Table 5.6-6 Facility Analysis Summary for Existing Conditions, With and Without Project

ID	Intersection ICU Methodology	Traffic Control	Existing Without Project V/C[1] – LOS		Existing With Project V/C[1] – LOS		V/C Increase	
			AM	PM	AM	PM	AM	PM
1	Azusa Ave/Salais St	TS	0.841 – D	0.816 – D	0.849 – D	0.821 – D	0.008	0.005
2	Azusa Ave/Hurley St	TS	0.882 – D	0.891 – D	0.893 – D	0.898 – D	0.011	0.007
3	Hurley St/Valley Blvd	TS	0.664 – B	0.559 – A	0.682 – B	0.570 – A	0.018	0.011
6	Azusa Ave/Anaheim & Puente Rd	TS	0.634 – B	0.566 – A	0.655 – B	0.633– B	0.021	0.067
7	Azusa Ave/Railroad St	TS	0.782 – C	0.828 – D	0.806 – D	0.839 – D	0.024	0.011
9	Chestnut St/Railroad St	TS	0.434 – A	0.454 – A	0.440 – A	0.456 – A	0.006	0.002
10	Azusa Ave/Gale Ave	TS	0.859 – D	0.929 – E	0.866 – D	0.950 – E	0.007	0.021
	– With Mitigation				*0.885 – D*	*0.886 – D*	*0.026*	*-0.043*
	Intersection HCM Methodology	Traffic Control	Existing Without Project Delay Sec[2] – LOS		Existing With Project Delay Sec[2] – LOS		Delay per Vehicle Change (sec)	
			AM	PM	AM	PM	AM	PM
4	Anaheim & Puente Rd/Chestnut St	AWS	10.0 – A	15.6 – C	10.0 – A	15. 7 – C	0	0.1
5	Virgil Waters Way/Chestnut St	AWS	8.1 – A	8.2 – A	8.1 – A	8.2 – A	0	0
8	Curl Ct/Railroad St	CSS	19.7 – C	21.5 – C	21.8 – C	22.7 – C	2.1	1.2
11	Azusa Ave/SR 60 WB Ramps	TS	26.7 – C	21.9 – C	27.9 – C	22.1 – C	1.2	0.2
12	Azusa Ave/SR 60 EB Ramps	TS	20.5 – C	18.8 – B	21.2 – C	19.0 – B	0.7	0.2
	Freeway Segments	Traffic Control	Existing Without Project V/C[1] – LOS		Existing With Project V/C[1] – LOS		V/C Increase	
			AM	PM	AM	PM	AM	PM
13	EB SR 60, east of Hacienda Blvd	—	0.8 – D	0.8 – C	0.8 – D	0.8 – C	0.007	0.002
13	WB SR 60, east of Hacienda Blvd	—	0.8 – C	0.8 – D	0.8 – C	0.8 – D	0.002	0.006
14	EB SR 60, east of Azusa Blvd	—	0.8 – D	0.7 – C	0.8 – D	0.7 – C	0.01	0.003
14	WB SR 60, east of Azusa Blvd	—	0.8 – D	0.8 – D	0.8 – C	0.8 – D	0.04	0.001

Bold = significant impact
TS = traffic signal; AWS = all-way stop; CSS = cross-street stop; EB = eastbound; SB = southbound
[1] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.
[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.





Source: RK Engineering Group, Inc., 2015

Not To Scale

FIGURE 5.6-5

Existing Plus Project Traffic Volumes

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Project Buildout (2017) Conditions

To assess project buildout (Year 2017) traffic conditions, existing traffic is combined with other planned development in the vicinity of the project site. The planned development list for the project area was provided by the City of Industry. Although the City's list includes six projects, two were not included as cumulative projects because no development applications were in progress at the time of traffic impact analysis and they have not been approved. Exhibit I, Cumulative Development Location Map, of the traffic impact study (Appendix H to this DEIR) shows the locations of the four planned development projects, and Exhibit J, Cumulative Development Traffic Volumes, of the traffic impact study shows cumulative development peak-hour and daily traffic volumes. Considering the project site's close proximity to La Puente and West Covina, a cumulative developments list was requested from those cities, but no approved or planned developments were identified within a 2-mile radius of the project site. The traffic study area is in the West Covina region of the CMP analysis with the expected growth rate of 8.3 percent from 2015 to 2035, equating to less than half a percent per year. Based on this CMP growth rate, a conservative background traffic growth rate of 1 percent per year, for a total of 2 percent growth, was assumed for project buildout (year 2017) conditions.

Project Buildout (2017) Without Project

Intersection levels of service for the existing network with background growth in the year 2017 are shown below, in Table 5.6-7, Future (2017) Level of Service Without Project, and the traffic volumes are shown in Figure 5.6-6, Project Buildout (Year 2017) Without Project Traffic Volumes.

Table 5.6-7 Future (2017) Level of Service Without Project

ID	Facility	LOS	
		AM	PM
Intersections			
1	Azusa Avenue/Salais Street	D	D
2	Azusa Avenue/Hurley Street	E	E
3	Hurley Street/Valley Boulevard	B	A
4	Anaheim and Puente Road/Chestnut Street	B	C
5	Virgil Waters Way/Chestnut Street	A	A
6	Azusa Avenue/ Anaheim and Puente Road	B	A
7	Azusa Avenue/Railroad Street	D	D
8	Curl Court/Railroad Street	C	C
9	Chestnut Street/Railroad Street	A	A
10	Azusa Avenue/Gale Avenue	D	E
Freeway Ramps			
11	Azusa Avenue/SR 60 Westbound Ramps	C	C
12	Azusa Avenue/SR 60 Eastbound Ramps	C	B
Freeway Segments			
13	Eastbound SR 60, east of Hacienda Blvd	D	C
13	Westbound SR 60, east of Hacienda Blvd	C	D
14	Eastbound SR 60, east of Azusa Blvd	D	C
14	Westbound SR 60, east of Azusa Blvd	D	D

For Project Buildout (Year 2017) Without Project traffic conditions, all study area intersections and segments are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

- Azusa Avenue (NS) and Hurley Street (EW): AM, 0.913 (LOS E); PM, 0.914 (LOS E)
- Azusa Avenue (NS) and Gale Avenue (EW): AM, 0.889 (LOS D); PM, 0.959 (LOS E)

Project Buildout (2017) With Project

Intersection levels of service for the existing network with background growth and the proposed project are shown in Table 7 of the traffic impact study (Appendix H to this DEIR) and Figure 5.6-7, Project Buildout (Year 2017) With Project Traffic Volumes. For Project Buildout (Year 2017) With Project traffic conditions, all study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

- Azusa Avenue (NS) and Hurley Street (EW): AM, 0.923 (LOS E); PM, 0.921 (LOS E)
- Azusa Avenue (NS) and Gale Avenue (EW): AM, 0.896 (LOS D); PM, 0.981 (LOS E)

As shown in Table 5.6-6, Intersection Analysis Summary for Buildout (2017) With and Without Project Conditions, although the signalized Azusa Avenue and Hurley Street intersection would operate at worse than LOS D, the proposed project would not contribute an ICU value of more than 0.020; therefore, the proposed project would not result in a significant impact to this intersection. For the signalized Azusa Avenue and Gale Avenue intersection, which operates at worse than LOS D, the proposed project would contribute an ICU value of more than 0.020, resulting in a significant impact. However, with the following improvements, the level of service would improve to LOS D. The recommended improvements are also illustrated in Figure 5.6-8, Recommended Intersection Improvements.

- Convert westbound through lane to a right turn lane (part of the existing plus project condition improvement).
- Install westbound right turn overlap phase (part of the existing plus project condition improvement).
- Restripe southbound approach to provide a shared through-right lane, three through lanes, and two left turn lanes.
- Due to southbound approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase.
- Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.

Implementation of the recommended improvements would ensure that the proposed project does not have a significant impact under buildout plus project traffic conditions.

Table 5.6-8 Facility Analysis for Buildout (2017) With and Without Project Conditions

ID	Intersection (ICU Methodology)	Traffic Control	Buildout Without Project V/C[1] – LOS		Buildout With Project V/C[1] – LOS		V/C Change	
			AM	PM	AM	PM	AM	PM
1	Azusa Ave/Salais St	TS	0.867 – D	0.837 – D	0.875 – D	0.843 – D	0.008	0.006
2	Azusa Ave/Hurley St	TS	0.913 – E	0.914 – E	0.923 – E	0.921 – E	0.01	0.007
3	Hurley St/Valley Blvd	TS	0.694 – B	0.581 – A	0.711 – C	0.594 – A	0.017	0.013
6	Azusa Ave/Anaheim & Puente Rd	TS	0.659 – B	0.586 – A	0.680 – B	0.652 – B	0.021	0.066
7	Azusa Ave/Railroad St	TS	0.808 – D	0.857 – D	0.832 – D	0.868 – D	0.024	0.011
9	Chestnut St/Railroad St	TS	0.446 – A	0.46 7– A	0.453 – A	0.469 – A	0.007	0.002
10	Azusa Ave/Gale Ave	TS	0.889 – D	0.959 – E	0.896 – D	0.981 – E	0.007	0.022
	-With Mitigation				0.882 – D	0.887 – D	-0.007	-0.072
	Intersection (HCM Methodology)	Traffic Control	Buildout Without Project Delay Sec[2] – LOS		Buildout With Project Delay Sec[2] – LOS		Delay Change	
			AM	PM	AM	PM	AM	PM
4	Anaheim & Puente Rd/Chestnut St	AWS	10.1 – B	16.2 – C	10.1 – B	16.2 – C	0	0
5	Virgil Waters Way/Chestnut St	AWS	8.1 – A	8.2 – A	8.2 – A	8.2 – A	0.1	0
8	Curl Ct/Railroad St	CSS	20.5 – C	22.6 – C	22.8 – C	23.9 – C	2.3	1.3
11	Azusa Ave/SR 60 WB Ramps	TS	30.1 – C	22.7– C	31.9 – C	22.9 – C	1.8	0.2
12	Azusa Ave/SR 60 EB Ramps	TS	20.9 – C	19.4 – B	21.7 – C	19.5 – B	0.8	0.1
	Freeway Segments	Traffic Control	Buildout Without Project V/C[1] – LOS		Buildout With Project V/C[1] – LOS		V/C Change	
			AM	PM	AM	PM	AM	PM
13	EB SR 60, east of Hacienda Blvd	—	0.8 – D	0.8 – C	0.8 – D	0.8 – C	0.007	0.002
13	WB SR 60, east of Hacienda Blvd	—	0.8 – C	0.8 – C	0.8 – C	0.8 – D	0.001	0.007
14	EB SR 60, east of Azusa Blvd	—	0.8 – D	0.7 – C	0.8 – D	0.7 – C	0.001	0.003
14	WB SR 60, east of Azusa Blvd	—	0.8 – D	0.8 – D	0.8 – D	0.8 – D	0.003	0.001

Bold = significant impact

TS = traffic signal; AWS = all-way stop; CSS = cross-street stop; EB = eastbound; WB = westbound

[1] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

[2] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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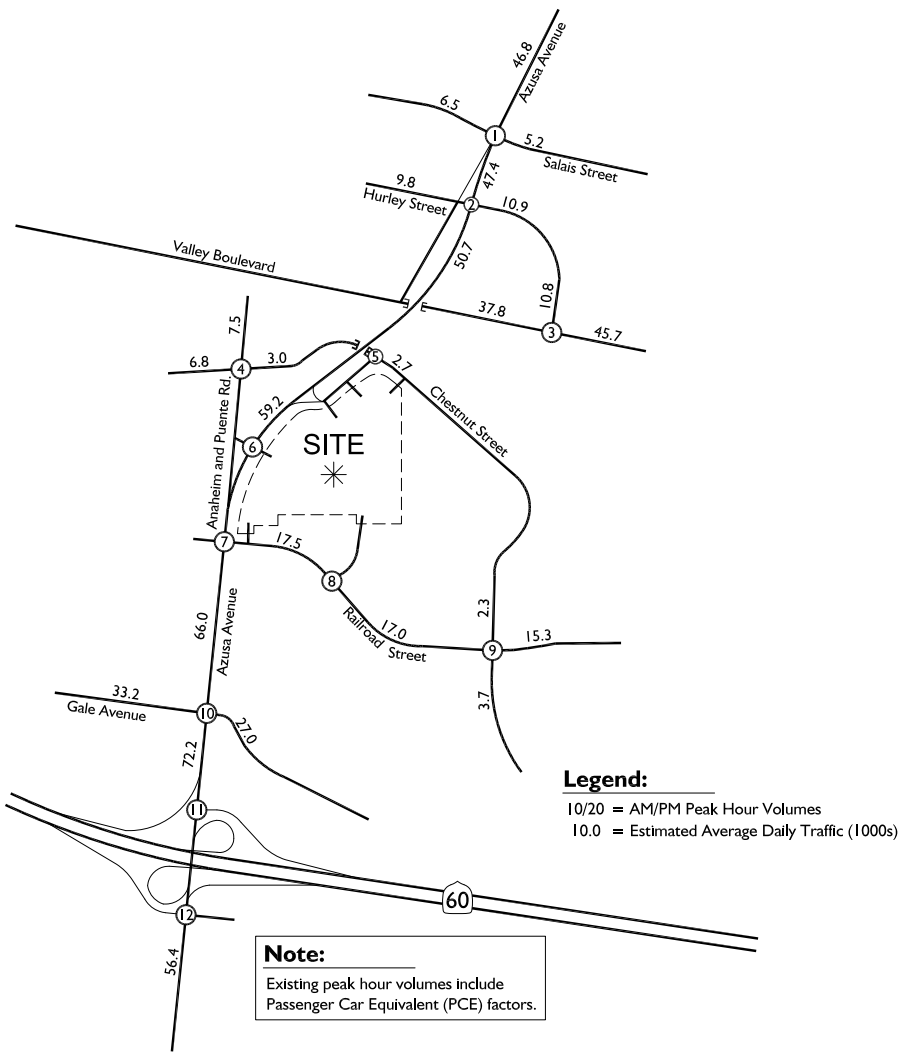

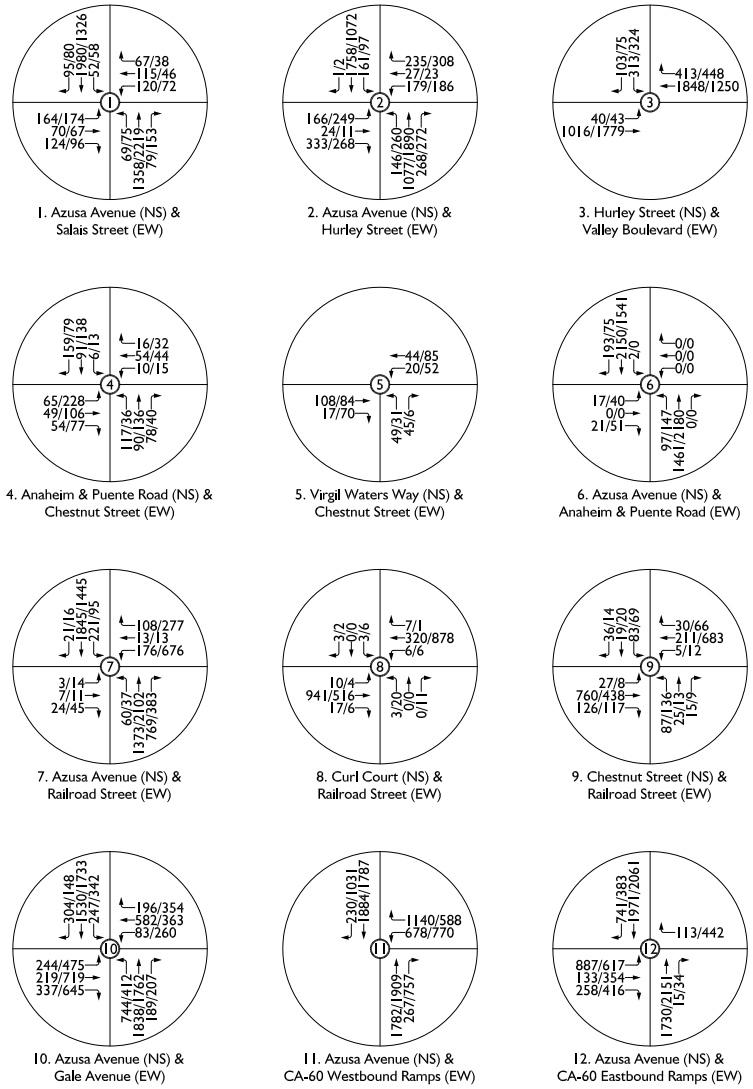

Source: RK Engineering Group, Inc., 2015

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FIGURE 5.6-6

Project Buildout (Year 2017) Without Project Traffic Volumes

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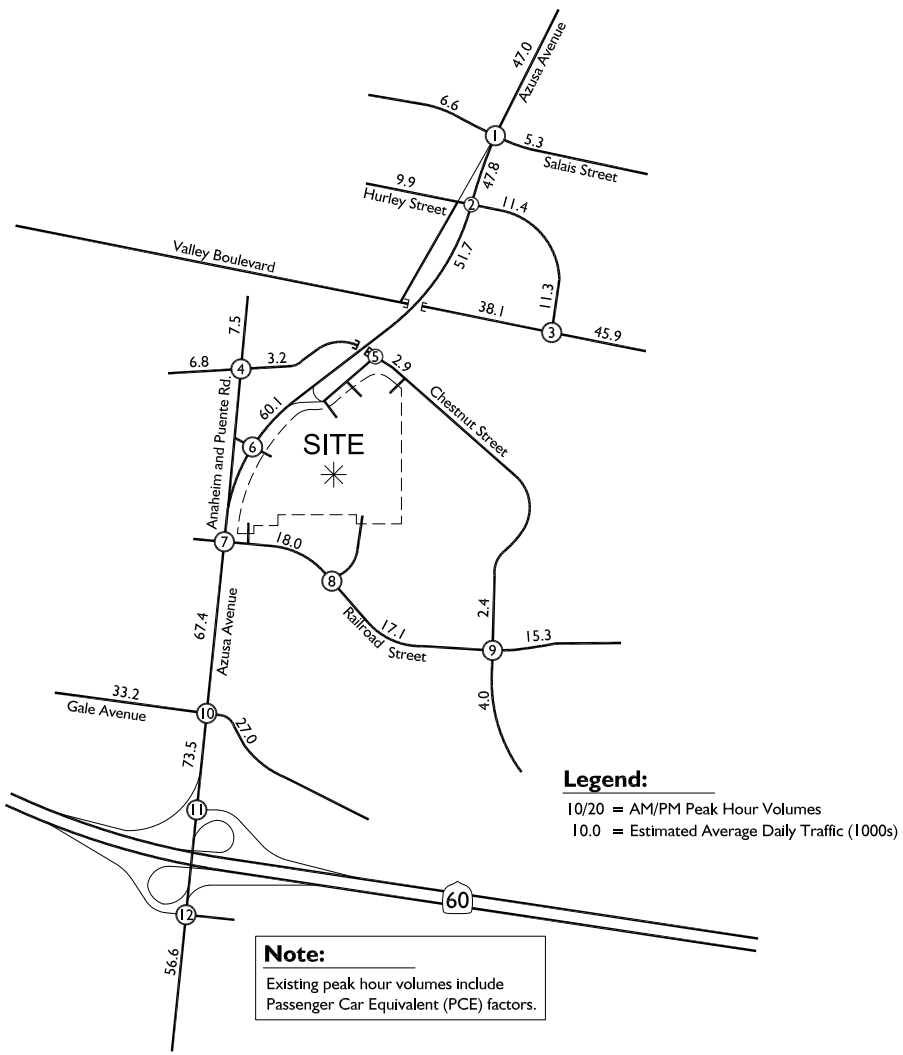

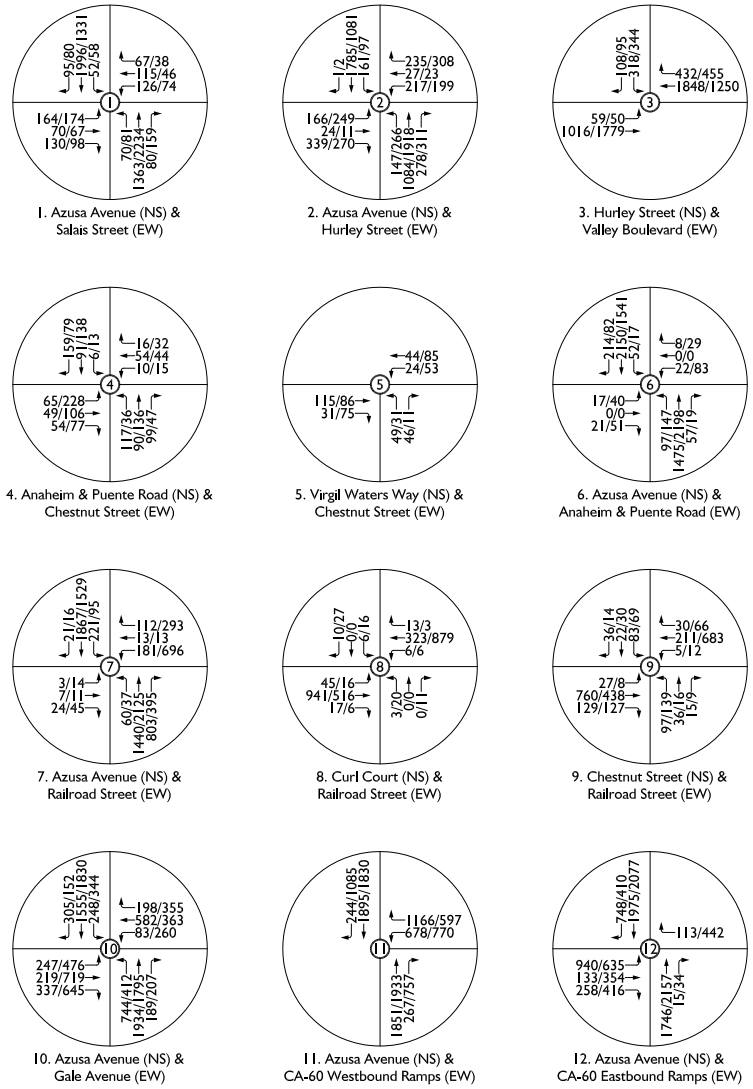

Source: RK Engineering Group, Inc., 2015

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FIGURE 5.6-7

Project Buildout (Year 2017) With Project Traffic Volumes

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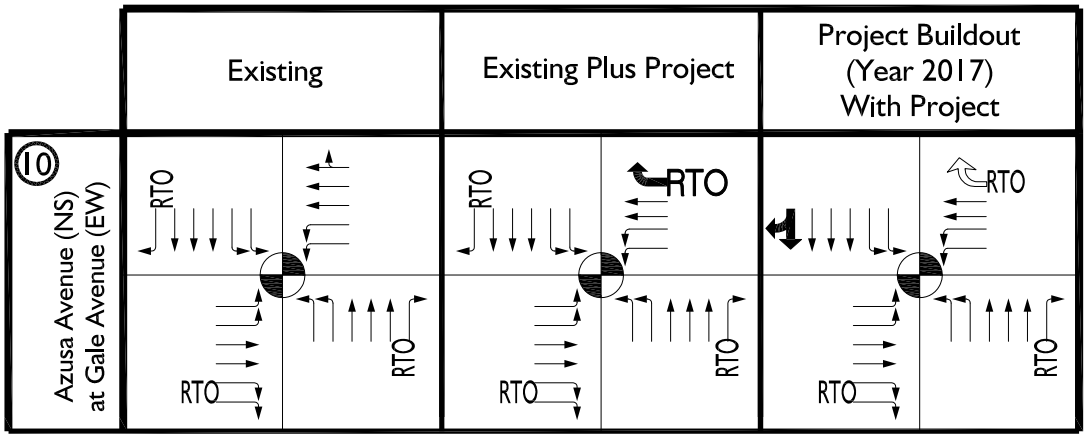

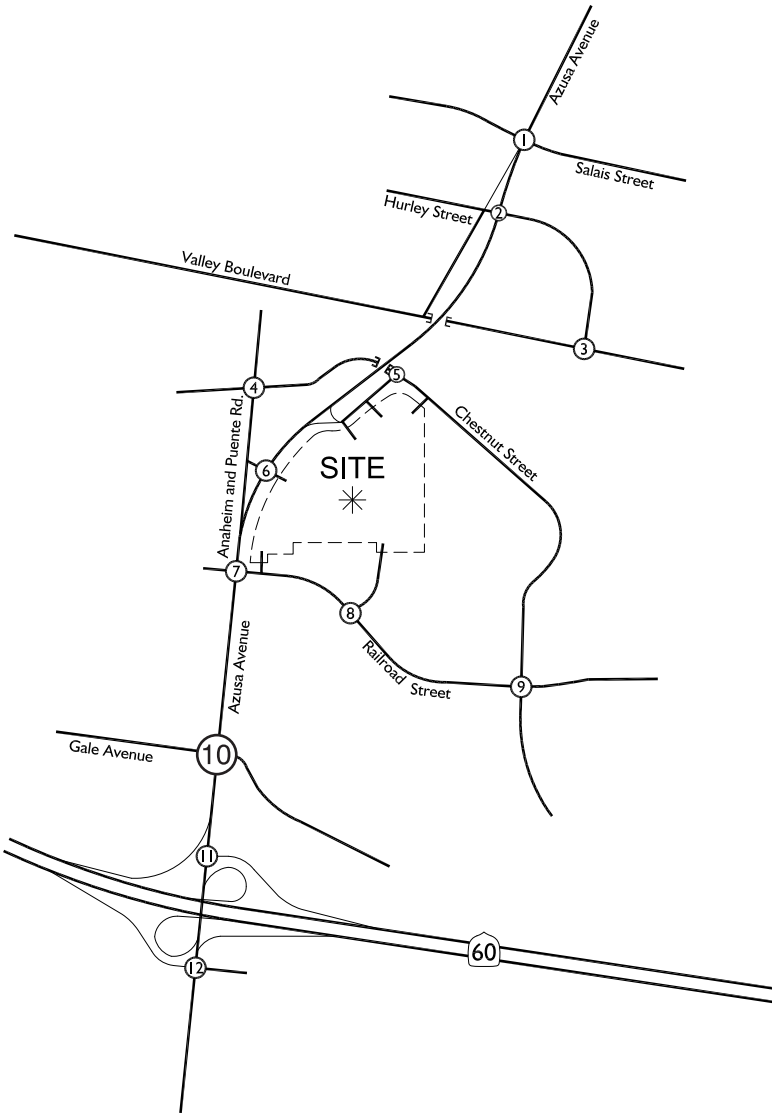

Legend:

- (1) = Study Area Intersection
- = Traffic Signal
- = Recommended Improvement
- = Previous Improvement

Source: RK Engineering Group, Inc. , 2015

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FIGURE 5.6-8
Recommended Intersection Improvements

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Queuing Analysis

For the existing and project buildout/opening year 2017 conditions, a 95th percentile queue per lane analysis using Traffix software determined that adequate vehicular queue storage is provided for the southbound left turn movement at Azusa Avenue at Anaheim and Puente Road. The southbound lane provides 200 feet of vehicle storage distance, which is adequate to accommodate the maximum vehicular queue length of 100 feet projected to occur during the AM peak hour with project implementation.

Additionally, a supplemental traffic study analyzed queuing at freeway study intersections and truck gates utilizing the HCM 95th percentile methodology with the following results:

- **Freeway Intersections Queuing Analysis**
  Adequate vehicular storage capacity is forecast to continue to be provided for all approaches of the freeway study intersections for Project Buildout Year (2017) Without Project Conditions with the exception of the southbound Azusa Avenue through movement at the Azusa Avenue/SR 60 Westbound Off-Ramp intersection during the AM and PM peak hours. Based on the results of the analysis, vehicles are forecast to queue north toward Gale Avenue during the AM and PM peak hours and the deficiency is not forecast to block any state highway study facilities. The proposed project's contribution to this queue deficiency is forecast to be minimal for Project Buildout Year (2017) With Project Conditions. Detailed HCM queuing calculations sheets are contained in Appendix C of the supplemental traffic study (RK Engineering 2016).

- **Freeway Study Facilities**
  Based on the results of the analysis, the proposed project is forecast to not result in significant traffic impacts to freeway study facilities. Hence, the project would not be responsible for any additional improvements beyond what has already been determined in the 2015 traffic study.

- **Truck Gate Queuing at the Project Site**
  The analysis utilized the Robert W. Crommelin, PE, procedures for determining the potential queuing at the project gate. A summary of this procedure is included in Appendix D of the supplemental traffic study. Metrics such as minimum gate capacity (in vehicles per hour), seconds to open the gate and truck to drive through were used as part of the queuing analysis. Results indicate that the estimated queue behind the truck being served would be approximately one vehicle. Therefore, the total queue at the gate would be a maximum of two vehicles, which would not be exceeded 95 percent of the time.

  Under typical operations, the gates would be open; therefore, queuing should not occur unless the gates are closed due to unusual circumstances, and need to be opened. Based on the site plan, there is approximately more than 220 feet of queuing space from the gate to the curb line on Azusa Avenue. This space could theoretically queue over three large trucks at any one time. In conclusion, it is anticipated that there will not be any significant queuing as a result of truck utilizing the Azusa Avenue at the Public Street gate.

No significant queuing impact is anticipated to occur as a result of the project.

Impact 5.6-2: The proposed project would not conflict with the Los Angeles County Congestion Management Program. [Threshold T-2]

Impact Analysis: The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. The CMP system comprises a specific system of arterial roadways plus all freeways. A total of 164 intersections are identified for monitoring on the system in Los Angeles County. Per the CMP transportation impact analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under these conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours

The proposed project is in close proximity to the CMP arterial highway of Azusa Avenue and the State Route (SR) 60 freeway. The proposed project would add 50 or more AM and PM peak-hour vehicle trips to the Azusa Avenue and SR 60 freeway intersections. The addition of 150 or more trips to a CMP freeway facility would trigger a CMP main-line segment analysis. An analysis of the SR 60 freeway segments was performed utilizing parameters and procedures consistent with the analysis procedures utilized in the City of Industry General Plan EIR Traffic Study for analysis of freeway mainline segment peak-hour level of service. The analysis utilized the existing freeway traffic volumes based on the latest Performance Measurement System (PEMS) traffic counts published by Caltrans. Results show that study freeway segments are currently operating at LOS D or better during both peak hours and are forecast to continue to operate at LOS D or better for all the analysis scenarios evaluated. Additionally, the project-related increase of the V/C ratio is forecast to be minimal and impacts would not be significant.

5.6.4 Cumulative Impacts

Impact 5.6-1 addressed project impacts within a cumulative context under the project buildout (Year 2017) scenario. For the cumulative impacts, the existing traffic was combined with other planned development traffic volumes in the vicinity of the project site, and a 2 percent growth rate was added. As has been described, the development at the project site is expected to result in a potentially significant cumulative impact at one intersection, but the impact would be reduced to a less than significant level with the recommended mitigation measure. Therefore, provided that adequate mitigation is implemented, cumulative traffic impacts would not be significant.

5.6.5 Existing Regulations and Standard Conditions

The following measures are project design features and existing regulations that will be implemented by the project applicant/developer.

Project Design Features

- Design and construct the on-site circulations system per the details shown in Figure 5.6-2, Proposed Onsite Circulation System, providing the following access points to the project site by passenger vehicles and heavy trucks:
  - Two full access points to Virgil Waters Way
  - One full access point to Chestnut Street
  - One signalized full access point to Azusa Avenue
  - One right-in/right-out only access point to Railroad Street
  - One full access point to Railroad Street (from Curl Court)
- Design and construct the on-site circulation street to have only one lane in each direction.
- Design and construct sight distance at the project access points per City of Industry standards.
- As is the case for any roadway design, the City of Industry should periodically review traffic operations in the vicinity of the project site once the project is completed to ensure that the traffic operations are satisfactory.
- Complete any remaining half-section street improvements for any roadway adjacent to the project site.
- Participate in any approved transportation or development impact fees programs required by the City of Industry.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.6-2 would be less than significant.

Without mitigation, the following impacts would be potentially significant:

Impact 5.6-1 Project-related trip generation would impact levels of services for the existing area roadway system.

5.6.7 Mitigation Measures

Impact 5.6-1

TRANS-1 Prior to the issuance of the first building permit, the project applicant/developer shall participate in the costs for traffic improvements to the intersection of Azusa Avenue and Gale Avenue to meet the City of Industry level of service standards. The project applicant/developer shall be conditioned to contribute a "fair share" of total costs for the roadway improvements identified below. The project's fair share calculation has been prepared and is included in Table 11, Project Fair-Share Intersection Contribution, of the traffic impact study prepared by RK Engineering Group dated August 2015 (Appendix H of this DEIR) for informational purposes. The final fair share percentage and payment amount shall be determined and approved by the City of Industry.

- Convert westbound through lane to a right turn lane.
- Install westbound right turn overlap phase.
- Restripe southbound approach to provide a shared through-right, three through lanes, and two left turn lanes.
- Due to southbound approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase.
- Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.

5.6.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with transportation and traffic to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to traffic remain.

5.6.9 References

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6 Significant Unavoidable Adverse Impacts

6. Significant Unavoidable Adverse Impacts

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine whether the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares a Statement of Overriding Considerations setting forth the specific reasons for making such a judgment.

At the end of Chapter 1, Executive Summary, is a table summarizing the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

- Air Quality
- Greenhouse Gas Emissions

6.1 AIR QUALITY

Impact 5.1-1

Impact 5.1-1: The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.

Mitigation Measures AQ-2 through AQ-6 applied for Impact 5.1-1 would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in truck trips and associated increase in criteria air pollutant emissions, the proposed project would continue to be potentially inconsistent with the assumptions in the air quality management plan. Therefore, Impact 5.1-1 would remain significant and unavoidable.

Impact 5.1-3

Impact 5.1-3: Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x.

As shown in Table 5.1-15, Maximum Daily Operational Phase Regional Emissions – Mitigated, implementation of mitigation measure AQ-2 would reduce operational-related NOX emissions; however NOx emissions would continue to exceed South Coast Air Quality Management District's (SCAQMD) regional significance threshold for NOx. Mitigation Measure AQ-2 requires that the forklifts operating at the warehouse buildings be powered by electricity or alternative fuels instead of diesel fuel. Mitigation Measures AQ-3 through AQ-6 would reduce project-related emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source criteria air pollutant emissions. Mobile source

emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the applicant, subsequent tenants, and the City of Industry. No additional mitigation measures that are feasible for the project developer/applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source criteria air pollutant emissions. The proposed project's NOx emissions would continue to exceed the SCAQMD's regional construction significance threshold, and project and cumulative impacts would be significant and unavoidable.

6.2 GREENHOUSE GAS EMISSIONS

Impact 5.3-1

Impact 5.3-1: Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria.

As shown in Table 5.3-5, Project-Related GHG Emissions – Mitigated, implementation of Mitigation Measures GHG-1 and GHG-2 and AQ-2 through AQ-6 would reduce project-related GHG emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source GHG emissions (which comprise approximately 80 percent of the project's total GHG emissions). Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the applicant, subsequent tenants, and the City of Industry. No additional mitigation measures that are feasible for the project developer/applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source GHG emissions. Therefore, project-related GHG emissions would continue to exceed the SCAQMD's bright-line and efficiency threshold, and impacts would be significant and unavoidable.

7 ALTERNATIVES TO THE PROPOSED PROJECT

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- [T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (15126.6[b]).
- The specific alternative of 'no project' shall also be evaluated along with its impact (15126.6[e][1]).
- The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).
- The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project… (15126.6[f]).
- Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f][1]).
- For alternative locations, …only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]).
- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

For each development alternative, this analysis:

- Describes the alternative;
- Analyzes the impact of the alternative as compared to the proposed project;
- Identifies the impacts of the project that would be avoided or lessened by the alternative; and
- Assesses whether the alternative would meet most of the basic project objectives.

Per CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision-makers in their review of the project, the project alternatives, and associated environmental impacts:

- Provide for development of the site consistent with the City's General Plan, in particular with these objectives:
    - Achieve a sustained economic viability that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses.
    - Achieve a professional appearance in the city such that additional investment is stimulated by providing a quality level of services, safety, security, infrastructure, and design.
    - Provide prudent ownership and timely disposition of strategic properties to achieve the City's economic development and revitalization goals.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons they were not selected for detailed analysis in this Draft EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The 28.9-acre project site is owned by the Successor Agency to the Industry Urban Development Agency, and there is no other large vacant land in the City of Industry that is owned by the Successor Agency and has no pending development plan. Other development areas in the City of Industry

have already been developed with above-grade structures and would generally require demolition prior to building development, which would result in additional adverse environmental effects. Moreover, any development of the size and type proposed by the project would have substantially the same impacts on air quality, noise, public services, transportation and traffic, and utilities and service systems, even where no demolition is required. Therefore, no alternative site was selected for further analysis.

7.2.2 Stormwater Infiltration

Development of the proposed project site as a stormwater infiltration site was considered but rejected from evaluation because it would not meet the basic project objectives of achieving sustained economic vitality that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses. This alternative envisions the proposed project site being used as a municipal stormwater infiltration site. The site is currently undeveloped and comprises permeable surfaces, with the exception of minor roadway base and cement paved areas. Therefore, the project site would be able to support the development of a stormwater infiltration basin. Under this alternative, the City's Engineering Department would assume control of the project site and develop a stormwater detention basin that would capture stormwater from the surrounding area and retain the stormwater until it has filtered and then ultimately discharged into the Puente Subbasin of the San Gabriel Groundwater Basin. This alternative would include extensive site grading and excavation for the basin, as well as off-site improvements to ensure that stormwater would flow to the project site from the surrounding area. The basin would be an open facility with grass or sand bases. It would either drain rapidly or act as permanent ponds where water levels rise and fall with stormwater flows. The facility would be designed to handle all runoff from a typical storm, with overflow reentering the City's storm drain system. The proposed alternative would be environmentally superior to the proposed project, as there would be no operational emissions of criteria pollutants or greenhouse gases; however, the development of a stormwater infiltration basin would not achieve the most basic project objectives for the City of Industry. This alternative would not provide for prudent ownership of the Successor Agency's property, nor would it achieve the City's economic and revitalization goals set forth in Section 7.1.2. Therefore, this alternative was not selected for further analysis.

7.2.3 Public Park

The use of the site as a public park was considered but rejected from evaluation because it would not meet the basic project objectives of achieving sustained economic vitality that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses. The proposed alternative would be environmentally superior to the proposed project, as there would be no operational emissions of criteria pollutants or greenhouse gases; however, the project site's General Plan land use designation is Employment, and as such, development of a public park would not be compatible with the designated land use. This alternative would not provide for development of the site that would achieve sustained economic viability to support the city's growth potential, nor would it achieve the City's economic and revitalization goals set forth in Section 7.1.2.

7.2.4 Storage Container Facility

Development of the project site as storage container facility was considered and rejected from evaluation because it would not meet the basic project objectives of achieving sustained economic vitality that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement

programs that serve present and future businesses. Additionally, the use of the project site for a storage container facility would involve daily heavy-duty truck trips that would result in emissions of criteria pollutants and greenhouse gas emissions, although to a lesser extent than the proposed project. Use of the project site as a storage container facility would not provide for the high quality development envisioned by the proposed project and would not achieve the professional appearance for the site that the City desires. This alternative would not provide for development of the site that would achieve sustained economic viability to support the city's growth potential, nor would it achieve the City's economic and revitalization goals set forth in Section 7.1.2. Therefore, this alternative was not selected for further analysis.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following two alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project Alternative
- Reduced Intensity Alternative

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, those impacts found significant and unavoidable are primarily used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only the impacts involving air quality and greenhouse gas (GHG) emissions were found to be significant and unavoidable. Section 7.6 identifies the environmentally superior alternative.

7.3.1 Alternatives Comparison

The proposed project is analyzed in detail in Chapter 5 of this DEIR. Table 7-1, Summary of Development Alternatives, summarizes each project alternative analyzed in this chapter. The 20 percent reduction applied for the Reduced Density Alternative was selected as a means of reducing the significant and unavoidable air quality and greenhouse gas emissions impacts associated with the proposed project while still meeting the City's objectives as set forth in Section 7.1.2. Additionally, the applicant determined that an overall site reduction of 20 percent would allow for the high quality development that is contemplated under the proposed project while maintaining a sufficient return on investment.

Table 7-1 Summary of Development Alternatives

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project		
Proposed Warehouse Buildings Project	• Subdivide the 28.9-acre site owned by the Successor Agency to the Industry Urban Development Agency into five parcels. • Develop each parcel with a concrete tilt-up warehouse/office building. • Future combined development total of 509,697 square feet warehouse space and 104,900 square feet office space.	n/a
Project Alternatives		
No Project/No Development Alternative	• The project site would remain undeveloped and vacant.	• Required by CEQA. • Reduces significant and unavoidable impacts to air quality and GHG emissions. • Avoids impacts to cultural resources, hazardous emissions, noise, and traffic. • Does not meet the project objectives.
Reduced Density Alternative	• Reduce the overall development density by 20 percent. • Develop approximately 407,758 square feet of warehouse building space. • Develop approximately 86,320 square feet of office space.	• Would reduce air quality, GHG emissions, hazardous emissions, hydrology and water quality, noise, public services, traffic, and utility and service systems impacts. • Does not avoid significant environmental impacts. • Meets some of the project objectives but not to the degree of the proposed project.

7.4 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

This alternative, which is required by CEQA, assumes that development does not occur and the project site remains vacant. The impacts of the No Project/No Development Alternative as compared to the proposed project are discussed below.

7.4.1 Aesthetics

Under this alternative, no changes to the existing visual character of the project site would occur. The project site is currently vacant and no above-grade structure improvements exist. The project site has been graded, with patches of pavement and small dirt piles and debris. No unique or aesthetically pleasing features exist on-site, and there is no nighttime lighting. Under this alternative, no significant aesthetic impacts are anticipated. It should be noted that vacant sites without regular maintenance and surveillance are an easy target for littering and unauthorized uses, which could result in negative aesthetic impacts. Although the proposed project would result in additional sources of light and glare, such lighting impacts are not necessarily adverse. Therefore, as with the proposed project, this alternative would have less than significant overall aesthetic impacts. It is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.2 Agriculture and Forestry Resources

The project site has a history of agricultural uses but such uses have been eliminated. The project site is zoned Industrial (I) and Commercial (C), and as with the proposed project, no agricultural and forest resources would be impacted under this alternative. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.3 Air Quality

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. No construction would occur under this alternative; therefore, emissions related to site preparation, grading, and building construction would not occur, and no mitigation would be necessary to reduce impacts to a less than significant level. However, it should be noted that there would be dust impacts from exposed soils under this alternative. The operational phase of the proposed project is projected to generate emissions related to vehicle trips, warehouse-related power equipment such as forklifts, idling trucks, and other area and energy sources. With project implementation, the South Coast Air Quality Management District's (SCAQMD) regional operation significance thresholds for volatile organic compounds (VOC), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), and fine inhalable particulate matter ($PM_{2.5}$) would not be exceeded, and the maximum daily operational emissions for nitrogen oxides (NO_X) would be exceeded even with mitigation. Under this alternative, significant and unavoidable impacts related to NO_X emissions from daily operation would be eliminated; therefore, this alternative would not be inconsistent with an air quality management plan (AQMP). This alternative is environmentally superior to the proposed project in regard to air quality. This is a significant and unavoidable impact of the proposed project.

7.4.4 Biological Impacts

The project site does not contain any special biological resources, and no biological impacts are anticipated under this alternative. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.5 Cultural Resources

Under this alternative, no ground disturbance would occur; therefore, the potential discovery of subsurface archaeological or paleontological resources during grading activities would be eliminated. No mitigation measures are necessary to reduce impacts. This alternative is environmentally superior to the proposed project. However, this is not a significant and unavoidable impact of the proposed project.

7.4.6 Greenhouse Gas Emissions

This alternative would not generate the potentially significant GHG emissions from mobile sources, which comprise approximately 80 percent of the proposed project's GHG emissions. As discussed in Impact 5.3-1, the total project-related GHG emissions are 9,960 metric tons of carbon dioxide equivalent ($MTCO_2e$), exceeding the SCAQMD's threshold of 3,000 $MTCO_2e$. This alternative is environmentally superior to the proposed project. This is a significant and unavoidable impact of the proposed project.

7.4.7 Hazards and Hazardous Materials

The project site was previously used for manufacturing and other uses involving hazardous materials; therefore, a cleanup action would be performed prior to development. Under this alternative, no further investigation would be performed and no remediation work would occur. Under this alternative, no hazardous emissions associated with operational activities such as diesel trucks and off-road equipment emissions would occur. Therefore, the potential carcinogenic health risk would be eliminated. This alternative is considered neutral compared to the proposed project because existing site contamination would not be remediated, but the health risk related to operational emissions would be eliminated. This is not a significant and unavoidable impact of the proposed project.

7.4.8 Hydrology and Water Quality

The project site is currently graded and soils exposed. The majority of project site is pervious with small patches of impervious pavement. Under this alternative, the stormwater runoff would continue to flow naturally, susceptible to soil erosion. This alternative would not provide proper stormwater management facilities, and no best management practices would be implemented. Although the proposed project would increase the impervious surface, adequate stormwater management practices would be implemented to ensure impacts to water quality and hydrology are reduced to a less than significant level. Therefore, this alternative would be environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.9 Land Use and Relevant Planning

The existing zoning for the project site is Industrial (I), except for the southwest parcel at the corner of Azusa Avenue and Railroad Street, which is zoned Commercial (C). The General Plan land use designation is Employment. The proposed development of the site with industrial warehouse/office buildings is consistent with the underlying General Plan land use designations and zoning. The City's General Plan anticipated development of the project site, and leaving the site vacant would not be consistent with the existing General Plan policies to develop the site and create various businesses and employment uses. This alternative is environmentally inferior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.10 Noise

Under this alternative, increased noise and vibration impacts associated with the proposed project would not occur. There would be no heavy construction equipment to be used near sensitive receptors or additional vehicle trips near area roadways segments. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.11 Population and Housing

The project site is currently vacant. This alternative would not create additional population or housing needs in the area. The proposed project would create additional temporary construction employment and long-term operational employment opportunities, which would induce population growth in the area. However, the City of Industry is located in the greater Los Angeles metropolitan area, and it is expected that the project would absorb workers from the regional labor force and would not attract workers into the region. The unemployment

rate was 5.7 percent in Los Angeles County in November 2015 and 4.2 percent in Orange County. The project site is also readily served by existing utility systems and roadway infrastructure. Under this project, no additional employment opportunities would be created to induce population or housing growth in the area. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.12 Public Services

Under this alternative, no additional public services, such as police, fire, school, or library, would be necessary. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.13 Transportation and Traffic

Under this alternative, the 2,867 passenger car equivalent (PCE) trips projected by the proposed warehouse buildings at buildout would not be generated, and the current traffic condition at the Azusa Avenue and Gale Avenue intersection would not be exacerbated. However, it should also be noted that the Azusa Avenue and Gale Avenue intersection would operate at an unacceptable level even without the proposed project, and with implementation of the mitigation measure, the proposed project would improve future traffic conditions at this intersection. Although the mitigation measure under the proposed project would improve the traffic condition at one intersection, the overall increase in traffic volumes would exacerbate conditions at other study area intersections. Therefore, this alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.14 Utilities and Service Systems

Under this alternative, no additional utilities and service systems such as water, wastewater, solid waste, and energy demands would occur and this alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.4.15 Conclusion

Avoid or Substantially Lessen Project Impacts

This alternative would avoid significant and unavoidable impacts related to air quality and GHG emissions. Impacts related to cultural resources, hazardous emissions, noise, population and housing, public services, transportation and traffic, and utilities and service systems would be less than the proposed project, and impacts related to land use would be greater than the proposed project. This alternative would have environmentally neutral impacts related to aesthetics, agricultural and forest resources, biological resources, site contamination, and hydrology and water quality.

Attainment of Project Objectives

This alternative would not meet any of the project objectives identified in Section 7.2.1.

7.5 REDUCED INTENSITY ALTERNATIVE

This alternative would reduce the overall development density by 20 percent, providing approximately 407,758 square feet of warehouse building space and approximately 86,320 square feet of office space. This alternative would result in the development of five warehouse buildings, with a total of 57 docking bays and 680 parking spaces. Similar to the proposed project, the entire 28.9-acre site would be developed with a combination of warehouse buildings, surface parking, and landscaping. The intent of this alternative is to reduce air quality impacts, which were determined to be significant and unavoidable.

7.5.1 Aesthetics

Under this alternative, the size of the buildings would be reduced by approximately 20 percent, but materials, building heights, and other details of the warehouse buildings would not change. The reduced massing of the buildings would allow additional landscaping opportunities, and the size of the parking lot and loading docks could also be downsized. Similar security lighting would be installed, and a similar amount of glare and light impact is anticipated compared to the proposed project. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.2 Agriculture and Forestry Resources

As with the proposed project, this alternative would use the project site for warehousing and office purposes, consistent with the current zoning of the project site as I (Industrial) and C (Commercial). No impacts to agricultural or forestry resources would occur. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.3 Air Quality

As with the proposed project, this alternative would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the Southern California Air Basin (SoCAB) from preparation, grading, and construction of the warehouse buildings. Assuming 20 percent reduction in building area, this alternative is projected to result in maximum daily construction emissions of 270 pounds per day (lbs/day) of VOC, 60 lbs/day of NO_X, and 57.6 lbs/day of CO. Therefore, as with the proposed project, the VOC daily maximum threshold of 75 lbs/day would be exceeded, and the mitigation measure identified for the proposed project would be applicable. With mitigation, the VOC emissions would be reduced to a less than significant level.

Under this alternative, the proposed project would also increase the maximum operational emissions for VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$. However, even with a 20 percent reduction, the total maximum emissions for NO_X would be 126.4 lbs/day, exceeding the SCAQMD threshold level of 55 lbs/day, while all other criteria air pollutants would be under the thresholds. With implementation of feasible mitigation measures, the NO_X emissions would likely be reduced to 113.6 lbs/day. Approximately 60 percent reduction is necessary to reduce the operational NO_X impacts to regional threshold level of 55 lbs/day. Therefore, under this alternative, the warehouse buildings project would continue to be inconsistent with the AQMP. The significant and unavoidable air quality impacts could not be avoided. However, this alternative would reduce air quality impacts associated with construction, operations, and health risk compared to the proposed project. This alternative is environmentally superior to the proposed project. This is a significant and unavoidable impact of the proposed project.

7.5.4 Biological Impacts

As with the proposed project, the project site would be fully developed with warehouse and office uses and only ornamental landscaping would be provided. The project site does not contain any special-status biological resources, and no impacts to biological resources would occur. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.5 Cultural Resources

Under this alternative, similar grading and excavation activities would occur as with the proposed project. Considering the culturally sensitive nature of the project site, the potential for archaeological, tribal, and paleontological resources exists, and mitigation measures would be necessary to reduce impacts to a less than significant level. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.6 Greenhouse Gas Emissions

Under this alternative, the potentially significant GHG emissions impacts related to mobile sources would be reduced by approximately 20 percent, from 9,960 $MTCO_2e$ to 7,968 $MTCO_2e$. With mitigation, GHG emissions would be reduced to 7,845 $MTCO_2e$, which exceeds the SCAQMD's threshold of 3,000 $MTCO_2e$. Therefore, this impact would continue to be significant. This alternative is environmentally superior to the proposed project. This is a significant and unavoidable impact of the proposed project.

7.5.7 Hazards and Hazardous Materials

As with the proposed project, additional hazardous materials investigation and cleanup would occur under this alternative. With the 20 percent reduction in building area, the number of truck trips and loading dock activity would be slightly reduced; therefore, hazardous emissions and potential health risk associated with the operation of the warehouse use would be less than for the proposed project. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.8 Hydrology and Water Quality

Under this alternative, the construction period would be slightly shortened and the pervious landscape area would be increased due to the reduction in building area. As with the proposed project, the development would be required to adhere to the National Pollutant Discharge Elimination System permit requirements and implement adequate best management practices to ensure proper stormwater drainage facilities are constructed and impacts to water quality are less than significant. Because of the shortened construction period and the opportunity for additional pervious landscaping area, this alternative is considered environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.9 Land Use and Relevant Planning

As with the proposed project, the project site would be developed with warehouse and office uses. However, this alternative would not allow development to achieve development levels projected under the zoning and General Plan. No impact in land use and planning would occur under this alternative. This alternative is

environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.10 Noise

This alternative would reduce the building area by 20 percent, decreasing project-related noise impacts because the amount and duration of construction and the average daily trips would be reduced. However, similar types and number of equipment would be used for site preparation and grading, as the site boundaries and access ways would not change. As with the proposed project, less than significant construction noise impacts are anticipated without any mitigation, and less than significant vibration impacts are anticipated with mitigation under this alternative. This alternative would also reduce the traffic noise along impacted roadway segments, which was calculated at no greater than 0.4 dB for the proposed project. Therefore, the reduced noise level from this alternative would not be perceptible. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.11 Population and Housing

Under this alternative, it is likely that the amount of employment created from project site development and the associated growth-inducing impact would be less than with the proposed project. However, such an impact would be negligible considering the size of the greater Los Angeles metropolitan area and available infrastructure surrounding the project site. This alternative is environmentally neutral when compared to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.12 Public Services

Reduction in building area would likely reduce the overall operational capacity and facility-related activity. Therefore, under this alternative, the fire and police services demands generated from project site development would likely be less than with the proposed project. No changes to school and library services are anticipated. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.13 Transportation and Traffic

Under this alternative, the 2,867 passenger car equivalent (PCE) trips projected by the proposed warehouse buildings at buildout would be reduced to approximately 2,294 PCE trips. However, it should be noted that the Azusa Avenue and Gale Avenue intersection is already operating at unacceptable level of service (LOS) E and would continue to operate at unacceptable level even without the proposed project. Therefore, with addition of approximately 2,294 PCE in the area roadway system, the warehouse buildings project would require traffic improvements at this impacted intersection. The overall increase in traffic volumes in the traffic study area would be reduced, and this alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.14 Utilities and Service Systems

This alternative would reduce the project's impact on sewer, water, electricity, natural gas, and solid waste by approximately 20 percent. It is anticipated that the majority of planned improvements, such as minimizing stormwater pollutants and limiting peak post-project stormwater runoff, identified under the proposed project

would still be required. No significant impacts related to utilities and service systems have been identified, and no mitigation measures are required. This alternative is environmentally superior to the proposed project. This is not a significant and unavoidable impact of the proposed project.

7.5.15 Conclusion

Avoid or Substantially Lessen Project Impacts

This alternative would have superior environmental impacts related to air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems. However, the significant and unavoidable impacts related to air quality and GHG emissions could not be avoided. Impacts related to aesthetics, agricultural and forestry services, biological resources, cultural resources, land use and planning, and population and housing would have similar impacts to the proposed project.

Attainment of Project Objectives

This alternative would meet some of the project objectives identified in Section 7.2.1, but not to the extent of the proposed project.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the environmentally superior alternative and, in cases where the No Project Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as environmentally superior to the proposed project:

- Reduced Intensity Alternative

The Reduced Intensity Alternative has been identified as the environmentally superior alternative. This alternative would lessen impacts associated with air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems by approximately 20 percent. The remaining impacts are generally the same as the proposed project. However, the Reduced Intensity Alternative would not be able to reduce significant air quality and GHG emissions to a less than significant level. Additionally, it is anticipated that all mitigation measures identified under the proposed project would also need to be incorporated.

8 Impacts Found Not to Be Significant

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003(f) states, "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that "[a]n EIR [environmental impact report] shall identify and focus on the significant environmental effects of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The CEQA Guidelines allow use of an initial study to document project effects that are less than significant (Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR.

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in October 2015 determined that the impacts listed below would be less than significant. Consequently, they have not been further analyzed in this Draft EIR. Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
I. AESTHETICS. Would the project:	
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	
a) 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
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
c) 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
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) 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
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
a) 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 Game or U.S. Fish and Wildlife Service?	No Impact
b) 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 Game or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) 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
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) 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
V. CULTURAL RESOURCES. Would the project:	
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact
VI. GEOLOGY AND SOILS. Would the project:	
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	
i) 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.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) 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

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues		Initial Study Determination
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less Than Significant Impact
e)	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?	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:		
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 for people residing or working in the project area?	No Impact
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:		
a)	Violate any water quality standards or waste discharge requirements?	Less Than Significant Impact
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Less Than Significant Impact
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	No Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less Than Significant Impact
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant Impact
f)	Otherwise substantially degrade water quality?	Less Than Significant Impact
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No Impact
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No Impact
j)	Inundation by seiche, tsunami, or mudflow?	No Impact
X. LAND USE AND PLANNING. Would the project:		
a)	Physically divide an established community?	No Impact
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact
XI. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact
XII. NOISE. Would the project result in:	
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 expose people residing or working in the project area to excessive noise levels?	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No Impact
XIII. POPULATION AND HOUSING. Would the project:	
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No Impact
XIV. PUBLIC SERVICES. 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:	
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact
XV. RECREATION.	
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?	No Impact
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
XVI. TRANSPORTATION/TRAFFIC. Would the project:	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
e) Result in inadequate emergency access?	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	No Impact

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	No Impact
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	Less Than Significant Impact
e) Result in a determination by the waste water 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
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Less Than Significant Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact

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9 Significant Irreversible Changes Due to the Proposed Project

9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires an environmental impact report (EIR) to describe any significant irreversible environmental changes that would be caused by implementation of the proposed project.

The project site is currently vacant, and implementation of the proposed project would require additional commitment of nonrenewable and/or slowly renewable energy resources, natural resources, and human resources. Construction materials would be consumed, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metal, water, etc., and increased commitment of public and utility services, such as police, fire, sewer, water, solid waste, natural gas services, etc., would also be required. These energy and social service commitments would be long-term obligations. Once these commitments are made, it is improbable that the project area would revert to its current condition. However, as discussed in the appropriate sections of the Initial Study (Appendix A to this DEIR) and this DEIR, the project site is in a highly urbanized environmental setting surrounded by similar types of uses. Therefore, impacts to these public services would be minimal, and the existing infrastructure and services would be adequate to serve the proposed project with limited system upgrades and improvements. The project site is near a major roadway system, and the availability of a vacant site would allow the site's development without major demolition or relocation efforts. Nonetheless, the proposed project would result in significant irreversible changes to the environment throughout the life span of the structures.

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines.

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed project would not result in this type of energy consumption and therefore would not create a significant impact on energy resources.

Energy

Energy generation occurs across the state from many different sources. Tracking the specific source of energy used in any one place can be difficult. Energy that is not generated at a facility by an energy provider can be purchased from other producers and transmitted to the energy user through transmission networks. Energy

sources used in the City of Industry include hydroelectric, waste-to-energy, transformation, geothermal, solar, wind, coal, natural gas, and nuclear.

Electricity

Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. Southern California Edison (SCE) supplies electricity to customers in the City of Industry.

The generating capacity of a unit of electricity is expressed in megawatts (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit, minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

Natural Gas

Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Southern California Gas Company (SoCalGas) supplies natural gas in the city.

Use of natural gas is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. As of 2012, 43 percent of the electricity consumed in California was generated using natural gas (CEC 2013).

While the supply of natural gas in the United States and production in the lower 48 states has increased greatly since 2008, California produces little, and imports 90 percent of its natural gas. Most imports are delivered via interstate pipelines from the Southwest, Rocky Mountains, and Canada (CEC 2013).

Existing Energy Use

As of 2012, California ranked second in the United States in total energy consumption of natural gas, petroleum, and retail electricity sales, following only Texas in each category (EIA 2014). Despite being a large consumer of energy, in particular transportation energy, California's per-capita consumption rate for all these energy sources combined is one of the lowest in the country (49th). This is largely because of California's proactive energy efficiency programs and mild weather, which reduces energy demands for heating and cooling (EIA 2014). Of California's total energy usage, the breakdown by sector is 38.5 percent transportation, 22.8 percent industrial, 19.3 percent commercial, and 19.2 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2015). In 2014, taxable gasoline sales (including aviation gasoline) in California accounted for 14,921,441,859 gallons of gasoline (BOE 2016).

SCE supplies electricity to customers in the City of Industry and throughout all of Los Angeles County. The electricity consumption attributable to nonresidential land uses in Los Angeles County from 2007 to 2014 is shown in Table 9.0-1, Nonresidential Electricity Consumption in Los Angeles County 2007–2014. As indicated, the demand has decreased, even with an increase in population.

Table 9-1 Nonresidential Electricity Consumption in Los Angeles County 2007–2014

Year	Nonresidential Electricity Consumption (in millions of kilowatt hours)
2007	50,747
2008	50,989
2009	49,360
2010	48,529
2011	48,037
2012	48,002
2013	47,792
2014	49,239

Source: ECDMS 2015

SoCalGas supplies natural gas to customers in the City of Industry and throughout all of Los Angeles County. The natural gas consumption attributable to residential and nonresidential land uses in Los Angeles County from 2007 to 2014 is shown in Table 9.0-2, Nonresidential Natural Gas Consumption in Los Angeles County 2007–2014. As shown, the demand has remained relatively constant, with no substantial increase, even as the population has increased.

Table 9-2 Nonresidential Natural Gas Consumption in Los Angeles County 2007–2014

Year	Nonresidential Natural Gas Consumption (in millions of therms)
2007	1,661
2008	1,700
2009	1,656
2010	1,776
2011	1,692
2012	1,712
2013	1,807
2014	1,779

Source: ECDMS 2015

Automotive fuel consumption in Los Angeles County, including the City of Industry, from 2007 to 2015 is shown in Table 9.0-3, Automotive Fuel Consumption in Los Angeles County 2007–2016. As shown, automotive fuel consumption has declined in the county since 2007.

Table 9-3 Automotive Fuel Consumption in Los Angeles County 2007–2016

Year	Automotive Fuel Consumption
2007	4,458,256,000
2008	4,279,471,700
2009	4,261,364,050
2010	4,248,421,150
2011	4,175,899,300
2012	4,084,700,400
2013	4,064,698,400
2014	4,082,017,650
2015	4,086,631,250
2016	4,080,623,350

Source: CARB 2014

This energy consumption analysis focuses on the three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development as well as the fuel necessary for project construction.

The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) air quality and greenhouse gas emissions modeling, which quantifies energy use for occupancy. The results of the CalEEMod modeling are included in Appendix C of this Draft EIR. The amount of operational fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for typical daily fuel usage in Los Angeles County, coupled with the California Trucking Association's (2015) Vehicle Technologies Market Report. The amount of construction-related fuel use was estimated using ratios provided in the California Climate Registry (2016) General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. The results of EMFAC2014 modeling and construction fuel estimates are included in Appendix I of this EIR.

Energy (Fossil Fuel) Consumption

Energy consumption associated with the proposed project is summarized in Table 9.0-4, Chestnut Street Energy Consumption.

Table 9-4 Chestnut Street Energy Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption[1]	2,656,780 kilowatt-hours	0.005%
Natural Gas Consumption[1]	3,971 therms	0.00002%
Automotive Fuel Consumption		0.03%
• *Project Construction*[1, 2]	*105,123 gallons*	
• *Project Operations*[3, 4]	*979,160 gallons*	
• Total	1,084,283 gallons	

Sources: [1] CalEEMod 2013.2.2; [2] California Climate Registry 2016; [3] EMFAC2014 (CARB 2014); [4] CTA 2015

Notes: The project increases in electricity and natural gas consumption are compared with all of the nonresidential buildings in Los Angeles County in 2014. The project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2015.

As shown in Table 9.0-4, the increase in electricity usage as a result of the project would constitute an approximate 0.005 percent increase in the typical annual electricity consumption and an approximate 0.00002 percent increase in the typical annual natural gas consumption attributable to all nonresidential buildings in Los Angeles County. The increase in automotive fuel, including the one-time construction of the project, would increase use in the county by 0.03 percent.

The Chestnut Street project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider in the City of Industry, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of finite energy resources.

SCE currently provides electrical services to the City of Industry, while natural gas is provided by the Southern California Gas Company. These utility companies would continue to provide these services and are required by the California Public Utilities Commission to update existing systems to meet any additional demand.

In terms of automotive fuel consumption, the project would provide a warehousing that involves truck trips associated with the region's goods movement industry. The project supports a coordinated California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for communities.

As shown in Table 9.0-4, the increase in electricity, natural gas, and automotive fuel consumption over existing conditions is minimal (less than 1 percent). For the reasons described above, the proposed project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

9.1 REFERENCES

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10 Growth-Inducing Impacts of the Proposed Project

10. Growth–Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined by analyzing the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

As discussed in the Chapter 4, Environmental Setting, the project site is situated in an urban setting, surrounded by developed land uses and existing infrastructure systems. Additionally, although the project site is currently vacant, some parts of the project site have been previously developed. No major new infrastructure facilities are required to develop this project as proposed. Extensions of existing utility facilities from surrounding roadways will provide a sufficient tie-in to the existing utility systems to accommodate the demands of this project at full buildout.

The proposed project involves the approval of a subdivision map to allow the future development of five warehouse buildings totaling up to 614,597 square feet. The proposed project is allowed under the City of Industry General Plan and Zoning Code and is consistent with the growth projections for the city. Therefore,

the proposed project would not be considered growth inducing with respect to removal of obstacles to growth on the project site.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The City of Industry contracts with the Los Angeles County Fire Department (LACFD) for fire protection services and with the Los Angeles County Sheriff's Department (LASD) for law enforcement and crime prevention services. Development of the proposed project could result in a slight increase in demands for fire and police protection services. However, as discussed in the Initial Study (see Appendix A), compliance with the required building code standards and with the review and approval process would ensure that the proposed project does not degrade the desired levels of service. The proposed project would have no impact on schools, parks, and library services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction, a number of construction-related jobs would be created, though it would be a temporary situation, lasting until project construction is completed. This would be a direct, growth-inducing effect of this project. The proposed project could also generate additional employment opportunities in the City of Industry, and some of these people could relocate to surrounding area near the city. These future potential residents could seek shopping, entertainment, and other economic opportunities in the city and the surrounding area. This would represent an increased demand for economic goods and services and could therefore encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. However, the project vicinity already contains various commercial areas that could serve the shopping needs of future employees or residents. The proposed project would directly and indirectly encourage and facilitate economic effects that could potentially affect the environment.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

As discussed above, the proposed project involves the approval of a subdivision map to allow the future development of up to 614,597 square feet of warehouse and office land uses. The proposed project is consistent with the City of Industry General Plan. No changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) or amendments to General Plan or zoning code are proposed or required to implement this project. Mitigation measures have been identified in the preceding Chapter 5 to ensure that future development on the project site complies with all applicable City plans, policies, ordinances, etc., so that there are no conflicts with adopted land development regulations and so that environmental impacts are minimized.

Pressures to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that are not directly or indirectly influenced by the proposed project. Approval of the proposed project would not therefore involve a precedent-setting action that could be applied to other properties and thereby encourage or facilitate growth that would not otherwise occur.

11 Qualifications of Persons Preparing the EIR

11. Qualifications of Persons Preparing EIR

PLACEWORKS

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Appendix A Notice of Preparation/Initial Study

Appendices

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CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

Notice of Preparation of an Environmental Impact Report
Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry

Public Notice: The City of Industry ("COI") is the Lead Agency under the California Environmental Quality Act ("CEQA") for the proposed project identified below and will prepare an Environmental Impact Report ("EIR") to analyze potential environmental impacts that may result from the project.

Project Title: Proposed Warehouse Buildings Project, Development Plan 15-12 and Tentative Parcel Map 348, City of Industry.

Project Location: The 28.9 acre, vacant project site is located at the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The project site consists of APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The project site is zoned Industrial and Commercial and is surrounded by Industrially zoned property.

Project Description: The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would provide a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use. Construction would begin upon project approval by COI and is expected to require approximately 12 months. It is anticipated that construction would occur from February 2016 through February 2017.

Probable Environmental Effects of the Project: Based on the Initial Study prepared for the project, the project could potentially result in significant impacts related to the following environmental issues: Air quality, greenhouse gas emissions, cultural resources, hazards and hazardous materials, noise, and transportation and traffic.

Public Review: The Initial Study is available for a 30-day review period beginning October 23, 2015 and ending November 23, 2015. Copies of the Initial Study are available for review on the COI's website at http://www.cityofindustry.org and at the following location:

City of Industry Planning Department
15625 East Stafford Street #100
City of Industry, CA 91744

Written comments on the proposed project must be received no later than 5 PM on November 23, 2015; send comments to the attention of Brian James, Planning Director, at the address listed below. Comments may also be submitted via email to bdjames@cityofindustry.org; include the name of the project in the subject heading.

For more information, please check the COI's website provided above, or contact Brian James, Planning Director, at (626) 333-2211.

City of Industry
15625 East Stafford Street #100
City of Industry, CA 91744

October 2015 | Initial Study

PROPOSED WAREHOUSE BUILDINGS

Development Plan 15-12 and Tentative Parcel Map 348, City of Industry

Prepared for:

City of Industry
Contact: Brian James, Planning Director
15625 East Stafford, Suite 100
City of Industry, California 91774-0366
626.333.2211

Prepared by:

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IND-07.137

PLACEWORKS

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1. Introduction

CT Realty Investors, the project applicant, is seeking approval of a Development Plan (No. 15-12) and Tentative Parcel Map 348 for the construction of five tilt-up industrial buildings on 28.9 acres on the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

1.1 PROJECT LOCATION

The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The City of Industry extends approximately 14 miles east-west across the southern San Gabriel Valley (see Figure 1, *Regional Location*). The San Gabriel Valley extends east-west from near central Los Angeles on the west to the eastern Los Angeles County boundary, and is bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is on the northwest side of the City of Industry. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

The project site is on the southeast corner of Azusa Avenue and Chestnut Street (see Figure 2*, Local Vicinity*). The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry. The site is 28.9 acres and consists of portions of Los Angeles County Tax Assessor Parcel Numbers (APN) 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site comprises nine parcels that were previously developed, but it is currently vacant except for a billboard at the corner of Railroad Street and Azusa Avenue. Past uses of the site include Utility Trailer Manufacturing Company (UTMC), Transit Mixed Concrete Company (TMCC), and agricultural use, including strawberry production. The project site is accessible from Chestnut Street on the north, Azusa Avenue on the west, and Railroad Street on the south. The project site contains miscellaneous road base and cement paved areas. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. The eastern portion of the project site was previously used as an aggregate processing and storage facility. An aggregate stockpile is in the west-central portion of the site.

1.2.2 Surrounding Land Use

The project site is situated in an industrial area occupied primarily by warehouses, manufacturing facilities, and various businesses (see Figure 3, *Aerial Photograph*).

Adjacent businesses/features include:

- North – Public right-of-way, followed by San Jose Creek Channel.
- East – Industrial Recycling Facility.
- South – Industrial warehouse distribution building and office buildings.
- West – Public right-of-way, followed by multiple industrial warehouse distribution buildings.

Adjacent property zoning :

- North – Industrial (I)
- East – Industrial (I)
- South – Industrial (I), Commercial (C)
- West – Industrial (I)

1.3 PROJECT DESCRIPTION

1.3.1 Demolition

The project site contains no buildings and is covered with miscellaneous road base and cement paved areas. There are a few trees lining the perimeter of the project site as well as miscellaneous ground cover throughout. An existing aggregate stockpile is in the west-central portion of the site. The project would not involve the demolition of any existing structures. Concrete pavement, aggregate base and piles, and trees and groundcover would be removed as part of site grading activities. It is anticipated that these materials would be transported off-site and recycled by a local waste management firm.

1.3.2 Construction

The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building (see Figure 4, *Site Plan*). The proposed buildings are identified as A through E, with a total combined building area of 614,597 square feet. Table 1 provides a summary of building and site characteristics for the five warehouse buildings. The project site would be accessed from all street fronts: Chestnut Street, a public street off of Virgil Waters Way, a public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall.

Table 1 Building and Site Characteristics Summary

Building	Bldg A	Bldg B	Bldg C	Bldg D	Bldg E	Project Totals
Warehouse	127,100	176,716	104,227	62,271	39,383	509,697
Office Space	28,500	47,400	11,000	10,000	8,000	104,900
Total (sq. ft.)	155,600	224,116	115,227	72,271	47,383	614,597
Building Height (ft.)	38'	50'	36'	34'	34'	_
Dock Doors	18	27	14	7	5	_
Dock Screen Wall Height (ft.)	12'	8'	8'	_	6'	_
Parking (spaces)	206	279	170	114	81	850
Bicycle Parking (spaces)	18	9	9	9	9	54
Landscaped Area (sq. ft.)	44,772	64,462	28,374	17,742	27,708	183,058
Site Area (acres)	7.17	10.28	5.41	3.36	2.6	29

The buildings would occupy approximately 49 percent of the 28.9-acre area. The new parcels would be accessed via single use driveways that measure 26 to 45 feet wide. The driveways would accommodate all truck and employee traffic entering and exiting the site. Site properties would be secured with 8-foot-high wrought-iron fences or solid walls as noted in Table 1.

Low points in each truck loading bay would have catch basins and sump pumps for stormwater collection and removal. A trash enclosure containing a trash bin and a recycling bin would be provided near the loading docks of each building, and pad-mounted electrical transformers would be installed to service each building.

1.3.3 Operation

The buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use.

1.3.4 Project Phasing

The proposed project would have a single construction phase. Construction would begin upon project approval by the City of Industry and is expected to require approximately 12 months to complete. It is anticipated that construction would occur from February 2016 through February 2017. Operation of the warehouse/office buildings would commence shortly thereafter.

1.4 EXISTING ZONING AND GENERAL PLAN

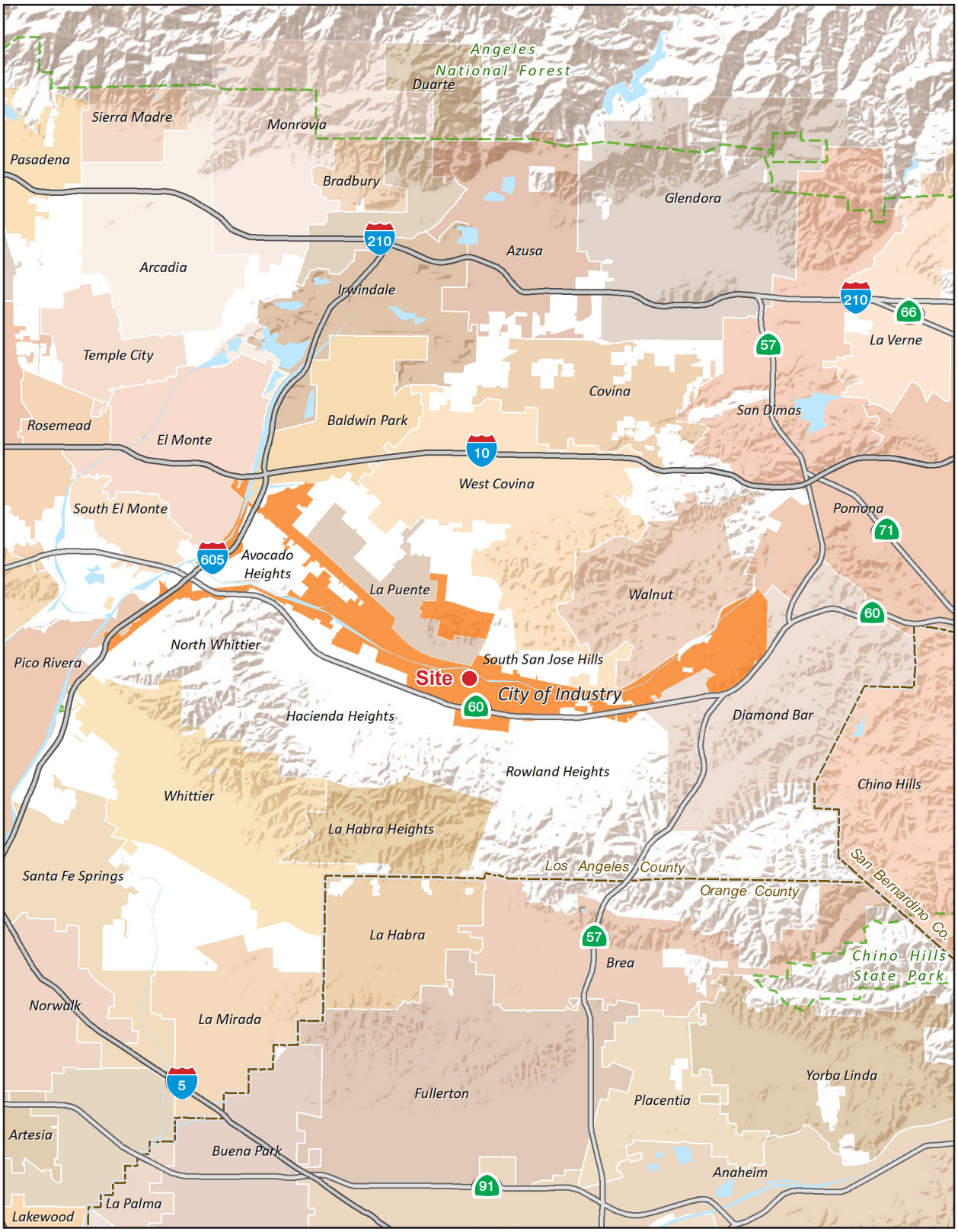
The proposed project would be constructed on Los Angeles County APNs 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. The existing zoning for the project site is Industrial (I) with a small portion of the site at the southwest corner zoned Commercial (C). The General Plan land use designation is

Employment. Accordingly, the proposed project would be consistent with the General Plan and is allowed under the current zoning designation.

1.5 CITY ACTION REQUESTED

CT Realty Investors, the project applicant, is seeking approval of a Development Plan (No. 15-12) and Tentative Parcel Map 348 for the subdivision and construction of five tilt-up industrial buildings on 28.9 acres on the southeast corner of Azusa Avenue and Chestnut Street. The proposed assigned addresses of the project site are 17300 Chestnut Street, and 850, 880, 888, and 890 unnamed public street, City of Industry. The proposed project is consistent with the existing General Plan land use and current zoning designations. The project would require the City of Industry to approve a tentative parcel map and the development plan, including a design review.

Figure 1 - Regional Location



Note: Unincorporated county areas shown in white.

0 3
Scale (Miles)

Source: ESRI, 2015.

1. Introduction

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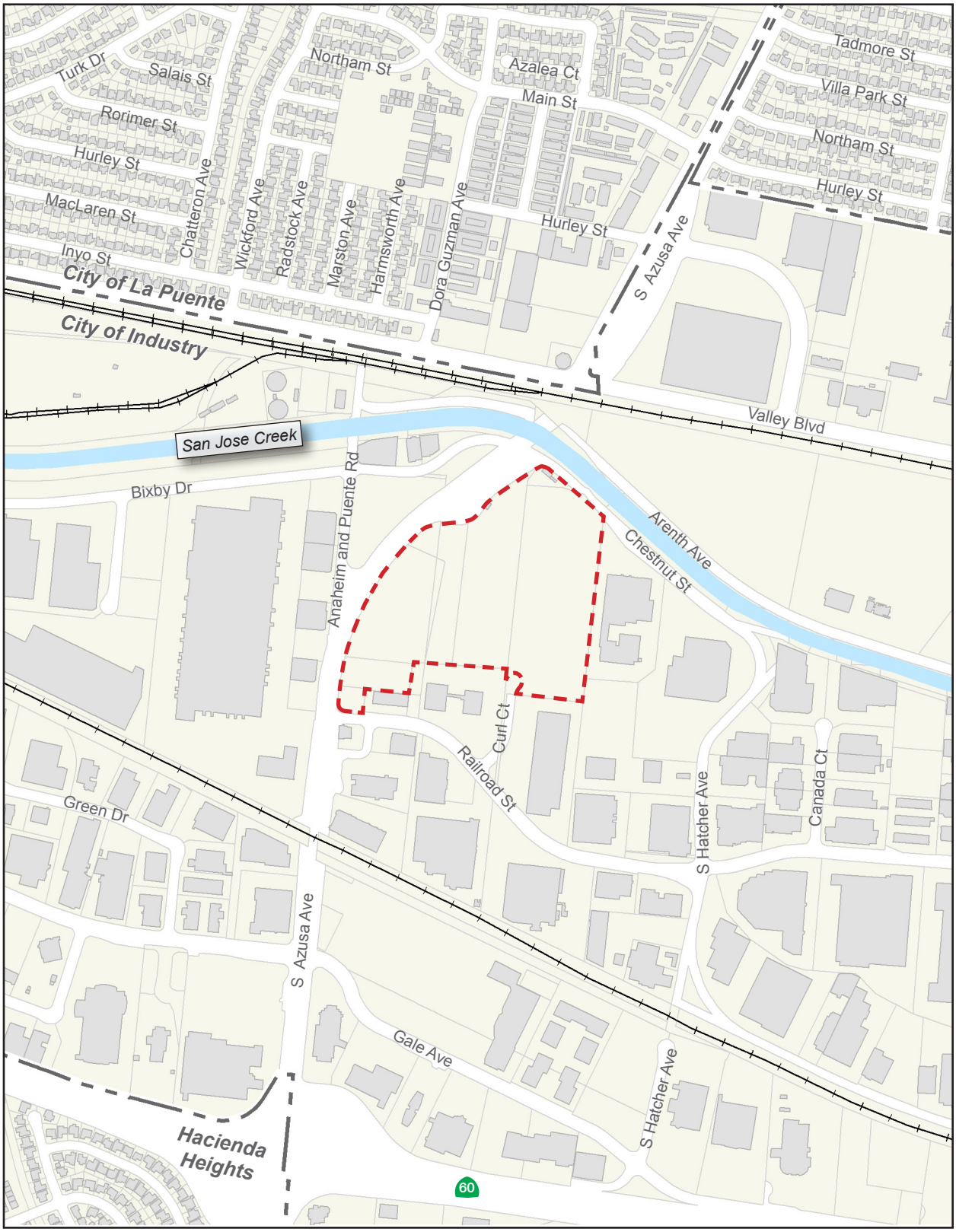
Figure 2 - Local Vicinity



Project Site City Boundary

0 500
Scale (Feet)

Source: ESRI, 2015.

1. Introduction

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Figure 3 - Aerial Photograph

Project Site

City Boundary

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Scale (Feet)

Source: Google Earth Pro, 2015

1. Introduction

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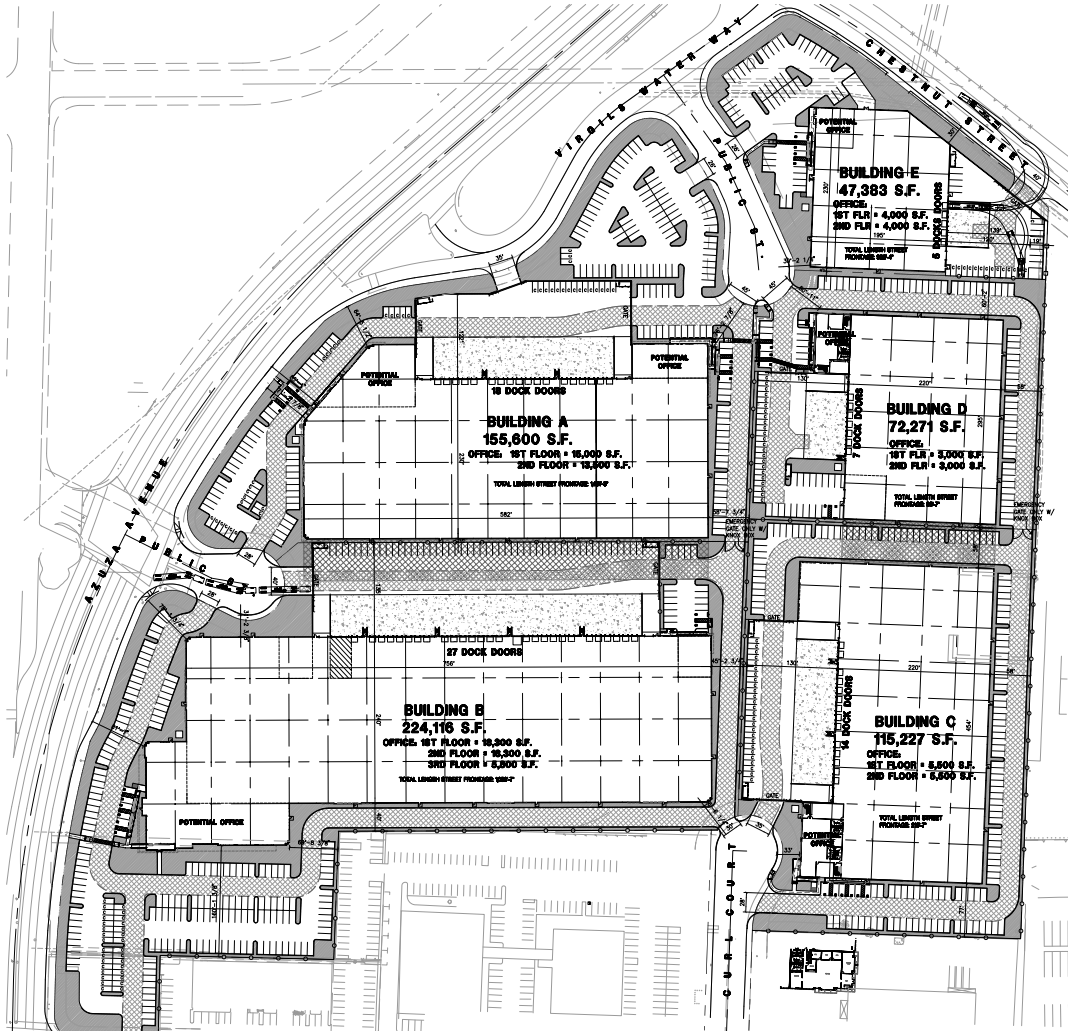
Figure 4 - Site Plan

1. Introduction



PROJECT INFORMATION

Owner / Applicant
CT REALTY INVESTORS
65 ENTERPRISE,
ALISO VIEJO, CA
TEL: (949) 431–6422
FAX: (949) 431–6400

Civil Engineer
THIENES ENGINEERING, INC.
14349 FIRESTONE BLVD.
LA MIRADA, CA 90638
TEL: (714) 521–4811
CONTACT: KENNETH PETERSON

Architect
HPA, INC.
18831 BARDEEN AVE. SUITE #100
IRVINE, CA 92612
TEL: (949) 862–2122
CONTACT: INKON KIM

Assessor's Parcel Number
8264–024–909
8264–025–903
8264–025–904
8264–025–908
8264–025–911
8264–025–914
8264–025–915
8264–025–917
8264–025–918

Construction Type:
BUILDING A, B & C:
III–B CONSTRUCTION TYPE
S–1 & B OCCUPANCY (SPECULATIVE)
FULLY SPRINKLED, 4 SIDE YARDS UNLIMITED BUILDING AREA

BUILDING D & E:
III–B CONSTRUCTION TYPE
S–1 OCCUPANCY (SPECULATIVE)
FULLY SPRINKLED, 4 SIDE YARDS GREATER THAN 40'=78,750 S.F.

Building Address
17300 CHESTNUT STREET
948 SOUTH AZUSA AVE
CITY OF INDUSTRY, CA

Zoning
SUBJECT SITE AS TO TITLE COMMITMENT NO:
NCS–700769–SA1 IS ZONED:
"I" INDUSTRIAL ZONE PER CITY OF INDUSTRY ZONING MAP

SUBJECT SITE AS TO TITLE COMMITMENT NO.:
NCS–727573–ONT1 IS ZONED:
"C" COMMERCIAL ZONE PER CITY OF INDUSTRY ZONING MAP

PROJECT DATA

	BLDG. A	BLDG. B	BLDG. C	BLDG. D	BLDG. E	TOTAL
SITE AREA						
in s.f.	312,416	447,884	235,684	146,538	113,335	1,255,857 s.f.
in acres	7.17	10.28	5.41	3.36	2.60	28.83 ac
BUILDING AREA						
Building Footprint	142,100	200,016	109,727	69,271	43,383	564,497 s.f.
office - 1st floor	15,000	18,300	5,500	3,000	4,000	45,800 s.f.
office - 2nd floor	13,500	18,300	5,500	3,000	4,000	44,300 s.f.
office - 3rd floor		5,800				5,800 s.f.
warehouse office		5,000				5,000 s.f.
warehouse	127,100	176,716	104,227	66,271	39,383	513,697 s.f.
TOTAL	155,600	224,116	115,227	72,271	47,383	614,597 s.f.
COVERAGE	49.8%	50.0%	48.9%	49.3%	41.8%	48.9%
AUTO PARKING REQUIRED						
Warehouse						
0-25K @ 1/500 s.f.	50	50	50	50	50	250 stalls
25K-100K @ 1/750 s.f.	100	100	100	64	30	394 stalls
Above 100K @ 1/1,000 s.f.	56	125	16	n/a	n.a	197 stalls
TOTAL	206	275	166	114	80	841 stalls
AUTO PARKING PROVIDED						
standard (9' x 19')	158	240	138	86	61	683 stalls
handicap (9' x 19')	7	8	6	5	4	30 stalls
compact (8' x 16') 20% max.	41 *19.9%*	31 *11.1%*	26 *15.3%*	23 *20%*	15 *18.8%*	137 stalls
TOTAL	206	279	170	114	80	849 stalls
ZONING ORDINANCE FOR CITY						
Indstrial - I						
MAXIMUM FLOOR AREA RATION						
F.A.R. - .50						
SETBACK						
front / Street - 30' from the curb line of any street or highway, whether the street is improved or not						
LANDSCAPE REQUIREMENT						
in percentage	12%	12%	12%	12%	12%	12%
LANDSCAPE PROVIDED						
in s.f.	44,772	64,462	28,374	17,742	27,708	183,058 s.f.
in percentage	14.3%	14.4%	12.0%	12.1%	24.4%	14.6%

0 250
Scale (Feet)

Source: HPA Architecture, 2015

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Proposed Warehouse Buildings Project

2. **Lead Agency Name and Address:**
City of Industry
15625 East Stafford, Suite 100
P.O. Box 3366
City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**
Brian James, Planning Director
626.333.2211

4. **Project Location:**
The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County, California. The project site is on the northwest side of the City. Regional access is from the Pomona Freeway via the Azusa Avenue interchange.

The project site is on the southeast corner of Azusa Avenue and Chestnut Street. The potential assigned addresses of the project site are 888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street. The site is 28.9 acres and consists of portions of Los Angeles County Tax Assessor Parcel Numbers 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918.

5. **Project Sponsor's Name and Address:**
CT Realty Investors
65 Enterprise
Aliso Viejo, CA 92656

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial (I)

8. **Description of Project:**
The proposed project involves the subdivision of a 28.9-acre site into 5 separate parcels, and the development of each parcel with a concrete tilt-up warehouse/office building. The proposed buildings would have a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts including, Chestnut Street, public street off of Virgil Waters Way, public street off of Azusa Avenue, Railroad Street, and Curl Court off of Railroad Street. The warehouse buildings would be a maximum of 50 feet tall and would occupy approximately 49 percent of the 28.9-acre area. The new parcels would be accessed via single use driveways that would measure 26 to 45 feet wide. The driveways would accommodate all truck and employee traffic entering and exiting the site. Site properties would be secured with 8-foot-high wrought-iron fences and solid screen walls ranging from 6 to 12 feet high. The

2. Environmental Checklist

buildings would be built on speculation; thus, the prospective occupants are currently unknown. The buildings are intended for industrial warehouse/office use.

The proposed project would have a single construction phase. Construction would begin upon project approval by the City of Industry and is expected to require approximately twelve months to complete. It is anticipated that construction would occur from February 2016 through February 2017. Operation of the warehouse/office buildings would commence shortly thereafter.

9. Surrounding Land Uses and Setting:

Adjacent businesses/features include:

- North – Public right-of-way, followed by San Jose Creek Channel.
- East – Industrial Recycling Facility.
- South – Industrial warehouse distribution building and office buildings.
- West – Public right-of-way, followed by multiple industrial warehouse distribution buildings.

Adjacent Property Zoning:

- North – Industrial (I)
- East – Industrial (I)
- South – Industrial (I), Commercial (C)
- West – Industrial (I)

10. Other Public Agencies Whose Approval Is Required:

- Los Angeles County Fire Department
- Los Angeles County Public Works Department
- Los Angeles County Building Department
- South Coast Air Quality Management District
- State Water Resource Control Board

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities/Service Systems	☒ Mandatory Findings of Significance

2.3 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g. the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analysis Used.** Identify and state where they are available for review.

   b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

2. Environmental Checklist

c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) 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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) 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?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) 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 Game or US Fish and Wildlife Service?				X
b) 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 Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code § 21074?	X			
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) 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?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) 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?	X			
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 for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION.				
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?				X
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water 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?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, 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?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

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2. Environmental Checklist

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The project site is situated in a highly urbanized area of the City of Industry, and adjacent properties are generally developed with buildings similar in appearance to the proposed industrial structures. The San Gabriel Mountains to the north and Puente Hills to the south provide the greatest opportunities for scenic vistas in the City of Industry. However, views of these two ranges are largely obscured at the site by existing development. Construction of the 34-foot-high to 50-foot-high industrial buildings would not significantly alter open spaces or scenic vistas in the vicinity of the site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site consists of a vacant, undeveloped, partially paved property in a fully urbanized area of the City of Industry and does not contain any scenic resources. The site does not contain historic buildings or rock outcrops, and only nonsensitive tree species are present along the site perimeter. Additionally, the project site is not adjacent to or near a state scenic highway. The nearest officially designated state scenic highway is SR-91 (Caltrans 2012a), which is alongside the Santa Ana River over 12 miles to the southeast. Therefore, no impact would occur. This section will not be discussed further in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The proposed project would not degrade the existing visual character or quality of the project site and its surroundings. The project would infill an existing industrial warehouse area, and the height (max. 50 feet), mass, and design of the buildings would be similar to existing industrial buildings along the south, east, and west sides of the project site (see Figure 3, *Aerial Photograph*). Building materials and neutral colors would be selected so that the buildings would not conflict or be incompatible with the existing character of the site surroundings. Exterior signage would be limited to minimal corporate identification. Therefore, no impact to the visual character or quality of the site and its surroundings would occur. This section will not be discussed further in the EIR.

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

Less Than Significant Impact. The proposed project would introduce new sources of light at the project site, including building and loading dock/docking bay lights, parking area lights, and security lighting. Nighttime lighting would be installed to accommodate safety and security while minimizing impacts on surrounding areas. However, the new sources of lighting have the potential to increase nighttime light and glare in the project area.

The lighting to be installed would be consistent with, and similar to, existing lighting in the adjacent industrial/commercial areas adjacent to the site.

The City of Industry ensures that the lighting of new developments is installed according to all applicable lighting requirements and guidelines through its Development Plan review process. All lighting would be designed, arranged, directed, or shielded to preventing excess illumination and light spillover onto adjoining land uses. Parking area lighting would be the minimum necessary that is consistent with the City's requirements and guidelines. In addition, the building exterior would not contain significant amounts of glass or reflective construction materials that could impose distracting glare on residents and passersby. Therefore, project impacts associated with light and glare are not expected to be significant. This section will not be discussed further in the EIR.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) 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. The project site has no agricultural resources and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2015). In addition, there are no agricultural uses in the vicinity of the site. Therefore, the proposed project would not convert farmland to nonagricultural uses and no impact would occur. This section will not be discussed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site has no agricultural resources and is not zoned for agricultural use. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of farmland not designated as Prime Farmland; the project site is not under a Williamson Act contract. Therefore, no impact would occur. This section will not be discussed further in the EIR.

c) 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. The project site is in a fully urbanized area of the City of Industry and does not lie within or adjacent to forest land or timberland. The site is zoned for industrial use, and project development would not change the zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur. This section will not be discussed further in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is zoned for industrial use. There is no forest land on or near the project site, and no forest land would be converted to nonforest use. Therefore no impact would occur. This section will not be discussed further in the EIR.

e) 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. The proposed project has no agricultural or forest resources and is not designated as Farmland, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2015). Therefore, the proposed project would not convert Farmland to nonagricultural uses or forest land to nonforest use. No impact would occur. This section will not be discussed further in the EIR.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The City of Industry is in the South Coast Air Basin (SoCAB) and is subject to the air quality management plan (AQMP) prepared by the South Coast Air Management District (SCAQMD). Buildout of the proposed project would generate additional traffic volumes in the area, resulting in an increase of air pollutant emissions. Therefore, the proposed project could result in potentially significant impacts to air quality. The EIR will assess the proposed project's consistency with the AQMP and identify mitigation measures as necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The project site is in the SoCAB, which is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National ambient air quality standards (AAQS), nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. Development of the

3. Environmental Analysis

proposed project may impact air quality during construction and operation of planned uses and would generate an increase in vehicle trips. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution within the planning area may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The EIR will evaluate the potential for buildout of the proposed project to generate significant air quality impacts. Mitigation measures will be identified as necessary.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SoCAB is designated as nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the National and/or California AAQS. Buildout of the proposed project would increase existing levels of criteria air pollutants generated by the proposed land uses and could contribute to the nonattainment status of the SoCAB. The EIR will evaluate air quality impacts of the proposed project.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and elderly). Future development pursuant to implementation of the proposed project may expose existing and/or new sensitive receptors to substantial pollutant concentrations. The EIR will evaluate the potential for construction and operation of the proposed project to exceed SCAQMD's localized significance threshold in accordance with SCAQMD's guidance methodology. Mitigation measures will be identified as necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Warehousing and office operations would not result in the types of odors generated by the aforementioned land uses. Additionally, the proposed project would be

subject to and required to comply with SCAQMD Rule 402, which would minimize potential odor-related nuisances. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, impacts associated with operation- and construction-generated odors would be less than significant and no mitigation measures are necessary. This issue will not be discussed further in the EIR.

3.4 BIOLOGICAL RESOURCES

a) 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 Game or US Fish and Wildlife Service?

No Impact. The project site has been previously graded, and there are no native habitats, sensitive natural communities, or riparian habitats on or in its vicinity. The area surrounding the project site is a highly urbanized and built-out area of the City of Industry that is devoted primarily to industrial uses. Therefore, there would be no adverse impacts on candidate, sensitive, or special status species, either directly or via modification of an existing habitat. This section will not be discussed further in the EIR.

b) 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 Game or US Fish and Wildlife Service?

No Impact. Sensitive natural communities provide habitat for sensitive animal or plant species. No such communities exist on or in the vicinity of the project site. Riparian habitats are those occurring along the banks of rivers and streams. There are no riparian features on or adjacent to the project site. Therefore, no impact is anticipated. This section will not be discussed further in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There are no wetlands on or adjacent to the project site. Therefore, no impact is anticipated. This section will not be discussed further in the EIR.

d) 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. Wildlife corridors are typically made up of undeveloped wildlife areas and open space between larger patches of wildlife habitat. The project site is a vacant, undeveloped, partially paved lot surrounded by

developed urban land uses. It does not contain or support wildlife habitat or nursery use, and is not used for overland wildlife movement. No impact would occur. This section will not be discussed further in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site and surrounding area do not contain biological resources that are protected by any local policies or ordinances, such as a tree preservation policy or ordinance. The City of Industry Municipal Code does not contain ordinances protecting trees or other biological resources on private property. No impact would occur. This section will not be discussed further in the EIR.

f) 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 located in a developed, disturbed, urban environment and is surrounded by contiguous development. It is not within an adopted Habitat Conservation Plan area designated by the United States Fish and Wildlife Service (USFWS 2015b), or within a Natural Community Conservation Plan area designated by the California Department of Fish and Wildlife (CDFW 2015). Nor is the project site within an existing or proposed Significant Ecological Area (SEA)[1] designated by the County of Los Angeles (LACDRP 2015). The nearest designated SEA is the Rio Hondo College Wildlife Sanctuary, which is approximately 6.7 miles west of the project site. No impact would occur. This section will not be discussed further in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

[1] Significant Ecological Areas (SEAs) are ecologically important land and water areas designated by Los Angeles County. SEAs are not preserves; however, development projects proposed in SEAs are subject to increased environmental and design review with the aim of balancing development with ecological resources.

Although the project site has had business activity, there has been relatively minor ground disturbance. Therefore, potential impacts to historical resources will be evaluated in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. Although the project site has had business activity, there has been relatively minor ground disturbance. Therefore, potential impacts to archaeological resources will be evaluated in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. No unique paleontological and geologic resources are known to exist within or near the project site. The site is relatively flat and surrounded by developed land; there are no exposed rock formations or other unique geological features on or near the site. However, there has been relatively minor ground disturbance of the site. Therefore, potential impacts to paleontological or unique geologic resources will be evaluated in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No human remains are known to exist within the project site. Given the past ground disturbance and current condition of the site, it is very unlikely that any human remains would be uncovered during project construction. However, California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within a project site, disturbance of the site shall halt until the county coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The proposed project would be required to adhere to existing laws regarding the discovery of human remains; therefore, no impact would occur. This section will not be discussed further in the EIR.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in § 21074?

Potentially Significant Impact. Section 21074 defines tribal cultural resource as either of the following:

1. Site features, places, cultural landscapes, sacred places, and objects of cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

b. Included in a local register of historical resources as defined in subdivision (k) of section 5020.1.

2. 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, lead agency shall consider the significance of the resource to a California Native American tribe.

The Gabrieleño Band of Mission Indians: Kizh Nation was provided with notification of the proposed project in both a letter and email dated August 5, 2015. The Soboba Band of Luiseño Indians (SBLI) was also provided with notification of the proposed project in both a letter and email dated August 5, 2015. Communication from SBLI was received on August 5, 2015, in which they deferred issues with respect to consultation to the Kizh Nation.

Potential impacts to tribal cultural resources will be addressed in the EIR.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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.

Less Than Significant Impact. Fault rupture impacts can occur when a structure is situated on top of an active fault that produces surface displacement during an earthquake event. The project site is not located within an Alquist-Priolo Earthquake Fault Zone,[2] as delineated by the California Geological Survey, nor is it situated on or near any known active fault. Two potentially active faults, the Walnut Creek and San Jose faults, are approximately 2 miles northwest and 3.5 miles northeast of the site, respectively (CGS 2010; CGS 2015). Potentially active faults are defined as those where surface rupture has occurred during the past 1,600,000 years.

The Walnut Creek Fault is classified as a Quaternary fault (age undifferentiated). A technical study of this northeast-trending fault concluded that there is no geomorphic evidence (i.e., visible surface expressions) for the existence of the fault, which is known to be present only in the subsurface alluvium of the San Jose Hills northwest of the site (Smith 1977). Rather, the presence of the fault is suggested by groundwater level differences and petroleum exploration data. Because the known active and potentially active faults do not cross the site, project development would not expose people or structures to substantial hazards arising from surface rupture of a known active fault. Compliance with the latest

[2] The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes.

version of the California Building Code (see following response) would mitigate impacts related to seismic activity to an acceptable level, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Similar to the rest of southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. Major active faults near the project site include the Whittier, Cucamonga, Chino and Puente Hills[3] faults (CGS 2015). More regionally, the San Andreas Fault is capable of producing an earthquake that could cause significant damage at the site. Each of these faults is classified as active, with strong seismic capabilities. Lesser faults that are closer to the site include the Walnut Creek and San Jose faults. The expected ground-motion characteristics of future earthquakes in the region depend on the distance to the epicenter and magnitude of the earthquake, as well as the soil profile of the site.

Based on the available data, the impacts associated with ground shaking at the project site would not be greater than at other sites in seismically active southern California. Structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors that include occupancy type, the types of soil and rock on-site, and the strength of ground motion with specified probability of occurring at the site. The project would have a geotechnical investigation conducted per CBC requirements; the geotechnical investigation would calculate seismic design parameters that must be used in the design of the proposed buildings.

The City of Industry's Building Regulations are found in Title 15 of the City's municipal code (Buildings and Construction). Chapter 15.04 (Building Code) adopts the most recent version of the Los Angeles County Building Code[4] by reference. The proposed project would be required to adhere to the provisions of the Los Angeles County Building Code, which are imposed on project developments during the City's building plan check and Development Plan review process. Compliance with the requirements of the Los Angeles County Building Code for structural safety during a seismic event would reduce hazards from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to unconsolidated, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. Like much of the available land in the City of Industry, the project site is in an area that is underlain by unconsolidated sediments that include interbedded silts, sands, and gravel. The thickness of these unconsolidated sediments beneath the site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending upon groundwater depth, liquefaction during high-intensity seismic ground shaking.

[3] Also known as the Puente Hills blind thrust system.
[4] The Los Angeles County Building Code is a customized amendment of the California Building Code.

3. Environmental Analysis

The California Geological Survey, a branch of the State Department of Conservation, has a mandate to identify and map the state's most prominent earthquake hazards pursuant to the Seismic Hazards Mapping Act of 1990. These hazards include areas where earthquakes are likely to cause shaking, liquefaction, or ground failure. In 1999, the California Geological Survey updated existing seismic hazard maps for portions of southern California, including the area that encompasses the City of Industry. The updated map that covers the project site (Baldwin Park 7.5-minute quadrangle) indicates that the site is in a state-mapped liquefaction zone, which is defined as follows:

> Areas where historic occurrence of liquefaction or local geological, geotechnical, or groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. (CDC 1999)

Cities, counties, or another local permitting authority must regulate certain development "projects" within these seismic hazard zones. If a project site is in one of these zones, development permits must be withheld until the geological and soil conditions of the project site are investigated and appropriate mitigation measures, if necessary, are incorporated into development plans.

Future workers or site visitors potentially could be subjected to impacts due to seismically induced liquefaction. However, the new structures proposed for the site would be constructed in accordance with grading and engineering standards outlined in the Los Angeles County and California Building Codes, which would help safeguard the structures from liquefaction that might occur during future seismic events. Additionally, as a standard procedure by the City of Industry, grading and soil compaction requires the preparation of site-specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies, which are required to be submitted to the City for review and approval prior to the commencement of any grading activities.[5] Based on the available information, impacts due to seismic-related ground failure and construction of the proposed project are anticipated to be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

iv) Landslides?

No Impact. As discussed in the previous section, the California Department of Conservation is mandated by the Seismic Hazards Act of 1990 to identify and map the state's most prominent earthquake hazards, including hazard areas that are at risk for earthquake-induced landslides. If a project site is located in one of the landslide hazard areas, the City of Industry is required to prepare a geotechnical report defining and delineating landslide hazards in the project area. Based on the Baldwin Park 7.5-minute quadrangle map (CDC 1999), the proposed project site is not in a mapped landslide hazard area and is not subject to landslide hazards. Moreover, the project site and surrounding land are virtually flat. Therefore, no impact related to landslide hazards would occur. This section will not be discussed further in the EIR.

[5] However, if the City finds that no undue hazard exists, based on previous studies conducted in the immediate vicinity of the project site, the preparation of the geotechnical report may be waived.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be accelerated dramatically by ground-disturbing activities if effective erosion control measures are not used. The project site and surrounding area are in a highly urbanized area that is virtually flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site.

Project construction would entail grading activities that would temporarily disturb surface soils on-site and potentially result in the erosion of exposed areas of soil. Since the project site is greater than one acre, it would be subject to National Pollution Discharge Elimination System (NPDES) requirements. Under the NPDES, a Storm Water Pollution Prevention Plan (SWPPP) would be required, along with best management practices (BMPs) designed to prevent erosion and siltation during the project's construction phase. Categories of BMPs typically used in SWPPPs are described in Table 2.

Table 2 Construction Best Management Practices

Category	Purpose	Examples
Water erosion controls	Cover and/or bind soil surfaces to prevent soil particles from being detached and transported by water.	Mulch, geotextiles, mats, hydroseeding, earth dikes, and swales.
Sediment controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basins; and cleaning measures such as street sweeping.
Wind erosion controls	The aims and methods of wind erosion control are similar to those of erosion control described above.	Same as water erosion controls above.
Tracking controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; tire washing or brushing at entrances/exits.
Non-stormwater management controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations (e.g., paving, grinding, concrete curing and finishing, etc.) in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; and concrete finishing.
Waste management and controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid and hazardous wastes.

Source: CASQA 2003.

The project applicant would also be required to adhere to the applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code, which contains requirements to preserve water quality and prevent erosion during construction. In particular, Section 13.16.070(C) requires that stormwater runoff control measures during construction be adequate to accomplish the following:

- Retain on-site sediments generated on or brought to the project site using treatment control or BMPs
- Retain construction-related materials and wastes, spills, and residues at the project site and prevent discharges to the streets, municipal storm drain, receiving water, or adjacent properties
- Contain non-stormwater runoff from equipment and vehicle washing at the project site
- Control erosion from slopes and channels through the use of effective BMPs, such as limitation of grading during the wet season, inspection of graded areas during rain events, planting and maintenance of vegetation on slopes, and covering any slopes susceptible to erosion.

After project completion, the project site would be developed with warehouse buildings, parking areas, driveways, and landscape improvements, and would contain minimal exposed soil. Properly designed drainage systems, irrigation controls, and landscaping would minimize the opportunity for soil erosion and the loss of topsoil. Adherence to the NPDES requirements, SWPPP and related BMPs, and City's stormwater and urban runoff pollution regulations would result in a less than significant impact. No mitigation measures are necessary. This section will not be discussed further in the EIR.

c) 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. Hazards related to liquefaction and landslides are addressed in Sections 3.6.a.iii and 3.6.a.iv, respectively. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The risk of lateral spreading at the project site is negligible due to the relatively flat terrain. Compliance with recommendations in the geotechnical investigation for minimizing liquefaction hazards would also reduce hazards from lateral spreading.

The major cause of ground subsidence is withdrawal of groundwater. Groundwater levels in the Puente Subbasin of the San Gabriel Groundwater Basin, which underlies the project site, are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. The project would not require direct groundwater withdrawal, nor would it involve or allow significant groundwater recharge.

Collapsible soils shrink upon being wetted, subjected to a load, or both. The project geotechnical investigation would include recommendations for grading and preparation of soil so that it is suitable for construction, including soil classification, compaction density, and moisture content. Compliance with such recommendations would reduce hazards from collapsible soils. Based on the foregoing, impacts related to lateral spreading, subsidence, and collapsible soils would be less than significant. This section will not be discussed further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils, with respect to engineering properties, are soils that upon wetting and drying will alternately expand and contract, causing problems for foundations of buildings and

other structures. The proposed project would be subject to established engineering standards regarding soil compaction and would include testing of soil samples for expansion potential as part of the geotechnical evaluation. Any actions to minimize hazards from expansive soils would be implemented during construction. Impacts would be less than significant. This section will not be discussed further in the EIR.

e) 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?

No Impact. Development of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. The new buildings would be connected to an existing sewer in the adjacent roadway via one or more service lines. Therefore, no impact would occur. This section will not be discussed further in the EIR.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375), which address GHG emissions on a statewide and cumulative basis. The proposed project's construction activities, operation, and increase in vehicle traffic have the potential to generate GHG emissions that could significantly impact the environment. The EIR will evaluate the potential for the proposed project to generate a substantial increase in GHG emissions. Mitigation measures will be identified as necessary.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Assembly Bill 32, the Global Warming Solution Act of 2006 (AB 32), requires the state to reduce GHG emissions by 1990 levels by 2020. The California Air Resources Board (CARB) adopted the Scoping Plan to identify state regulations and programs that would be adopted by state agencies to achieve the 1990 target of AB 32. Also, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. In addition, the City of Industry is in the process of adopting a Climate Action Plan. The EIR will evaluate consistency of the proposed project with the overall GHG reduction goals of AB 32, SB 375, and the City of Industry's proposed Climate Action Plan, if available.

3.8 HAZARDS AND HAZARDOUS MATERIALS

a) 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 public and environment could be exposed to hazardous materials during the construction and operational phases of the project, as discussed in the following sections.

Construction Phase

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat. These activities would also be short term or one time in nature.

Additionally, the use, transport, and disposal of hazardous materials during the project construction phase (estimated seven months) would have to conform to the laws and regulations of several federal, state, and local agencies, including the United States Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety & Health Administration (Cal-OSHA), California Department of Transportation (Caltrans), and Los Angeles County Fire Department (LACFD). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are handled in an appropriate manner, and would minimize the potential for safety or environmental impacts. For example, spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material cleaned up in a prescribed manner. Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk to construction workers or future occupants of the site.

Operational Phase

Although the tenants and activities of the new industrial warehouse/office buildings have not been identified, warehouse operations typically involve the use of small amounts of hazardous materials in building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When used correctly, these materials would not result in a significant hazard to surrounding uses. Additionally, depending on the nature of the warehouse operations, significant quantities of hazardous materials could be moved into and out of the warehouse and stored for various periods of time. Such activities would be governed by local, state, and federal laws and regulations of several agencies, including EPA, DTSC, Cal-OSHA, Caltrans, and LACFD, to ensure that any such hazardous materials are used and handled in an appropriate manner. Businesses that store hazardous materials above minimum amounts are required to file a Business Plan with the LACFD,[6]

[6] The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

which includes a materials inventory and an emergency response plan. Additionally, strict adherence to all emergency response plan requirements set forth by the City of Industry would be required during project operation. Routine use, transport, or storage of hazardous materials during project construction and operation would not cause significant hazards to the public or the environment, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The use, storage, and disposal of hazardous materials by the project would comply with existing regulations of several agencies, as described in the previous section. Project construction and operational workers would be trained on the proper use, storage, and disposal of hazardous materials. Construction projects and warehouse operations typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. Project personnel would request assistance from the LACFD immediately in the event of a release of hazardous materials larger than on-site personnel were able to contain and clean up. Emergency response procedures would be outlined in the contingency plan of a Business Plan if hazardous materials above threshold quantities were stored in the buildings. With these safeguards in place, impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. A health risk assessment (HRA) will be prepared to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. (see Appendix C). The nearest sensitive receptors include the two residences approximately 510 feet northwest of the project site. If operational emissions from the warehouse/office facility do not pose a risk to residents northwest of the site, then there also would be no risk to sensitive receptors that are located at greater distances. The closest school is Wedgeworth Elementary School, which is 0.6 miles southwest of the project site. The HRA will evaluate both carcinogenic and noncarcinogenic health risks. This section will be further discussed in the EIR.

d) 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?

Potentially Significant Impact. California Government Code Section 65962.5 specifies that the DTSC, California Department of Health Services, State Water Quality Control Board (SWRCB), and local enforcement agencies compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has

migrated. The project site is not included on a list of hazardous materials sites compiled pursuant to this legal requirement.

A Phase I Environmental Site Assessment (Phase I) was prepared for the site in September 2014 (Stantec, 2014). The Phase I concluded that a review of regulatory and historical records, a visual inspection of the site and surrounding area did not identify any recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions which are likely to impact the property. However, the project site was identified as overlying the San Gabriel Valley Area 4, National Priorities List, groundwater plume site. The report indicated that, based on the location of the plume and the shallow depth to groundwater (approximately 30 feet below ground surface), there is a potential that soil vapor may exist in the subsurface at levels of concern to commercial development. The report further indicated that a soil and soil vapor investigation was recommended to determine if there is an impact to the site from total petroleum hydrocarbons and volatile organic compounds at levels of concern. This section will be evaluated further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not within an area covered by an airport land use plan or within 2 miles of a public airport or public-use airport. The nearest public airport is El Monte Airport, approximately 8 miles northwest of the site (Airnav 2015). Therefore, project development would not cause aviation-related hazards for people working in the project area and no impact would occur. This section will not be discussed further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Pacific Palms Resort (1 Industry Hills Parkway) operates a heliport approximately 0.9 miles north of the project site (Airnav 2015). The site is currently zoned for industrial use, and project development would not exacerbate existing safety hazards associated with current operations at the heliport. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, § 91.119). Helicopter takeoffs and landings at nearby heliports occur infrequently and are at a sufficient distance from the site that they would not pose a hazard to on-site workers. No impact would occur. This section will not be discussed further in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The existing emergency response plan in the County of Los Angeles is the Operational Area Emergency Response Plan (ERP) approved by the County Board of Supervisors in 1998. The ERP identifies county agencies and other entities that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies as well as county agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily

functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Further assessments of potential hazards and county resources available for responding to hazards are in the County of Los Angeles All-Hazard Mitigation Plan (AHMP) adopted by the County Board of Supervisors in June 2005. The AHMP includes a vulnerability analysis for many types of hazards, including earthquakes, floods, fires, and man-made hazards such as terrorism and civil unrest; goals and objectives for strategies for mitigating hazards; proposed strategies and actions for reducing vulnerability to identified hazards; and lists of facilities and equipment available for responding to disasters.

The proposed project would be required to provide the necessary on- and off-site access and circulation improvements for emergency vehicles and services during the construction and operational phases, subject to City of Industry and LACFD approval. The access and circulation features of the proposed development project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles from Azusa Avenue, Curl Court, and Virgil Waters Way. As shown on Figure 4, *Site Plan*, the warehouse/office buildings would be accessible via three driveways along Azusa Avenue, Curl Court and Virgil Waters Way, which would provide fire truck access per LACFD standards.

The proposed project would be required to go through the City's Development Plan review and permitting process and would incorporate all applicable design and safety features in City of Industry and LACFD regulations necessary to accommodate local emergency services (adequate access roads, emergency exits, fire hydrants, etc.). Furthermore, existing emergency access to surrounding properties would not be altered or disrupted under the proposed project, and off-site roadway modifications would not be necessary. Finally, the proposed project would not require full road closures or otherwise impact the functionality of surrounding roads that are used as public safety access routes. Therefore, the project would not impair implementation of or physically interfere with the ERP, and no impact would occur. This section will not be discussed further in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is in a highly urbanized and built-out area of the City of Industry. No fire hazard severity zones are mapped within or near the project site by the California Department of Forestry and Fire Prevention (CAL FIRE 2015). Therefore, no significant risk of loss, injury, or death involving wildland fires would occur as a result of the proposed project. This section will not be discussed further in the EIR.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Impacts to water quality could potentially occur during the construction and operational phases of the project, as discussed in the following sections.

3. Environmental Analysis

Construction Phase

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. In the Los Angeles metropolitan area, where the City of Industry is located, the SWRCB is the permitting authority, while the Los Angeles Regional Water Quality Control Board (RWQCB) provides local oversight and permit enforcement. The project applicant would also be required to adhere to applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code. For example, Section 13.16.070 (Construction Activity Storm Water Measures) contains construction activity stormwater requirements to preserve water quality and prevent erosion in the City.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is about 28.9 acres and, therefore, project construction would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Categories of BMPs typically used in SWPPPs are described in Table 6 in Section 3.6.b. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels, and no mitigation measures are necessary.

Operational Phase

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking areas, driveways, and truck loading bays that could be carried off-site. Project design features would address the anticipated and expected pollutants of concern during the project's operational phase. On-site landscaping, which comprises approximately 14.6 percent of the total project site, would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would also serve a water treatment function. The project would include features such as curbs, gutters, and catch basins, including catch basins with sump pumps in each truck loading bay. The project would also include source control BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source.

Requirements for waste discharges potentially affecting stormwater from project operations are set forth in the City of Industry's Ordinance No. 683, adopted on August 8, 2002, which implements the Los Angeles Countywide Standard Urban Stormwater Mitigation Plan (SUSMP) adopted by the Los Angeles RWQCB by Resolution No. R-00-02, as modified by the SWRCB's Order WQ 2001-11 and RWQCB Order No. R4-01-182. Ordinance No. 683 is incorporated in its entirety as Chapter 13.17 (Standard Urban Stormwater Mitigation Plan Implementation) of the City of Industry Municipal Code. SUSMP requirements include

minimizing stormwater pollutants and limiting peak post-project stormwater runoff rates to no greater than predevelopment rates where increased runoff could increase downstream erosion.

Municipal Code Chapter 13.17 applies to new development involving parking lots of 5,000 square feet or more or having 25 or more parking spaces and potentially exposed to stormwater runoff. The proposed project would be subject to the code requirements. As part of the permitting process, such facilities are required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against impacts to water quality would be incorporated in a project-specific SUSMP that is submitted to the City of Industry staff for review and approval as part of the Development Plan review process. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction. Table 3 summarizes some of the source control BMPs that are potentially applicable to this project.

Table 3 Source Control Best Management Practices for Stormwater Runoff

Description	Comments/Basis
Catch basin inspection	Catch basins/CDS units would be inspected and accumulated debris and litter would be removed on a regular basis.
Landscape practices	Management of landscaped areas would include minimizing fertilizer and pesticide application, proper education and training for landscaping/maintenance workers, efficient irrigation design, and vegetation of slopes with native or drought tolerate species known to control erosion, in accordance with City code requirements (Section 13.17.070).
Roof runoff controls	Excess roof runoff would be directed to landscaped areas, as feasible.
Efficient irrigation	Irrigation to landscaped areas would be optimized so that excess runoff to the street and storm drain does not occur.
Storm drain signage	Newly constructed storm drains and catch basins would be stenciled in accordance with City code requirements (Section 13.17.080).
Trash storage areas and litter control	Trash storage areas would be isolated from contact with stormwater flows originating outside the storage area and surrounded with a barrier sufficient to prevent trash from being transported out of the storage area by stormwater flow in accordance with City code requirements (Section 13.17.100).
Loading docks	Loading docks would be provided with overhead covering that prevents the entry of stormwater or would divert stormwater away from the loading docks in accordance with City code requirements (Section 13.17.130).
Enclosed storage of hazardous materials	Hazardous materials, such as fertilizers and pesticides, would be stored indoors or under roof cover to prevent contact with rainwater. Materials that could leak or spill, such as oil, would be provided with secondary containment.

BMPs for similar City of Industry warehouse development projects have included the incorporation of continuous deflection separation (CDS) units to screen and separate debris, oil, and other pollutants from stormwater runoff prior to discharge to the storm drain. Following construction, the City of Industry typically assumes responsibility for the operation and maintenance of the CDS through an agreement with the property owner. This provides assurance that the units are properly maintained and continue to function as designed. Proper maintenance of stormwater control systems would also be governed by the City's municipal code. For example, Section 13.16.060(A) requires that persons who operate parking lots with more

than 25 spaces exposed to stormwater "use BMPs to reduce the discharge of pollutions to the maximum extent practicable. Such measures may include regular sweeping or other measures, if effective."

Through the Development Plan site review process, the City of Industry would ensure that the project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by contaminated storm water runoff. Compliance with City Municipal Code Chapter 13.17 and BMPs approved by the City Engineer would ensure that water quality impacts from project operations are less than significant. This section will not be discussed further in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is located above the Puente Subbasin of the San Gabriel Groundwater Basin. Groundwater levels in the Puente Subbasin of the San Gabriel Groundwater Basin are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2014). RWD projects that the service area would use 1,200 acre-feet of water per year from the Puente Subbasin of the San Gabriel Basin in 2020 (HDR 2011). The groundwater would account for about 6 percent of the projected water supply in 2020. Water demand for the proposed project is estimated to be 42,153 gallons per day (see Section 3.17.b). Based on the 2020 projections, about 6 percent of that total, or about 2,572 gallons per day, would be from local groundwater, which translates to about 0.24 percent of the projected groundwater demand in 2020. This incremental additional water demand would not significantly impact groundwater supplies or levels, and no mitigation measures are necessary.

The project site is not used for intentional groundwater recharge, and the construction and operation of the warehouse/office buildings would have little impact on local groundwater recharge. The project landscaped areas could provide opportunities for minor amounts of local groundwater recharge via percolation, and site pavement would impede percolation; however, such changes would not affect regional groundwater levels or supplies. This section will not be discussed further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

No Impact. At project completion, the entire site would be developed with five buildings, parking areas, driveways, and landscaping. As such, there would be little opportunity for site drainage to result in substantial on-site or off-site erosion or siltation. During project construction, implementation of BMPs in accordance with the project SWPPP and compliance with City of Industry regulations for stormwater control would minimize the possibility for erosion from the site, as discussed in Section 3.9.a. The project would not result

in the alteration of any watercourse near the site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. To ensure that the stormwater runoff anticipated from the site is properly controlled, the project applicant would be required to adhere to applicable provisions outlined in City of Industry Municipal Code Chapter 13.17, which implements the Los Angeles Countywide SUSMP, as explained in Section 3.9.a. As part of the permitting process, the project would be required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against flooding would be incorporated in a project-specific SUSMP that is submitted to the City of Industry staff for review and approval as part of the Development Plan review process. The project-specific SUSMP would contain supporting hydrologic calculations and infiltration studies to demonstrate that any increase in stormwater runoff from the site does not exceed the carrying capacity of the local storm drain system, consistent with City of Industry Municipal Code Section 13.17.120 (Design Standards for Best Management Practices). The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction.

Compliance with City Municipal Code Chapter 13.17 and BMPs approved by the City Engineer during the Development Plan review process would ensure that impacts related to stormwater runoff volumes and potential flooding are less than significant. This section will not be discussed further in the EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project impacts related to stormwater control and management are addressed in Section 3.9.d and would be less than significant. Project impacts related to the quality of stormwater runoff are addressed in Section 3.9.a and would be less than significant. This section will not be discussed further in the EIR.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Project impacts related to water quality are addressed in Section 3.9.a and would be less than significant. This section will not be discussed further in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve construction of any housing units. Furthermore, a flood hazard map prepared by the Federal Emergency Management Agency (FEMA 2015) indicates that the project site is in Zone X, which does not include designated 100-year and 500-year flood zones. Therefore, no impact would occur. This section will not be discussed further in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As stated above, the project site is not within a 100-year or 500-year flood hazard area (FEMA 2015). Development of the proposed project would not impede or redirect flood flows, since there is no potential for flood flows to travel through or near the project site. Therefore, no impact would occur. This section will not be discussed further in the EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Four dams have been identified in the San Gabriel River Watershed upstream from the City of Industry—Puddingstone Dam, Santa Fe Dam, Thompson Creek Dam, and Whittier Narrows Dam. The project site is not located in the flood inundation areas associated with the failure of any of these dams (California Emergency Management Agency 2007). No impacts are associated with flooding as a result of the failure of a levee or dam. This section will not be discussed further in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Although there are no large water tanks in the area that could impact the project site, there are dams in the region that could create flooding impacts. As noted above, the project site is not located in an identified flood inundation area due to dam failure, and no impact would occur.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is approximately 21 miles inland from the Pacific Ocean and lies at an approximate elevation of 380 feet above mean sea level; thus, impacts from tsunamis are considered negligible and no impact would occur.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively flat and contain no abrupt changes in elevation. As indicated in Section 3.6.a.iv, the site is not in a mapped landslide hazard area. Additionally, there are no substantial slopes on or in the immediate vicinity of the site with the potential to result in mudflow impacts. In the absence of slopes, the potential for mudslides to affect the proposed project is considered negligible, and no impact would occur. This section will not be discussed further in the EIR.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The project site is in an existing industrial area of the City of Industry. Established commercial and industrial businesses, including similar warehouse buildings, surround the site on three sides; Azusa Avenue and a vacant lot separates the site from residential homes on the northwest (see Figure 3, *Aerial*

Photograph). Construction of the proposed industrial warehouse/office buildings would infill the area with a compatible land use development and would not physically divide or encroach upon any established residential community. Therefore, no impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The existing zoning for the project site is mostly Industrial (I), although the southwest parcel at the corner of Azusa Avenue and Railroad Street is zoned Commercial (C). The General Plan land use designation is Employment. The proposed development of the site with industrial warehouse/office buildings would be consistent with the General Plan and is allowed under the zoning designation. Project implementation would not change existing land uses or require a change of the existing land use designations or regulations. Due to the largely industrial character of the site's surroundings, the proposed project would not conflict, or be incompatible, with the existing character of the surrounding area. Because the project would not conflict with any applicable land use plan, policy, or regulation, no impact would occur. This section will not be discussed further in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As explained in Section 3.4.f, the project site is not within or near a Habitat Conservation Plan area (USFWS 2015b) or Natural Community Conservation Plan area (CDFW 2015). No impact would occur. This section will not be discussed further in the EIR.

3.11 MINERAL RESOURCES

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

No Impact. According to California Geologic Survey, there are no lands within the City of Industry designated by the State Mining and Geology Board as being of regional or statewide significance (City of Industry 2012). Project development would not cause a loss of availability of mineral resources of value to the region and residents of the state. No impact would occur. This section will not be discussed further in the EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not designated as a mining site in the City of Industry General Plan (2014), and the project would not cause a loss of availability of a designated mining site. No impact would occur. The section will not be discussed further in the EIR.

3.12 NOISE

The generation of noise associated with the proposed project would occur over the short-term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses, which correspond to the CEQA Guidelines.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The project may result in exposure to or generation of noise levels in excess of established standards. This issue will be evaluated in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The project may result in generation of excessive groundborne vibration or groundborne noise levels. This issue will be evaluated in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The project may result in ambient noise levels in the project vicinity above levels existing without the project. This issue will be evaluated in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The project may result in temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This issue will be evaluated in the EIR.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not in an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The project is well beyond any airport's 60 dBA CNEL zone. Therefore, the proposed project would not expose people to excessive aircraft noise levels, and no impacts are anticipated. This issue will not be evaluated further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is beyond any 60 dBA CNEL noise contour. Further, helicopter take-offs and landings are infrequent and at sufficient distances from the project site that they would not expose workers

employed in the industrial warehouse/office to excessive noise levels. No impacts are anticipated, and this issue will not be evaluated further in the EIR.

3.13 POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project involves the development of new warehouse/office buildings and does not include the construction of new homes or the extension of infrastructure such as roads or sewers. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate temporary construction and operational employment. Projected employment densities for various land uses vary widely, depending on the location and actual business activities. In general, employment densities for warehouse use range from one employee per 1,000 to 7,500 square feet of building space, while office space job densities are more on the order of one employee per 150 to 500 square feet of building space. For Los Angeles County, estimates developed by the Southern California Association of Governments are approximately one employee for 1,500 square feet of warehouse space and one employee for 400 square feet of low-rise office space (Natelson Company 2001). Using these values, a project warehouse space of 509,697 square feet and office space of 104,900 square feet yield an estimated 603 jobs for the developed project.[7]

The Southern California Association of Governments estimates that employment in the City of Industry will increase from 84,070 in 2008 to 88,404 in 2035, or 4,334 additional jobs (SCAG 2012a). The unemployment rate in Los Angeles County in December 2013 was estimated at 9.2 percent (EDD 2014). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers into the region. Impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site consists of an undeveloped lot and a parking lot. There are no residences on the project site. Therefore, existing housing would not be involved, and replacement housing would not be needed. No impact would occur. This section will not be discussed further in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Implementation of the proposed project would not displace people, nor would it require the construction of replacement housing. No impact would occur. This section will not be discussed further in the EIR.

[7] (509,697/1,500 = 340 warehouse jobs) + (104,900/400 = 263 office jobs) = 603 total jobs

3.14 PUBLIC SERVICES

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:

a) Fire protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The City is served by Division 8, Battalion 12 of the LACFD, which mans and operates six fire stations (Fire Station's #26, 43, 87, 91, 118, and 145). Battalion 12 also provides fire protection services to Rowland Heights, La Puente, La Mirada, and Hacienda Heights. The nearest fire station to the project site is Fire Station #118 at 17056 Gale Avenue in the City of Industry, about 0.4 miles southwest of the site.

The proposed project does not include housing or any new infrastructure that would substantially increase the area population or service area boundaries. Development of the project could result in a slight increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City of Industry, project impacts on fire protection are not expected to occur, and the LACFD would continue to provide adequate service to the project area. Such small increases in demand would also not require the LACFD to build new or expanded stations, or to obtain additional staff or equipment.

The City involves the LACFD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. Therefore, all site and building improvements proposed under the project would be subject to review and approval by LACFD prior to building permit and certificate of occupancy issuance. Furthermore, the City of Industry imposes standard conditions of approval during the Development Plan review process that require City Council review and approval. As a standard condition of approval, the following standard condition would be imposed on the project: "The applicant shall construct adequate fire protection facilities to the satisfaction of LACFD." Therefore, impacts on fire protection services would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

b) Police protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Sheriff's Department (LASD) for law enforcement and crime prevention services. The LASD has a patrol station in the City of Industry at 150 Hudson Avenue, approximately 2.1 miles northwest of the project site. This station is responsible for providing police services to the cities of Industry, La Puente, and La Habra Heights and the unincorporated Los Angeles County communities of East and West Valinda, Bassett/North Whittier, and Hacienda Heights.

Development of the proposed project could result in a slight increase in calls for police protection service. However, no new public safety issues would result from implementation of the proposed project.

Development of the project is not expected to cause a need for new or expanded police facilities or additional officers. The LASD would continue to provide adequate service to the project area. Therefore, no significant increases in police protection services would occur, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

c) Schools?

No Impact. The project site is in the Rowland Unified School District. Demand for public services such as schools is generally based on population. The proposed industrial warehouse/office project does not involve residential development and would not induce population growth. Therefore, the project would not increase the demand on local schools and no impact would occur. This section will not be discussed further in the EIR.

d) Parks?

No Impact. The proposed project does not involve park development or displacement. Demand for parks is determined by the population of the parks' service areas. The project would not add residences or cause an increase in the population of the surrounding community. Therefore, the project would not increase the demand for parks and no impact would occur. This section will not be discussed further in the EIR.

e) Other public facilities?

No Impact. The proposed project would not directly or indirectly lead to an increase in population in the project area. Additionally, the proposed project would not require the use or maintenance of other public facilities, such as libraries. Therefore, no impact to other public facilities would occur. This section will not be discussed further in the EIR.

3.15 RECREATION

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?

No Impact. The demand for parks is determined by changes in housing and population. The proposed project would not involve the development of any housing and would not directly or indirectly induce population or increase demand on parks and recreational resources. Therefore, no impact would occur. This section will not be discussed further in the EIR.

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 would not develop recreational facilities and would not require the development of such facilities. No impact would occur. This section will not be discussed further in the EIR.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. An analysis was conducted to evaluate the impacts of the proposed project on the study area circulation system. The results of the analysis are summarized in the following sections.

Construction Phase

Implementation of the project would require site preparation, building construction, and paving/landscaping of the completed site. Because the site is relatively flat, it would not require major grading that would entail numerous truck trips for soil import or export. The anticipated level of construction would not result in a significant traffic impact because it would be temporary (i.e., 12 months) and no substantial excavation or soil import/export would occur. The staging area for construction equipment would be accommodated on-site. Project construction would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Operational Phase

Local access is provided via Railroad Street, Curl Court, Azusa Avenue, Virgil Waters Way, and Chestnut Street. Azusa Avenue is a six-lane divided arterial road that provides access to SR-60 and several industrial uses in the City of Industry and would provide access to the proposed site. Azusa Avenue carries an average daily traffic volume of 56,585, and vehicles were observed to travel at speeds of approximately 45 miles per hour in front of the project site. Railroad Street is a four-lane road that provides east-west access in the City and connects Azusa Avenue to Curl Court and Chestnut Street. Railroad Street carries an average daily traffic volume of 16,800. Curl Court is a two-lane cul-de-sac that provides additional site access from Railroad Street (see Figure 2, *Local Vicinity*). Chestnut Street is a two-lane road that provides local access in the City and passes underneath Azusa Avenue. Chestnut Street carries an average daily traffic volume of 2,700. Virgil Waters Way is a two-lane road that connects Azusa Avenue and Chestnut Street. Continuous sidewalks are present on both sides of Azusa Avenue, Railroad Street, and Curl Court, and on one side of Virgil Waters Way and Chestnut Street. No dedicated bike lanes are on Azusa Avenue, Railroad Street, Curl Court, Virgil Waters Way, or Chestnut Street.

Once operational, the proposed project would result in an increase in traffic volumes on the roadways in the vicinity of the project. The study area roadway that would be most directly affected by this traffic is Azusa Avenue, which would provide direct access to the sites. To evaluate project impacts on local traffic, trip generation rates attributable to the project were determined for daily and peak hour traffic. Morning peak hour traffic occurs between the hours of 7:00 AM and 9:00 AM, and evening peak hour traffic occurs between the hours of 4:00 PM to 6:00 PM.

The proposed project's trip generation was based on trip generation rates established for the warehousing land use category in the Institute of Transportation Engineers' Trip Generation Manual (ITE 2012). Because the project is an industrial use, passenger car equivalent (PCE) factors were applied. Truck volumes were converted to passenger-car-equivalent (PCE) volumes to reflect the fact that trucks take up more room on the road than automobiles and are typically slower during acceleration and deceleration. Based on Los Angeles County Congestion Management Program (CMP) guidelines,[8] the following PCE factors were applied:

- 2 axle trucks = 1.5 PCE
- 3 axle trucks = 2.0 PCE
- 4+ axle trucks = 3.0 PCE

To apply the PCE factors, the proposed project's vehicle mix was estimated based on the City of Fontana Truck Trip Generation Study (2005). The vehicle mix assumed for warehousing uses is:

- Automobiles = 79.6 percent
- 2 axle trucks = 3.5 percent
- 3 axle trucks = 4.6 percent
- 4+ axle trucks = 12.3 percent.

As shown in Table 4, the total trip generation for the project is estimated to generate a total of 2,188 daily vehicle trips, of which 447 would be truck trips[9] and the remainder would be passenger car trips. This total number of vehicle trips converts to 2,867 PCE trips using the factors identified above. Of this total, 243 PCE trips would occur during the morning weekday peak hour, and 259 PCE trips would occur during the evening weekday peak hour.

Table 4 Project Trip Generation

Category	Daily Traffic	AM Peak Hour Traffic			PM Peak Hour Traffic		
		Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out
Trip Generation Rates[1]							
Warehousing (ITE Code 150)	3.56	0.30	0.24	0.06	0.32	0.08	0.24
Generated Traffic Volumes							
Project Trips (vehicles)[2]	2,188	185	146	39	197	49	148
Project Trips (PCE)[3]	2,867	243	192	51	259	65	194

PCE = Passenger car equivalent
1 Trip generation rates based on ITE Trip Generation Manual, 9th Edition (2012). Rate units are trips per 1,000 square feet of building space.
2 Assumes a total project size of 614,597 square feet of warehouse uses. Vehicle trips are then calculated as trip generation rates x (614,597 ÷ 1,000).
3 PCE trips calculated using the assumptions outlined above, with the light industrial warehousing mix.

The Congestion Management Program for the County of Los Angeles states that the minimum project-added traffic that is needed before an intersection has to be studied is 50 two-way trips in either the morning

[8] Los Angeles County CMP guidelines were used for PCE factors.
[9] Using the assumptions stated in the text, truck trips are assumed to contribute 20.4 percent of project vehicle trips, resulting in an estimated 447 truck trips per day (0.204 x 2,188 = 447).

or evening weekday peak hour. This is consistent with most local jurisdictions, which require traffic impact studies for projects that generate more than 50 peak hour trips. Mainline freeway monitoring locations must also be analyzed for projects that would add 150 or more trips during either the morning or evening weekday peak hour. The project (Buildings A, B, C, D and E combined) generates a maximum of 382 trips during weekday peak hours (i.e., an average of 1.6 trips for approximately each minute during the peak hours) that would be distributed along the circulation system. Based on the traffic study performed for the project, only one intersection in the study area, Azusa Avenue at Gale Avenue during evening peak hour, currently operates at an unacceptable level of service. The intersection presents a potentially significant impact and will be further discussed in the EIR.

Nonmotorized Transportation and Transit

The project may generate nonmotorized travel because the proposed warehouses may result in additional pedestrians and bicycles in the project area. With regard to public transit, the Los Angeles Metropolitan Transit Authority (Metro) operates Line 194 along Valley Boulevard, and the nearest bus stop at Valley Boulevard is located approximately 450 feet from the project site. In addition, Foothill Transit operates routes 280, M-194, 281, 285, 497, 495, and 493 in the site vicinity. All streets in the project vicinity have sidewalks along at least one side of the street; on Azusa Avenue, Railroad Street and Curl Court, the sidewalks are continuous on both sides of the streets. The proposed project would not adversely affect the performance of these transit or nonmotorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under the conditions listed on the following page.

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP mainline freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Pomona Freeway (SR 60) approximately 0.5 miles to the south. The nearest CMP arterial roadway to the site is Azusa Avenue adjacent to the west. As indicated above, the proposed project would result in a maximum of 382 trips during weekday peak hours (i.e., an average of 1.6 trips for approximately each minute during the peak hours) that would be distributed along the circulation system. Based on the traffic study performed for the project, only one intersection, Azusa Avenue at Gale

Avenue during evening peak hour, operates at an unacceptable level of service. This issue will be reviewed further in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project involves construction and operation of industrial/warehouse buildings with a height of less than 50 feet, which would not result in a change in air traffic patterns or an increase in air traffic levels. There are no airports in the immediate project vicinity and the proposed project would not create any structures that could interfere with air travel or air safety. The project would not increase or alter air traffic, and no impact would occur. This issue will not be reviewed further in the EIR.

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less Than Significant Impact: Access to the site would be provided by Railroad Street, Curl Court, Azusa Avenue, Virgil Waters Way, and Chestnut Street. Azusa Avenue is a six-lane divided arterial road that provides access to SR-60 and several industrial uses in the City of Industry and would provide access to the proposed site. Railroad Street is a four-lane road that provides east-west access in the City and connects Azusa Avenue to Curl Court and Chestnut Street. Curl Court is a two-lane cul-de-sac that provides additional site access from Railroad Street. Chestnut Street is a two-lane road that provides local access in the City and passes underneath Azusa Avenue. Virgil Waters Way is a two-lane road that connects Azusa Avenue and Chestnut Street.

As shown on Figure 4, *Site Plan*, Building A would be accessible via four driveway entrances, Building B would be accessible via four driveway entrances, Building C would be accessible via two driveway entrances, Building D would be accessible via two driveway entrances, and Building E would be accessible via two driveway entrances. The driveways would measure 26 to 45 feet wide, and would accommodate all truck and employee traffic entering and exiting the project site.

Since the site would be easily accessible from the surrounding streets and the minimum peripheral visibility would be maintained per the Caltrans HDM, no mitigation measures would be necessary in regards to site access.

The increased levels of traffic, pedestrians, and vehicular turning movements at the site access driveways and nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. As shown on Exhibit N of the Traffic Impact Study (RK Engineering Group 2015), signage would be installed at the exits of each driveway to clearly indicate stop signs and where a right turn only is permitted. Based on a review of Exhibit N, these impacts would not be significant, since the roadways, site access driveways, and traffic control features would be consistent with applicable City of Industry standards as well as the California Department of Transportation's California Manual on Uniform Traffic Control Devices (Caltrans 2014). The signage indicated in Exhibit N would be included as a project design feature and a condition of approval. With implementation of this project design feature and compliance with conditions of approval, the project would not substantially increase hazards due to a design feature or incompatible uses, and impacts would be less than significant.

3. Environmental Analysis

e) Result in inadequate emergency access?

No Impact. The access and circulation features at the proposed development project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the project site using the three driveway entrances on Curl Court, three driveway entrances on Azusa Avenue, five driveway entrances on Virgil Waters Way, a driveway entrance on Chestnut Avenue, and a driveway entrance on Railroad Street. As shown on Figure 4, *Site Plan*, Building A would be accessible via four driveway entrances, Building B would be accessible via four driveway entrances, Building C would be accessible via two driveway entrances, Building D would be accessible via two driveway entrances, and Building E would be accessible via two driveway entrances. The driveways would measure 26 to 45 feet wide. These driveways would provide fire access, striped per LACFD standards, to all sides of the building. All emergency access features are subject to and must satisfy the City of Industry design requirements and be approved by the LACFD. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed development project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The sidewalks in front of the building along Chestnut Street, Virgil Waters Way, Azusa Avenue, Railroad Street, and Curl Court would remain accessible to pedestrians. Pedestrian sidewalks and crosswalks are available in the project vicinity to provide convenient and safe pedestrian access to nearby bus stops on Azusa Avenue. Bike racks with a minimum capacity of nine bicycles per rack would be installed at each building site for employee and visitor use. The proposed office would provide a bulletin board, display, or kiosk displaying:

- Current maps, routes and schedules for public transit routes serving the site.
- Telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency and local transit operators.
- Ridesharing promotional material supplied by commuter-oriented organizations.
- Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
- A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.

The proposed project would not conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the project would not decrease the performance or safety of such facilities. No impact would occur.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The project would not develop a land use that requires on-site wastewater treatment separate from the treatment provided by the Los Angeles County Sanitation Districts (LACSD). Relatively small volumes of wastewater from restrooms, office kitchens, and cleaning activities would be sewered and directed to the nearest LACSD treatment plant for routine treatment prior to discharge. Wastewater treatment requirements for discharges to stormwater from project construction are discussed in Section 3.6.b. The project would prepare and implement a SWPPP in compliance with the General Construction Permit. Wastewater treatment requirements for discharges to stormwater from project operations are discussed in Section 3.9.a. The project would comply with City of Industry Municipal Code requirements governing wastewater discharges and no impact would occur. This section will not be discussed further in the EIR.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project site does not currently contain any buildings or facilities that generate wastewater or demand supplied water. As shown in Table 5, the proposed project would generate an estimated 33,723 gallons per day (gpd) of wastewater and demand an estimated 42,153 gpd of water. An analysis of the impacts of these demands on water and wastewater treatment facilities is presented in the discussions that follow the table.

Table 5 Forecast Project Wastewater Generation and Water Demand

Proposed Project Use	Area in Square Feet	Wastewater Generation, Gallons Per Day		Water Demand, Gallons Per Day	
		Per 1,000 Square Feet[1]	Total	Per 1,000 Square Feet[2]	Total
Warehouse	509,697	25	12,743	31.25	15,928
Office	104,900	200	20,980	250	26,225
Total	614,597	—	33,723	—	42,153

[1] LACSD 2007.
[2] Estimated as 125 percent of wastewater generation.

Water Demand

Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2014).

As shown in Table 5, the proposed project is forecast to demand 42,153 gallons of potable water per day. The water demand would be associated with employee activities (i.e., bathroom and kitchen facilities), maintenance/cleaning activities, and landscape irrigation. The proposed project would be required to

conform to Chapter 13.18 (Water Efficient Landscapes) of the City of Industry Municipal Code and with the City's Water Efficient Landscape Guidelines. For example, one of the City's water efficiency measures states that water usage should be minimized through the planting of native and low-water species and the utilization of water-efficient and drip irrigation systems.

By 2020, the RWD's total water supply from groundwater, imported water purchases, and recycled water is projected to be 19,700 acre-feet per year (about 6.4 billion gallons), compared to a projected water demand of 18,484 acre-feet per year (HDR 2011). The project's water demand of 42,153 gpd[10] would constitute approximately 0.26 percent of this total demand. RWD expects to have adequate water supplies to meet demands in its service area for the next 20 years under average, single, and multiple dry years (HDR 2011). The project applicant would be required to obtain a "will-serve" letter from RWD to ensure that sufficient water supply is available to serve the project. Given the relatively small project water demand, RWD would not be required to build new or expand existing water treatment facilities to meet the project's incremental increase in water demand, and no impact would occur. This issue will be not be reviewed further in the EIR.

Wastewater Treatment Demand

Wastewater treatment for the City of Industry, including the project site, is provided though the Los Angeles County Sanitation Districts (LACSD), whose purpose is to construct, operate, and maintain facilities that collect, treat, recycle, and dispose of domestic and industrial wastewater. Individual districts operate and maintain their own portions of the collection system. There are 24 independent districts serving Los Angeles County; the City of Industry is located in portions of Districts 15, 18, and 21. Cities are responsible for collection of wastewater through local lines, which feed to major trunk lines that vary from 8 inches to 144 inches in diameter. The San Jose Creek Water Reclamation Plant (WRP), with a treatment capacity of 100 million gallons per day (mgd), serves the City of Industry (LACSD 2014a). It provides primary, secondary, and tertiary treatment that yields approximately 42 mgd of reclaimed water for use in groundwater recharge and irrigation; the remainder is discharged to the San Gabriel River.

As shown in Table 5, the proposed project is forecast to generate approximately 33,723 gpd of wastewater. Wastewater effluent generated by the project would be primarily associated with the sanitary needs of the on-site facility employees (i.e., bathroom and lunchroom). With a wastewater treatment capacity of 100 mgd, the San Jose Creek WRP has sufficient capacity to manage this incremental volume. Additionally, the City of Industry imposes standard conditions of approval on Development Plans that require City Council review and approval. As a standard condition of approval, the following condition would be imposed on the proposed project: "The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hookup of utilities." Therefore, project implementation would not result in the need for the construction or expansion of new wastewater treatment facilities and impacts would be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

[10] 7,787 gallons/day x 365 days/year ÷ 325,760 gallons/acre-foot = 47.3 acre-feet/year.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would not require the construction or expansion of facilities to manage stormwater flow; the existing curb and gutter collection system and storm drains have sufficient capacity to manage current and projected runoff from the site (see Section 3.9.d). No impact would occur. This section will not be discussed further in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. An estimate of the project water demand is provided in Section 3.17.b. The project applicant would be required to obtain a "will-serve" letter from the RWD to ensure that sufficient water is available to serve the project. Receipt of such a letter would confirm that water supplies are adequate and impacts would be less than significant. No mitigation measures are necessary. This section will not be discussed further in the EIR.

e) Result in a determination by the waste water 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. An estimate of the project wastewater treatment demand is provided in Section 3.17.b. The existing LACSD wastewater treatment facility has sufficient capacity to meet the incremental wastewater volume expected to be generated by the project. Impacts would be less than significant and no mitigation measures are necessary. This section will not be discussed further in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The LACSD provides solid waste disposal services to the City of Industry, including the project site. Solid waste generated by the proposed project would be processed by one or more facilities that currently serve the waste management needs of the community, including the Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, and Commerce Refuse-to-Energy Facility. Despite the recent closure of the local Puente Hills Landfill in October 2013, the LACSD has indicated that the network of existing waste management facilities is adequate to meet the region's needs in the short-term. Long-term waste disposal needs would be met by exporting solid waste to the Mesquite Regional Landfill in Imperial County by rail via the Puente Hills Intermodal Facility, which is nearing completion in the City of Industry. The Puente Hills Intermodal Facility would be able to handle up to 8,000 tons per day of solid waste, while the Mesquite Regional Landfill, with a 100-year capacity, would be permitted to accept 20,000 tons per day (LACSD 2014b).

Solid waste would be generated during both the construction and operational phases of the proposed project. The volume of solid waste generated during construction would be relatively minor, since project development would not require the demolition of existing buildings or infrastructure. Once operational, the project would generate solid waste at a rate typical of warehouse/office operations, as summarized in Table 6.

3. Environmental Analysis

Table 6 Forecast Project Solid Waste Generation

Proposed Project Use	Estimated Number of Employees[1]	Solid Waste Generation Pounds per Day	
		Pounds per Employee per Day[2]	Total
Warehouse	340	13.82	4,699
Office	263	1.24	327
Total	603	—	5,026

[1] See Section 3.13.a.
[2] CalRecycle 2011.

As shown in Table 6, the proposed project is forecast to generate approximately 5,026 pounds per day (lb/day) of solid waste. The project would be required to adhere to the City of Industry's waste reduction measures. For example, as outlined in Section 17.36.060.Z (Recycling Bin Enclosures) of the City of Industry Municipal Code, all industrial buildings are required to provide a recycling bin enclosed storage area. The project includes a trash enclosure and recycling area. The design of the trash enclosure would be subject to City review and approval as part of the Development Plan review process. Additionally, the proposed project would be required to comply with the provisions of the 2013 Green Building Standards Code (California Code of Regulations Title 24, Part 11), which outlines requirements for construction waste reduction, material selection, and natural resource conservation.

The LACSD's existing and proposed solid waste disposal capacity is adequate to accommodate the incremental volume of solid waste that would be generated by the proposed project and would not require the development of additional landfill capacity beyond that which is already planned. Therefore, project impacts would be less than significant, and no mitigation measures are necessary. This section will not be discussed further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The United States Environmental Protection Agency administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In the State of California, Assembly Bill (AB) 939—the Integrated Solid Waste Management Act of 1989, Public Resources Code 40050 et seq.—required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. More specifically, the proposed project would not affect the City of Industry's ability to continue to meet the required AB 939 waste diversion requirements as it has in the past (CalRecycle 2012). For example, the proposed project would help the City achieve its source reduction, recycling, and waste stream diversion goals for solid waste through the provision and use of

an on-site recycling bin, as noted in Section 3.17.f. Therefore, no impact would occur. This section will not be discussed further in the EIR.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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, 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?

Potentially Significant Impact. Project approval would allow the development of industrial warehouse buildings to replace a parking lot and undeveloped land in a fully urbanized area of the City of Industry. The project site has been previously disturbed and no wildlife habitats are present on the site. Additionally, the surrounding area is built out with commercial, industrial, and residential uses, and there are no undeveloped areas in the vicinity of the project site. Natural communities and populations of rare or threatened plant or animal species do not exist on or near the project site and would therefore not be impacted. Additionally, the site does not meet the criteria to be considered historically significant. However, based on communications from the Gabrieleño Band of Mission Indians – Kizh Nation, the project site is located within its traditional use territory. Potential impacts to tribal cultural resources will be evaluated further in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. Project approval would allow the development of industrial warehouse buildings to replace a paved parking lot in a fully urbanized area of the City of Industry. The proposed project would be consistent with the long-term goals of developing the project site with industrial uses in accordance with the City's General Plan. Therefore, the project would not weigh short-term goals above the long-term environmental goals of the City. Additionally, the environmental issues relevant to the project are very localized and confined to the immediate project area. Project development would not result in impacts that are individually limited but cumulatively considerable, as defined above. Therefore, no significant cumulatively considerable impacts are anticipated to result from the proposed project.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. This Initial Study reviewed the proposed project's potential impacts to aesthetics, air quality, noise, traffic, public health and safety, and other environmental issues. Potential impacts related to air quality, greenhouse gases, traffic, hazards and hazardous materials, and noise were indicated. These issues will be evaluated in the EIR.

3. Environmental Analysis

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4. Consultant Recommendation

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry prepare an Environmental Impact Report for this project. We find that with the project may have potentially significant impacts related to air quality, greenhouse gases, traffic, hazards and hazardous materials, noise, archaeological resources, and tribal cultural resources. We recommend that the third category be selected for the City's determination (see Section 5, *Lead Agency Determination*).

10/21/15
Date

Dwayne Mears, AICP, for PlaceWorks

4. Consultant Recommendation

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5. Lead Agency Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	10/20/15 *Date*
BRIAN JAMES *Printed Name*	City of Industry *For*

5. Lead Agency Determination

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Appendix A Air Quality and Greenhouse Gas Technical Memorandum

Appendix

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TECHNICAL MEMORANDUM

DATE	September 4, 2015
TO	City of Industry
ADDRESS	15625 East Stafford, Suite 100, City of Industry, California 91774-0366
CONTACT	Brian James, Planning Director
FROM	Nicole Vermilion, Associate Principal, Air Quality & Greenhouse Gas Services Stephanie Chen, Planner, Air Quality/GHG & Transportation & Noise
SUBJECT	Air Quality and Greenhouse Gas Emissions Technical Memorandum for the Operation of the Proposed Industrial Building Project
PROJECT NUMBER	IND-07.137

This Air Quality and Greenhouse Gas (GHG) Emissions Technical Memorandum provides a screening-level assessment of potential criteria air pollutant and GHG emissions impacts from operation of the Proposed Industrial Building Project, Development Plan 15-12 and Tentative Parcel Map 348 (proposed project). The air quality and GHG emissions analysis evaluates the regional operational criteria air pollutant and GHG emissions impacts of the proposed project compared to the significance criteria adopted by the South Coast Air Quality Management District (SCAQMD).

Project Location

The approximately 29-acre project site is on the southeast corner of Azusa Avenue and Chestnut Street in the City of Industry in Los Angeles County. The project site is bounded by public right-of-way and San Jose Creek Channel to the north, residences to the northwest, public right-of-way and multiple industrial warehouse distribution buildings to the west, an industrial recycling facility to the east, and an industrial warehouse distribution building and office buildings to the south.

Project Description

The City of Industry proposes to subdivide the 29-acre site into five separate parcels and develop each parcel with a concrete tilt-up warehouse/office building. The proposed buildings have a total combined building area of 614,597 square feet.

Thresholds of Significance

REGIONAL CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's

website.[1] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess the impacts of a project on air quality. SCAQMD has adopted regional operational emissions thresholds to determine a project's cumulative impact on air quality in the South Coast Air Basin. Table 1 lists SCAQMD's regional operational phase significance thresholds.

Table 1 SCAQMD Operational Phase Significance Thresholds

Air Pollutant	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	55 lbs/day
Nitrogen Oxides (NO_X)	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day
Particulates (PM_{10})	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day

Source: SCAQMD 2015.

GREENHOUSE GAS SIGNIFICANCE THRESHOLDS

SCAQMD has adopted a significance threshold of 10,000 metric tons of carbon dioxide–equivalent ($MTCO_2e$) emissions per year for permitted (stationary) sources for which SCAQMD is the lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions under CEQA, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting in September 2010 (Meeting No. 15), SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

» **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

» **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or that have no applicable GHG reduction plan, SCAQMD requires an assessment of GHG emissions. SCAQMD proposes a "bright-line" screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types or the following land-use-specific thresholds: 1,400 $MTCO_2e$ for commercial projects, 3,500 $MTCO_2e$ for residential projects, or 3,000 $MTCO_2e$ for mixed-use projects. These thresholds are based on a review of the Governor's Office of Planning and Research database of CEQA projects. A review of 711 CEQA projects showed that 90 percent of CEQA projects would exceed the bright-line thresholds above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

» **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

[1] SCAQMD's Air Quality Significance Thresholds are current as of March 2015 and can be found at http://www.aqmd.gov/ceqa/hdbk.html.

» **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the screening threshold. The current recommended approach is per capita efficiency targets. SCAQMD does not recommend use of a percentage emissions reduction target, but identified a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (i.e., program-level projects such as general plans). Service population is defined as the sum of the residential and employment populations generated by a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[2] For the purpose of this project, if project-related emissions exceed the bright-line screening threshold of 3,000 $MTCO_2e$ per year, project emissions would be compared to the per capita target of 4.8 $MTCO_2e$/year/SP. If the per capita efficiency target is exceeded, GHG emissions would be considered potentially significant in the absence of mitigation measures.

Methodology

Project-related air pollutant emissions were quantified using the most recent air quality analysis model, California Emissions Estimator Model (CalEEMod), version 2013.2.2. The proposed project impacts are compared to the regional criteria air pollutant significance thresholds and greenhouse gas significance thresholds adopted by the SCAQMD. For the screening-level assessment, energy sources, water/wastewater generation, and waste disposal are based on CalEEMod defaults. Trip generation and fleet mix are based on the CT Industry Center Traffic Impact Study (RK Engineering Group 2015). Truck trip length and passenger vehicle trip length for the City of Industry are based on the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) model for model year 2020 (Iteris 2015).

Operational Phase Air Quality Impacts

Long-term criteria air pollutant emissions associated with the project would be generated by equipment used onsite and truck idling (area sources), natural gas for heating (energy sources), and trips generated by the proposed warehouse/office building (transportation sources). Regional daily criteria air pollutants generated by the project are shown in Table 2, *Maximum Daily Operational Phase Regional Emissions*.

[2] SCAQMD took the 2020 statewide GHG reduction target for land-use-only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

Table 2 Maximum Daily Operational Phase Regional Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	21	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	11	57	140	<1	25	7
Off Road[2]	6	55	37	<1	5	4
Total Emissions	37	**112**	178	<1	30	11
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	**Yes**	No	No	No	No

Source: CalEEMod Version 2013.2.2.

Notes: Highest winter or summer emissions. Columns may not add up to totals due to rounding. **Bold**: Exceeds threshold.

[1] Transportation emissions based on truck trip generation and fleet mix from the CT Industry Center Traffic Impact Study (RK Engineering Group, Inc. 2015). Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model for model year 2020 (Iteris 2015). CalEEMod assumes 10 minutes of idling per truck (5 minutes per truck trip).

[2] Assumes 20 diesel-powered forklifts at the warehouses operating for 4 hours per shift, with 3 work shifts per day. Assumes that the warehouse would not accommodate cold-storage, and therefore would not have transportation refrigeration units onsite.

As shown in the table, except for NO_X, air pollutant emissions generated from operation-related activities would be less than their respective SCAQMD regional significance threshold values. The highest NO_X emissions would be from vehicle trips generated by the proposed warehouse/office buildings. Emissions from this sector alone exceed the SCAQMD NO_X significance threshold. The second highest emissions are from use of diesel-powered equipment onsite. Mitigation that requires use of electric-powered forklifts would reduce these off-road emissions. However, no feasible mitigation measures would reduce on-road transportation sources below the SCAQMD NO_X significance threshold.

Greenhouse Gas Impacts

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used onsite, consumer products, coatings), water/wastewater generation, and waste disposal. Project-related GHG emissions are shown in Table 3.

Table 3 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total
Area	<1	<1%
Energy	829	11%
Transportation[1]	5,613	72%
Off Road[2]	556	7%
Waste	263	3%
Water	496	6%
Total Emissions	**7,757**	100%
SCAQMD's Bright-Line Threshold	3,000	NA
Exceeds Bright-Line Threshold?	**Yes**	NA
Employees[3]	602	—
$MTCO_2e$/Service Population	**12.9 $MTCO_2e$/SP**	—
2020 Efficiency Metric	4.8 $MTCO_2e$/SP	—
Exceeds Efficiency Metric?	**Yes**	—

Source: CalEEMod, Version 2013.2.2.

Notes: $MTCO_2e$: metric tons of carbon dioxide equivalent. Does not include 30-year amortized construction emissions because this data is not yet available. Columns may not add up to totals due to rounding. **Bold**: Exceeds threshold. Assumes implementation of the 2016 California Green Building Standards Code and 2016 Building and Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards are 33.5 percent more energy efficient than the 2008 Standards for non-residential buildings.

1 Transportation emissions based on truck trip generation and fleet mix from the CT Industry Center Traffic Impact Study (RK Engineering Group 2015). Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model for model year 2020 (Iteris 2015). CalEEMod assumes 10 minutes of idling per truck (5 minutes per truck trip).

2 Assumes 20 forklifts at the warehouse operating for 4 hours per shift, with 3 work shifts per day. Assumes that the warehouse would not accommodate cold-storage, and therefore would not have transportation refrigeration units onsite.

3 Assumes one employee for 1,500 square feet of warehouse space and one employee for 400 square feet of low-rise office space—i.e., 509,697 warehouse square feet / 1,500 + 104,900 square feet / 400 = 602 employees (Natelson Company 2001).

As shown in the table, the proposed project at buildout would generate 7,757 $MTCO_2e$ emissions per year, which exceeds the SCAQMD's bright-line threshold of 3,000 $MTCO_2e$. The vehicle trips generated by the proposed warehouse/office buildings would generate the most GHG emissions.

Conclusion

The air quality and GHG emissions from operation of the proposed project would exceed SCAQMD's significance thresholds. Therefore, impacts would be significant and unavoidable.

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Appendix – Operational CalEEMod Outputs

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Appendix B Phase I Environmental Site Assessment

Appendix

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

Vacant Property
1733 East Chestnut Street And
942 South Azusa Avenue
City of Industry, California

Stantec Project No: 185803306

Prepared for:
CT Realty Investors
65 Enterprise, Suite 150
Aliso Viejo, California 92656

Prepared by:
Stantec Consulting Services Inc.
25864-F Business Center Drive
Redlands, California

September 26, 2014

This PHASE I ENVIRONMENTAL SITE ASSESSMENT was prepared by Stantec Consulting Services Inc. for CT Realty Investors. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Prepared by _____
(signature)

Ryan McDaniel, Staff Geologist

Reviewed by _____
(signature)

Kristen Daly, Project Geologist

Approved by _____
(signature)

Kyle Emerson, Managing Principal Geologist

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Executive Summary

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site"). The Site is currently vacant and fenced and is divided into two portions. There are soil stock piles and construction debris located on each of the parcels. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Subsurface structures (concrete pads and utilities) are still visible on the site. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

In a previous Phase I Environmental Site Assessment, Gradient Engineering Inc. identified a nearby leaking underground storage tank (LUST) and the presence of a groundwater plume beneath the Site as recognized environmental conditions (RECs) to the Site. Gradient recommended conducting a file review to determine if the LUST had been remediated and recommended the continuation of groundwater sampling at the Site. Stantec has determined that the LUST has been remediated and is no longer a REC to the Site.

The subject properties have a long history of manufacturing and agricultural uses. Based on the assessment discussed in the following text several recognized environmental conditions (RECs) have been identified that will require further assessment to determine if impact to the site has occurred at levels that would warrant further assessment or remedial action for commercial development to occur.

The published groundwater monitoring data indicates that volatile organic compound (VOC) impact exists below the subject Site. The data indicates that the source of the groundwater impact appears to be primarily from up-gradient off-Site sources. Based on that conclusion the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB) issued closure to the Site for groundwater impacts and is not requiring further assessment or action. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM E-1527-13 (and Final Rule 40 CFR Part 312 et seq.) with

respect to the Site. Any exceptions to, or deletions from, this practice are described in Section 1.2 of this report. This assessment has of the following RECs in connection with the Site:

942 S. Azusa Avenue

- **Historical Waste Oil UST:** A waste oil underground storage tank (UST) was removed in 1988 from the Site and confirmation soil samples were collected and analyzed for total petroleum hydrocarbons (TPH). No TPH impact was detected, but the County of Los Angeles Department of Public Works (CLADPW) never granted closure for the UST. However, the data did not indicate that additional analysis for volatile organic compounds (VOCs) or soil vapor samples were collected at the time of removal. Stantec recommends collecting soil and soil vapor samples to be analyzed for VOCs in the area of the UST to verify no impact exists. Then, Stantec recommends after obtaining the additional sample results the data be submitted to the CLADPW to obtaining regulatory closure for the UST.

- **Historical Diesel USTs:** Two diesel USTs were removed from the Site in 1996 and the USTs were granted closure by the CLADPW. However, no soil vapor samples were collected when the tanks were removed and a portion of the over excavation of the tank pits was not completed because it would have impacted the structural integrity of a nearby building. Therefore, Stantec recommends collecting soil and soil vapor samples in the area of the two historical diesel USTs to be analyzed for TPH and VOCs to evaluate if further removals are required prior to Site development.

17300 Chestnut Street

- **Historical Hazardous Storage Areas:** Stantec identified the presence of 2 historic hazardous storage areas at the Site. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the storage areas to be analyzed for VOCs.

- **Historical Clarifier:** Stantec identified the presence of a clarifier at the Site. Stantec has not found any information regarding the removal of the clarifier. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the clarifier to be analyzed for VOCs.

- **Historical Spray Booths:** Stantec identified the presence of several spray booths at the Site. Soil vapor extraction systems were installed in 1995 to combat VOCs coming from the Site, one of which was in the vicinity of one of the booths. However, Stantec was unable to find soil vapor data collected after the

extraction system was removed. Therefore, Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical spray booths to be analyzed for VOCs.

- **Historical Machine and Maintenance Shops:** Stantec identified the presence of a machine shop and two maintenance buildings. Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical machine and maintenance shops to be analyzed for TPH, VOCs and metals.

- **Surface Staining:** Stantec observed surface staining near the southeast corner of the Site during the Site walk. Stantec recommends collecting soil and soil vapor samples in this area to determine if this staining has impacted the subsurface of the Site.

- **NPL Groundwater Plume:** Stantec has determined that the Site overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). As stated above the Site was found to be not contributing to this impact and the CRWQCB issued closure to this facility for this impact. However, due to the shallow depth to groundwater, there is a potential that soil vapor off gassing from groundwater may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern.

In addition, Stantec has identified the following non-ASTM issues on the Site:

- **Stock Piles:** Stantec observed two stockpiles on the Site during the course of Site reconnaissance. According to information on file with the CRWQCB these stock piles are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

- **Monitoring Wells:** Stantec observed a monitoring well along the eastern edge of the Site. Stantec also noted four additional monitoring wells in the documents on file with local agencies. Stantec recommends determining the case status of the Site as a PRP and if allowed, abandon any wells left on the Site prior to development.

The Federal AAI rule and ASTM E1527-13 require that the Phase I ESA report includes the following declarations by the Environmental Professional who completed the assessment.

1. *I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR §312.10.*

2. *I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR §312 (see Appendix H).*

Signature: _____
Name (printed): Kyle Emerson, C.E.G. 1271
Title: Managing Principal Geologist
Date: September 26, 2014

1.0 INTRODUCTION

1.1 OBJECTIVE

This Phase I Environmental Site Assessment (ESA) was performed in accordance with the practices identified in the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation E1527-13 and Title 40 of the Code of Federal Regulations (CFR), Part 312, which specifies standards and practices for "all appropriate inquiries" (AAI) required for persons seeking to establish certain defenses to or protections from liability under the Federal Comprehensive Environmental Response, Cleanup and Liability Act (CERCLA). The Federal rule 40 CFR 312.11(a) identifies a Phase I ESA completed in accordance with the E1527-13 practice as one way to achieve compliance with requirements of the AAI rule.

The objective of this Phase I ESA was to identify Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs), as defined under ASTM E-1527-13. As defined in ASTM E1527-13, a REC is:

The presence or likely presence of any hazardous substances or petroleum products in, on or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

As defined in ASTM E1527-13, an HREC is:

A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls). Before calling the past release an HREC, the EP must determine whether the past release is a REC at the time the Phase I ESA is conducted (e.g., if there has been a change in the regulatory criteria).

As defined in ASTM E1527-13, a CREC is:

A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory

authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

1.2 SCOPE OF WORK

This assessment has been performed in a manner which complies with requirements of our Consulting Services Agreement, with All Appropriate Inquiries (AAI) Final Rule 40 CFR Part 312, with ASTM Practice E1527-13, and with the Statement of Limitations presented in Section 7.0 of this report. In the event of any conflict between the terms and conditions of this report and the terms and conditions of the consulting services agreement between CT Realty Investors and Stantec Consulting Services Inc., the consulting services agreement shall control.

The scope of services did not include an assessment of overall environmental regulatory compliance, any subsurface investigation (including soil or groundwater sampling, exploratory boreholes or other investigative techniques to quantify potentially identified hazardous materials), and asbestos, lead-based paint, mold, or radon gas surveys.

1.3 RELIANCE AND CONTACT INFORMATION

This Phase I ESA report has been prepared for the exclusive use of CT Realty Investors, its lender, and equity partners. No other person or entity may rely on the information presented in the report without the expressed written consent of Stantec. Any use of this Phase I ESA report constitutes acceptance of the terms and conditions under which it was prepared. Stantec's responsibility extends only to its client and Stantec is not liable or responsible to any other parties who may obtain the Phase I ESA report.

1.4 SIGNIFICANT DATA GAPS

Significant data gaps as defined in the AAI final rule and ASTM E 1527-13 standard include missing or unattainable information that may impact the identification of releases or contamination on the subject property such as lack of response from agencies or the user of the report failing to provide relevant information. Identified data gaps, if any, are discussed under the appropriate sections of this report. Stantec identified no significant data gaps in connection with its performance of a Phase I Environmental Site Assessment for the Site.

2.0 SITE DESCRIPTION

2.1 SITE NAME AND LOCATION

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site").

The Assessor Parcel Numbers (APNs) for the Site are 8264-025-903, 8264-025-904, 8264-024-909, 8264-025-914, 8264-025-915, 8264-024-917, 8264-025-918 and 8264-025-908.

2.2 SITE VICINITY

The Site is located within a mixed use commercial and industrial area of the City of Industry. Surrounding properties to the Site include the following:

North: Chestnut Street followed by a drainage channel and then Arenth Avenue
South: Commercial buildings and a recycling facility
East: A trucking and rigging contractor operating out of a warehouse
West: Azusa Avenue followed by several industrial buildings.

The location of the Site is shown on Figure 1, Site Location Map. Surrounding property usage is shown on Figure 2, Site Map.

2.3 STRUCTURES, ROADS, AND OTHER RELEVANT IMPROVEMENTS TO THE SITE

The Site is currently a vacant lot which is fenced and is divided into two portions. There are soil stock piles in each of the fenced sections. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete.

A photographic log of current site conditions is attached in Appendix A and a Site Plan showing the present day configuration is shown on Figure 2 attached.

2.4 ENVIRONMENTAL LIENS

Stantec was provided with a lien search from EDR. Stantec identified no environmental liens or land use limitations associated with the Site.

2.5 CURRENT PROPERTY USE

The Site is currently vacant.

3.0 PROPERTY RECONNAISSANCE

3.1 PROPERTY OBSERVATIONS

Mr. Ryan McDaniel, Staff Geologist with Stantec, performed a reconnaissance of the Site on August 29, 2014. Weather conditions during the reconnaissance were clear and no weather related restrictions were encountered.

The purpose of the reconnaissance was to identify existing conditions and land uses that may suggest potential environmental impacts to the Site. Such conditions, to the extent visible and accessible, include storage, disposal and treatment of solid and/or hazardous waste, storage tanks and other chemical containers, odors, pools of liquid, staining, drains, sumps, pits, ponds, lagoons, septic systems, wells, unusual soil disturbance, stressed vegetation, and electrical transformers.

Field notes of the property reconnaissance are detailed further in the remainder of this report. Photographs taken of the Site are included in Appendix A.

The Site is currently a vacant lot which is fenced and is divided into two portions. There are soil stock piles in each of the fenced sections. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

3.1.1 Surface Drainage

The Site is relatively flat with a slight gradient to the north. Runoff from most of the property is likely to flow into several storm water retaining ponds located throughout the Site during a storm event. At the time of the site inspection, Stantec observed no improper discharge from the Site.

3.1.2 Surface Water and Wetlands

No surface ponds, pits, or lagoons were located on the Site at the time of the site inspection. According to the Environmental Data Resources report (Appendix B) reviewed by Stantec, the Site is not located in a wetland area or flood zone.

3.1.3 Hazardous Materials Storage Areas

Hazardous materials are those that are manufactured and could have an adverse effect on human health or the environment. Hazardous materials could include but are not limited to: hazardous substances as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); hazardous wastes as defined by the Resource Conservation and Recovery Act (RCRA); and petroleum products.

The Site is vacant with the exception of two stock piles. No hazardous materials are stored on the Site.

3.1.4 Subsurface Structures

Stantec observed a PVC pipe along the eastern boundary of the Site that is most likely monitoring well MW-3 which was regularly sampled during the 1990's. Stantec also observed what appear to be two additional wells near the intersection of Virgil Waters Way and Chestnut Street. In addition, Stantec observed a concrete pad near the southwest corner of the Site with several PVC pipes protruding from the surface that had been cut roughly 6 inches above the concrete pad. Stantec recommends abandoning all wells on the Site.

3.2 STORAGE TANKS

Review of regulatory agency databases for the property and surrounding area performed by Environmental Data Resources (EDR) and review of local agency records indicated four (4) historical USTs on the Site. One was located at the 17300 Chestnut Street address in addition to a dip tank used for coating trailer parts with Tectyl 127B (which contains aluminum and volatile petroleum hydrocarbons). The tank was a 1,000 gallon gasoline tank located in the northeast portion of the Site. The tank was removed in 1987 and one soil sample was collected from beneath the Site. The sample was analyzed for total petroleum hydrocarbons (TPH). No TPH was reported in the sample Closure was granted that same year by the County of Los Angeles Department of Public Works (CLADPW). The tectyl tank was removed in 1992. According to a closure report issued by Harding Lawson Associates (HLA) in 1992, the 478 gallon dip tank was 10 feet, 8 feet of which were below ground surface, and was in a secondary containment structure. Two samples were collected from the bottom of the excavation that were analyzed for pH, VOCs, and metals. VOCs were not reported in the samples and the levels of metals and TRPH were determined by HLA to be naturally occurring. CLADPW granted closure for the dip tank in 1993. Stantec has determined that the historical presence of the dip tank and 1,000 gallon UST at 17300 Chestnut St. do not pose RECs to the Site because they were granted closure by the CLADPW.

Three (3) USTs were located at the 942 South Azusa Avenue address. The USTs consisted of a 500 gallon waste oil UST that was removed in 1988 and two 7,500 gallon diesel USTs that were removed in in 1996. Levine Fricke oversaw the removal of the waste oil UST and the subsequent over excavation. The final samples reported levels of non-detect to 5.47 parts per million (ppm) of TPH. The UST was never granted closure by CLADPW.

The two diesel USTs were removed along with 3 groundwater monitoring wells in 1996 following a quarterly groundwater report that confirmed contaminant levels were below State maximum contaminant levels. Due to the presence of an adjacent building not all of the impacted soil could be removed from the UST excavation. These USTs were granted closure by CLADPW and the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB). Additionally, Stantec observed no USTs or ASTs at the Site.

Stantec recommends collecting soil vapor samples in the location of the waste oil UST given the lack of VOC sampling analysis at the time of removal. Stantec also recommends soil and soil vapor sampling adjacent to the former diesel USTs due the residual impact not removed due to the adjacent building.

3.3 POLYCHLORINATED BIPHENYLS (PCBS)

Electrical transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. The federal Toxic Substances Control Act (TSCA) generally prohibited the domestic manufacture of PCBs after 1979. There is, however, potential that the dielectric fluid in electrical and hydraulic equipment manufactured and constructed prior to that date contains PCBs.

No equipment was located onsite that would utilize PCBs.

3.4 LEAD-BASED PAINT (LBP)

Concern for lead-based paint (LBP) is primarily related to residential structures. The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 745) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight.

The risk of lead toxicity in LBP varies based upon the condition of the paint and the year of its application. The U.S. Department of Housing and Urban Development (HUD) has identified the following risk factors:

- The age of the dwelling as follows:
  The maximum risk is from paint applied before 1950.

There is severe risk from paint applied from 1950 to 1960.
There is moderate risk from deteriorated paint applied from 1960 to 1970.
There is slight risk from the paint that is intact but applied after 1977.

- The condition of the painted surfaces.
- The presence of children and certain types of households in the building.
- Previously reported cases of lead poisoning in the building or area.

Due to the absence of structures on the property, LBP is not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.5 ASBESTOS-CONTAINING MATERIALS (ACMS)

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. The greatest asbestos-related human health risks are associated with friable asbestos, which is ACM that can be reduced to powder by hand pressure. Friable asbestos can become airborne and be inhaled, and has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.

Due to the absence of structures on the property, ACMs are not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.6 SOLID WASTE DISPOSAL ISSUES

Small amounts of debris and trash were scattered across the Site. Stantec recommends removal of debris including the pieces of farming equipment prior to site development.

3.7 PESTICIDE ISSUES

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

3.8 RADON GAS

Radon is an odorless, tasteless and invisible gas produced by the decay of naturally occurring uranium in soil and water. Radon is a form of ionizing radiation and an

identified carcinogen. Radon in air is ubiquitous. Radon is found in outdoor air and in the indoor air of buildings of all kinds. The U.S. EPA has determined that exposure to 4.0 pCi/L of radon gas on a regular basis increases the risk of lung cancer.

The Site is located in an area designated as Federal EPA Radon Zone Level 2 with a predicted average indoor screening level less 4 pCi/L but greater than 2 pCi/L. According to the EDR report, 20 of the 20 sites tested in the 91748 zip code (area of the Site) exhibited levels below 4 pCi/L. The average first floor radon concentration in the area of the Site is 0.711 pCi/L. The information regarding this determination is contained in the EDR report attached as Appendix B. Based on this data, the Site lies within an area of low radon risk, radon is unlikely to represent an environmental concern to the Site, and no further assessment is recommended.

3.9 OIL WELLS

Stantec reviewed the Digital Online Mapping System (DOMS) provided on the Department of Oil, Gas, and Geothermal Resources (DOGGR) website in an effort to evaluate if there are any known oil wells in the Site vicinity. According to the DOMS, the nearest oil well is located over half a mile away. Therefore, Stantec concludes that oil wells are unlikely to represent an environmental condition and recommends no further investigation of this issue.

3.10 ENVIRONMENTAL SETTING

The Site is located in Los Angeles County. The area is located within the Peninsular Ranges Geomorphic Province, which includes northwest-southeast trending mountain ranges and valleys that have been developed by the San Andreas Fault system (California Geological Survey [CGS], 2002). The stratigraphy underlying the Site consists primarily of recent-age alluvium (CDMG, 1965).

The Site is at an elevation of approximately 382 feet above mean sea level. The regional topographic gradient is to the west (USGS, 1966).

The closest mapped recently active fault is the Whittier Fault located approximately 3.5 miles south (CGS, 2010). According to official maps of California, the Site is not located within an Alquist-Priolo (AP) Earthquake Fault Zone boundary or a liquefaction zone (CDMG, 2000).

The Site is located within the San Gabriel Valley Groundwater Basin. The basin is constrained by faulting to the north and east, and bedrock core complexes to the south and west. Several aquifers are present in the basin and water-bearing units consist of alluvium up to 4,100 feet thick and the San Pedro Formation up to 2,000 feet in thickness (Department of Water Resources [DWR], 2004). A report for a facility

approximately 0.7 miles to the east states that expected depth to groundwater is between 28 and 34 feet below ground surface (bgs) (SWRCB, 2014) with gradient estimated to follow topography to the northwest.

3.11 ADJACENT SITE RECONNAISSANCE

Stantec conducted an area reconnaissance to identify adjacent properties of potential environmental concern. Observations of these properties were restricted to those areas readily observable from the public right-of-way. If deemed appropriate, file reviews for properties considered likely to have impacted the Site were conducted. The surrounding area consists of a trucking warehouse to the east, several office buildings to the South and Azusa Avenue to the west (see Figure 2). None of the adjacent properties represent a REC to the Site.

3.12 SITE INTERVIEW

The AAI final rule requires that a Site interview be conducted with the property owner or Site occupant that is most familiar with the Site. Because the Site was vacant land and the property owner was not available, no interview could be performed. As a result, this is considered a data gap as defined by AAI. However, Stantec concludes that sufficient information was collected from observations made during the Site reconnaissance, from the EDR report, and from agency contacts, file reviews, and former environmental reports such that the data gap is unlikely to have impacted the conclusions or recommendations of this report. Therefore, this lack of information does not hinder our "ability to identify conditions indicative of releases or threatened releases" (AAI, 2006) and does not represent a significant data gap.

3.13 USER PROVIDED INFORMATION

Prior to initiating the Site reconnaissance during the previous Phase I ESA, Stantec requested information relevant to performance of this Phase I ESA with a written questionnaire submitted to the user of this report. Per ASTM E1527-13, the user is responsible for providing known information relevant to the environmental condition of the Site. A copy of the questionnaire was completed by Mr. Marc Belluomini of The Olson Company and is provided in Appendix D. The significant information provided by the user is summarized below.

1. Information on Environmental Cleanup Liens on Subject Property? **No**
2. Information on Subject property Activity or Use Limitations (including Institutional and Engineering Controls)? **No**
3. Specialized knowledge or experience of the User: **No**
4. Relationship of the purchase price/rent to fair market value of the Subject Property if it were not contaminated? **Does not believe purchase price has been reduced from fair market value.**

5. Commonly known or reasonably ascertainable information about the Subject Property? **None.**
6. The degree of obviousness or the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation? **None.**

3.14 SPECIALIZED KNOWLEDGE OR EXPERIENCE

The Federal AAI rule (40 CFR §312.28) and ASTM E1527-13 require that all appropriate inquiry must take into account relevant and applicable specialized knowledge and experience on the part of the User regarding the Site, the area surrounding the Site, the conditions of adjoining properties, and any other experience relevant to identifying RECs on the Site.

Mr. Belluomini is familiar with the Site and knows of no additional RECs associated with the Site.

3.15 PURCHASE PRICE VS. PROPERTY VALUE

The Federal AAI rule (40 CFR §312.29) and ASTM E1527-13 require that persons seeking defense to or protection from liability under CERCLA must take into account the relationship of the purchase price to the fair market value of the property if it were not contaminated to assess whether or not the differential is due to the presence of releases or threatened releases of hazardous substances. This portion of the inquiry is the responsibility of the User, and the User has the option of sharing or not sharing this information with the Environmental Professional performing the Phase I ESA.

Stantec has not performed an independent evaluation of the purchase price of the property and its relationship to fair market value. Stantec submitted a written questionnaire to the User (identified in Section 3.14) inquiring about the User's knowledge regarding the relationship of the purchase price to the fair market value of the property if it were not contaminated.

Mr. Belluomini believes the purchase price reflects fair market value and has not been reduced due to any environmental issues.

4.0 PUBLIC RECORD REVIEW SECTION

4.1 FEDERAL, STATE AND TRIBAL ENVIRONMENTAL RECORDS

A regulatory agency database search report was obtained from a third-party environmental database search firm (Environmental Data Resources/EDR). A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Appendix B.

4.1.1 Database Assessment Criteria

Research into environmental regulatory agency database listings was performed by a third-party environmental regulatory agency database search firm. The purpose of the review was to identify reported environmental issues for the Site and other properties in the vicinity. The database search firm utilized the more stringent of the approximate minimum search distances specified in the Scope of Work for each of the referenced Federal and state environmental databases. The definition of the databases searched and the associated search distances from the Site are identified in the regulatory agency database search report.

The regulatory agency database search report lists a number of sites identified as "unmappable." The database search firm was unable to confirm the physical locations of these sites relative to the Site or to assess whether they were located within the designated search radii. Stantec independently reviewed the locations of these "unmappable" sites, to the extent possible, using various maps and our knowledge of the Site area. Any of the "unmappable" sites determined to be within the designated search radii were included in our evaluation of the various listed sites potential to result in a recognized environmental condition relative to the Site.

Stantec reviewed the results of the database search report to note reported release sites in the vicinity of the Site that were considered to have a potential to have adversely impacted the Site (i.e., are known to have or are expected to result in recognized environmental conditions). Reported release sites identified in the regulatory agency database search report were evaluated with respect to the nature and extent of a given release, the distance of the reported release site from the Site, the stratigraphy of soils, the expected soil permeability, and the topographic position of a reported release site with respect to known or expected local and/or regional groundwater flow direction. Per ASTM E1527-13, in circumstances where considered warranted, more extensive file reviews of adjoining properties were conducted to gather additional information regarding their potential to have affected the Site.

Those release sites that were considered likely to have impacted the Site are identified in the report as recognized environmental conditions, as defined in ASTM 1527. Sites that were listed in the database search report, but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release), and sites that were listed as being "closed" were considered unlikely to have impacted the Site or to represent an environmental concern to the Site. The justification for sites being considered unlikely to have affected the subject property (Site) is contained in the appropriate sections below.

4.1.2 Site Listing Review

The Site is listed as Utility Trailer Manufacturing Co. and is cross referenced in the EMI, RCRA NonGen, SLIC, Hist UST, Sweeps UST, WIP, Los Angeles Co. HMS, and WDS environmental databases. The Site is in the UST databases because there was a single UST installed on the Site in 1955. However, there are no related releases reported for the tank.

The Site is included in the SLIC database due to an unknown release to groundwater. The case is currently open for site assessment. There appears to be an error in the data base based on the documented closure. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation. Area Listing Review

The database evaluations in this section include a consideration of the regional geology and hydrogeology discussed in Section 3.11. Groundwater in the vicinity of the Site is expected to be approximately 30 feet below ground surface (bgs) and to flow generally to the northwest.

Generally, reported release sites located within ¼ mile were considered to have a potential to represent an environmental concern to the Site. Facilities which were listed in the database search report but not identified as a release site, such as a hazardous waste generator or recycling facility, were not considered unlikely to represent an environmental concern to the Site.

The complete database listings of records detailed above prepared by EDR and a map showing the location of the search radius relative to the Site is presented in Appendix B. The result of Stantec's review of area sites identified in the EDR report, by database listing, is discussed below.

NPL database

This includes listings of facilities on the National Priority List for remediation across the country. These Sites receive federal funding to undergo remediation.

> **San Gabriel Valley (Area 4)** is located at Stimson Avenue and Old Valley Boulevard in La Puente. EDR has mapped the extent of the remediation area to include the entire Site. This area is cross-referenced in the CERCLIS, US Eng. Controls, ROD, ICIS, and PRP databases. The area is on the final NPL list for tetrachloroethylene (PCE) and trichloroethylene (TCE) in groundwater.

Due to the shallow depth to groundwater, Stantec recommends conducting a vapor survey of the Site to determine if the vadose zone of the Site has been affected by the PCE and TCE vapors coming off of groundwater.

LUST database

This includes listings for facilities with reported releases from current or former USTs. Based on the EDR report, there are two listed facilities within an eighth mile of the Site.

> **Tosco/Unocal/Tony's 76 Station** is located at 948 Azusa Avenue which is listed as 75 feet west southwest and of the Site. It is cross-listed in the UST, Hist. Cortese, and RCRA databases. It is listed for a release of gasoline affecting an aquifer used for drinking water and the case is eligible for closure. It is listed as having undergone remediation. Due to media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

> **Rod's Food Products/Bay Valley Foods** is located at 17380 Railroad Street which is approximately 364 feet south of the Site and up-gradient with respect to groundwater flow. It is cross-listed in the NPDES, WIP, HIST CORTESE, RCRA-SQG, CA FID UST, SWEEPS UST, UST and HIST UST databases. It is listed for a release of gasoline affecting groundwater that underwent remediation and the case is now closed. Due to location with respect to distance from the Site, media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

Due to case status, media affected or distance, these facilities are considered unlikely to represent an environmental concern to the Site.

ENVIROSTOR database

This includes listings for facilities with contamination or facilities that there may be reason to investigate. This database is kept by the Department of Toxic Substances Controls (DTSC). Based on the EDR report, there is one listed facility within an eighth mile of the Site.

Northrop Architectural Systems is located at 999 S Hutcher which is listed as 546 feet east southeast of the Site. The facility is listed as requiring corrective action. Due to the location relative to groundwater flow and the lack of information provided by the database, this facility is considered unlikely to represent an environmental concern to the Site.

RCRA databases

The RCRA-SQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials between 100 kg and 1,000 kg of hazardous waste per month. The RCRA-LQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials greater than 1,000 kg of hazardous waste per month. The RCRA-NonGen database identifies facilities that do not currently generate hazardous materials. Based on the EDR report, there are five (5) RCRA facilities within an eighth mile radius of the Site.

Carrier Corporation is located at 935 S. Azusa Avenue, which is approximately 87 feet west southwest of the Site. This is an SQG listing. This facility is cross-listed in the CA FID UST, Hist. UST, SWEEPS UST and Notify 65 databases. No releases are reported for this facility. Two USTs were installed at the facility in 1956; however, there are no reported releases for the tanks.

Somitex Prints of California is located at 17355 Railroad St which is approximately 133 feet south of the Site and is cross-listed in the LA Co. Site Mitigation, EMI, WIP, WDS and ENVIROSTOR databases. No releases or violations are reported for this facility.

Web Masters Incorporated is located at 17300 Railroad Street which is approximately 231 feet south southwest of the Site and is cross-listed in the FINDS and WIP databases. No releases are reported for this facility.

Carrier Transicold of Southern CA is located at 1015 S. Azusa Avenue which is approximately 308 west southwest of the Site. This is a SQG facility and is cross-listed in the AST database. No releases or violations are reported at this facility.

MG Engineering is located at 17251 Chestnut Street which is approximately 357 feet north northwest of the Site. This is an LQG facility and is cross-listed in the EDR US Hist. Auto Stat database. No releases or violations are reported at this facility.

Due to a lack of any reported releases, location with respect to groundwater flow and/or distance, these facilities are considered unlikely to represent an environmental concern to the Site. Stantec recommends no further investigation regarding any of these facilities.

UST databases

This includes listings for several databases that report historical and current USTs. Based on the EDR report, there is one listed facility within an eighth mile of the Site not discussed under other databases.

> **Halbert Bros Inc/Chromalloy American Corp.** is located at 17400 Chestnut Street which is approximately 388 feet east northeast of the Site. No releases are reported for this facility.

Due to a lack of any reported releases and location with respect to groundwater flow, this facility is considered unlikely to represent an environmental concern to the Site.

EDR US Hist Auto Stat.

Based on the EDR report, there is one (1) site within an eighth-mile radius of the Site not discussed under other databases. Due to the lack of reported releases and/or violations, and due to distance, these facilities are considered unlikely to represent an environmental concern to the Site.

"Unmappable" sites

Twenty (20) "unmappable sites" were listed in the EDR report and their locations were reviewed by Stantec. Due to distance, the "unmappable sites" are considered unlikely to represent an environmental concern to the Site.

4.2 CITY, COUNTY AND STATE RECORDS REVIEW

4.2.1 Los Angeles Department of Public Works – Building and Safety

Stantec viewed available records with the Los Angeles Department of Public Works, Building and Safety division, which houses all building records for the City of Industry. LADPW B&S had records pertaining to the removal of a dip tank, the installation of a spray booth and a permit for industrial wastewater discharge. Removal of the dip tank is further outlined below.

4.2.2 Los Angeles County Department of Public Works (LADPW)

Stantec searched the records on file at the Los Angeles County Department of Public Works to determine whether any documents were on file for the address of the Site, which was listed under 942 S. Azusa Avenue and 17300 Chestnut Street. The following records were on file for the Site:

<u>17300 Chestnut Street</u>

- 10/14/1987: Closure granted for a 1,000 gallon UST

- 1993: Closure granted for dip tank that was removed in 1992
- Violation for industrial materials left outside and not removed when facility was closed

942 South Azusa Avenue

- 1988: References to a UST that was removed with oversight
- 1996: Closure granted for two 1,000 gallon USTs removed in that year. The report did state that the case had been transferred to the water board due to the possible contamination of groundwater. In addition, the closure letter stated that some samples reported levels above 100 milligrams/kilogram (mg/kg) of TPH but further excavation was not possible because it would have impacted the structural integrity of an adjacent structure.
- May, 1997: Closure granted by California Regional Water Quality Control Board for the two tanks removed the previous year
- June, 1997: Three groundwater well abandonments granted by the water board and then abandoned
- The Waste oil UST was removed but closure was not received from the CLSDPW.

However, no vapor survey was completed on the Site to determine if the tanks affected the soil vapor below the Site. Therefore, Stantec considers the historical presence of the USTs at 942 S. Azusa a REC to the Site and recommends soil and soil vapor samples in the vicinity of the three historical USTs to determine if the subsurface has been impacted.

4.2.3 Regional Water Quality Control Board (RWQCB), Los Angeles Region (4)

A request was made to the RWQCB regarding files for the Site. Stantec reviewed several groundwater reports for the 17300 Chestnut St. property. The files show that the Site is no longer adding to the groundwater plume beneath the Site. Stantec reviewed records on file with RWQCB for the Site. The Water Boards had records pertaining to a storm water runoff violation from 2002 and a set of groundwater reports from 1988 to 1993. These reports outlined the extent of VOC contamination coming from the Site. EDR records state that the CRWQCB granted closure for groundwater contamination stating that VOC sources had been adequately defined. This record stated that there were no further requirements by CRWQCB. However, research on the Geotracker website indicates that there is an open case for the 17300 Chestnut Street address pertaining to a leaking tank from 1965. Yet this leak is quantified as not posing an immediate human health threat. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the

Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

According to records on file, the stock piles on the Site are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

Several maps depicting the historical layout of the 17300 Chestnut Street property were included with the groundwater reports. These maps depict 3 maintenance buildings, 6 paint booths, 2 hazardous storage areas, a wash basin, a TCA still and a clarifier. None of these features have been addressed by a previous report and so Stantec has identified all of these features as RECs to the Site. Stantec recommends collecting soil and soil vapor samples in these areas to determine if the subsurface has been influenced by these features.

4.2.4 Summary of Findings from Environmental Records Review

Based on the data described above, the review of government environmental records identified evidence of a REC for the Site – the presence of USTs at the 942 South Azusa Ave. address with no accompanying soil vapor data. In addition, there was no closure letter granted for the waste oil UST. Stantec also identified the historical presence of a clarifier, spray booths, hazardous storage areas, and several maintenance buildings at the 17300 Chestnut St. address as RECs to the Site. Stantec recommends collecting soil and soil vapor data in the areas of these features to determine if these features have impacted soil or soil vapor below the Site to a level greater than California Human Health Screening Levels for commercial properties allow.

5.0 HISTORICAL RECORDS REVIEW

5.1 AERIAL PHOTOGRAPHIC REVIEW

Aerial photographs for the Site and surrounding areas were obtained from EDR to evaluate historical usage of the site and adjacent properties. The photographs were also reviewed to evaluate any discernible evidence of potential sources of negative environmental impact at the site. The general activity on a property and land use changes can often be discerned from the type and layout of structures visible in aerial photographs and maps; however, specific elements of a site operation cannot normally be determined.

The following aerial photographs of the Site and surrounding areas were examined during Stantec's historical investigations.

1. **Year: 1928**
   The entire Site is being used as an orchard. Most of the surrounding properties are also being utilized as agricultural land, with major roadways shown though likely unpaved. There is a stream to the north of the Site as well as what appears to be two residences.

2. **Year: 1938**
   The central portion of the Site has been cleared of agriculture but the northern, eastern and western portions of the Site are still agricultural land. There are several clearings within the cleared portion near the center of the Site. The remaining Site vicinity appears similar to the previous photograph.

3. **Year: 1948**
   There is a new structure in the center of the Site, along the edge of the cleared area. There remaining portions of the Site and surrounding area appears similar to the previous image.

4. **Year: 1952**
   The majority of the Site has been cleared with the exception of the northwest corner which still appears to be agricultural land. The clearing that surrounds the single structure in the center of the Site has been expanded. The surrounding properties have also been cleared of most their orchards.

5. **Year: 1964**
   There is a newly constructed warehouse in the northeast portion of the Site. The warehouse appears to have 3 smaller buildings surrounding it. There are also

several small structures in the clearing near the center of the Site. The southwest portion of the Site appears to be a parking and storage area unrelated to the warehouse. The northwest portion of the Site is still an orchard. The central portion of the Site is still predominantly an empty field, possibly some sort of agricultural land. There are several other new warehouses surrounding the Site. There are two buildings on the property to the east, one to the southwest, a larger one to the south and a large warehouse with two smaller buildings to the west.

6. **Year: 1970/1972**
   The large warehouse on the Site has been expanded. The western portion of the Site still appears to be agricultural. The central portion of the Site is still vacant. Development in the vicinity has become denser, mostly as industrial space but with scattered commercial properties including what appears to be a gas station to the southwest of the Site. The creek to the north has been lined with concrete and the road the street has been expanded.

7. **Year: 1981**
   The Site appears relatively unchanged except for the trees in the western portion of the Site have been removed and there appears to be some sort of test track in the center of the Site that used to be an empty field. There also appears to be a parking area just north of the track. The remainder of the Site and surrounding area appears similar to the previous photograph.

8. **Year: 1989**
   The Site appears similar to the previous image. The adjoining properties appear similar to the previous photograph with the exception of the property directly to the south which has a new warehouse.

9. **Year: 1995**
   The Site and surrounding properties appear similar to the previous historical photograph.

10. **Year: 2005**
    The entire Site has been cleared of all structures. The eastern, central and southwestern portions of the Site appear to be covered in gravel. The western portion which was most recently the orchard now appears to be covered in grass. The surrounding properties appear similar to the previous photograph.

11. **Year: 2009/2010**
    The Site still appears vacant but it appears that there are vehicles parked on the Site and there are several mounds of earth near the eastern boundary of the Site. The vicinity appears similar to the previous photograph.

12. **Year: 2012**
    The Site and vicinity appear similar to the previous photograph.

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.2 FIRE INSURANCE MAPS

Sanborn Fire Insurance Maps were not available for the Site.

5.3 HISTORICAL TOPOGRAPHIC MAP REVIEW

Available historical topographic maps were requested from Environmental Data Resources for the Site and surrounding properties.

1. **Year: 1894/1901/1904**
   The site vicinity appears to be undeveloped and no site detail is visible. The city of Puente is depicted to the west of the Site.

2. **Year: 1927**
   The Site is shown as vacant. Some of the major roadways are in place including Pomona Boulevard to the north and Anaheim-Puente Road to the west. The Rowland School is shown northwest of the Site. Rain lines are depicted north and south of the Site but neither is adjacent.

3. **Year: 1953**
   The northwest portion of the Site is shaded to designate agricultural land. There is also a small structure near the eastern boundary of the Site. No other features are depicted on the Site. The surrounding area is either vacant or agricultural land. The city of Puente to the west is shaded to represent an urban area.

4. **Year: 1966**
   The western portion of the Site still appears to be utilized as agricultural land. There are several new structures in the eastern portion of the Site including one

large industrial warehouse surrounded by three smaller buildings. There is a substation depicted to the north of the Site on the other side of Chestnut Street. There are also several other new industrial warehouses on the properties to the east and west.

5. **Year: 1972/1981**
   The western portion of the Site is no longer being utilized as agricultural land. The large warehouse on the Site has an addition along the southern wall. There is also a new drainage channel to the north of the Site.

Based on review of available historical topographic maps, the Site was vacant through 1927 then agricultural and industrial until 1972. The current configuration of the Site is not shown on any maps. The surrounding area was developed sometime between 1953 the 1960s. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.4 CITY DIRECTORY

Stantec reviewed the historical city directory abstract provided by EDR. City directories were available from 1975 until 2013. The Site location is listed as Skanska and Utility Trailer Manufacturing in 2008 and 1975. Azusa Western Inc. is also listed on the Site in 1975 under the 942 S. Azusa Avenue address.

Addresses for selected neighboring properties were listed in the EDR City Directory. The listings were for industrial and commercial properties such as a printing company, and a gas station. The gas station is discussed above in section 4.1.3 and does not pose a REC to the Site.

No RECs were identified in the city directories. A copy of the complete City Directory Abstract is provided in Appendix C.

5.5 FORMER REPORTS

Stantec was provided with the following report regarding the Site:

Gradient Engineers Inc., *Phase I Environmental Site Assessment*, dated December 20, 2001

This report identified the Site as an active truck trailer manufacturing plant. Gradient identified the following RECs for the Site:

- The Site has been identified as a potential responsible party (PRP) for a regional groundwater contamination plume. RWQCB issued a no further action letter but other agencies may choose to make their own determination

- The gas station located to the south of the Site has been identified as having a leaking underground storage tank (LUST).

At the time, Gradient recommended continuing groundwater monitoring as required. In addition, Gradient recommended that if the buildings on Site were to be torn down, a qualified contractor should be used to dispose of the building materials because the structures likely contained Asbestos and lead based paints.

5.6 OTHER HISTORICAL SOURCES

Stantec was not provided with any other historical sources relating to the Site.

5.7 SUMMARY OF FINDINGS FROM HISTORICAL RECORDS REVIEW

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

Through the review of the Gradient Engineers Inc. Phase I Environmental Site Assessment and agency documents, Stantec has determined that the Site is overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). Due to the shallow depth to groundwater, there is a potential that soil vapor may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern. Stantec then recommends determining if the Site is still deemed a possible responsible party (PRP) for the plume.

6.0 POTENTIAL FOR VAPOR ENCROACHMENT

Additionally, consideration of the migration of hazardous substances and petroleum products in all phases including solid, liquid, or vapor is required by the ASTM E1527-13 standard. As stated in Section 2.1 of ASTM E1527-13:

Vapor migration must be considered no differently than contaminated groundwater migration in the Phase I investigation. While E2600-10 provides an industry consensus methodology to assess vapor migration, use of E2600-10 methodology is not required to achieve compliance with AAI – an EP may use alternative methodology as deemed appropriate, but this must be documented in the Phase I report (i.e., it must be "capable of being reconstructed by an EP other than the EP responsible for the Phase I").

As presented below, analysis of the potential for onsite or offsite releases to have affected the Site via migration through soil, groundwater or soil vapor was performed with consideration given to media affected, distance from the Site, remedial actions taken, type of contaminants, subsurface conditions, and location of the source relative to groundwater gradient.

Based on the data described above, review of adjacent properties, and available environmental records, vapor intrusion at the Site is considered possible based on the following:

- A release of gasoline is reported for a property within an eighth of a mile up-gradient of the Site with respect to groundwater flow. Although the case is now closed, no vapor data has been collected at that facility and groundwater was known to have reported VOCs during groundwater monitoring;
- Depth to groundwater is estimated to be 25 to 30 feet bgs;
- The Site appears to have been used for manufacturing and had multiple spray booths, a dip tank and a clarifier;
- Previous reports indicate multiple USTs on the Site and no accompanying vapor data.

Therefore, Stantec recommends a soil vapor survey at the Site to determine whether releases or potential releases from properties in the vicinity/historical use of the Site have affected the Site.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The target property consists of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site"). The Site is currently vacant and fenced and is divided into two portions. There are soil stock piles and construction debris located on each of the parcels. The Site appears to have been recently graded. The only structures besides the stock piles are several storm water retaining ponds which are currently dry. Subsurface structures (concrete pads and utilities) are still visible on the site. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete. Stantec observed staining and possible drains pathways in the southeast corner of the Site.

In a previous Phase I Environmental Site Assessment, Gradient Engineering Inc. identified a nearby leaking underground storage tank (LUST) and the presence of a groundwater plume beneath the Site as recognized environmental conditions (RECs) to the Site. Gradient recommended conducting a file review to determine if the LUST had been remediated and recommended the continuation of groundwater sampling at the Site. Stantec has determined that the LUST has been remediated and is no longer a REC to the Site.

The subject properties have a long history of manufacturing and agricultural uses. Based on the assessment discussed in the following text several recognized environmental conditions (RECs) have been identified that will require further assessment to determine if impact to the site has occurred at levels that would warrant further assessment or remedial action for commercial development to occur.

The published groundwater monitoring data indicates that volatile organic compound (VOC) impact exists below the subject Site. The data indicates that the source of the groundwater impact appears to be primarily from up-gradient off-Site sources. Based on that conclusion the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB) issued closure to the Site for groundwater impacts and is not requiring further assessment or action. There appears to be an error in the data base based on the documented closure stating there is an open SLIC case on groundwater for the Site. Stantec would recommend confirming this with the CRWQCB and correct the database entry for future documentation that no open file exists.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM E-1527-13 (and Final Rule 40 CFR Part 312 et seq.) with respect to the Site. Any exceptions to, or deletions from, this practice are described in

Section 1.2 of this report. This assessment has of the following RECs in connection with the Site:

942 S. Azusa Avenue

- **Historical Waste Oil UST:** A waste oil underground storage tank (UST) was removed in 1988 from the Site and confirmation soil samples were collected and analyzed for total petroleum hydrocarbons (TPH). No TPH impact was detected, but the County of Los Angeles Department of Public Works (CLADPW) never granted closure for the UST. However, the data did not indicate that additional analysis for volatile organic compounds (VOCs) or soil vapor samples were collected at the time of removal. Stantec recommends collecting soil and soil vapor samples to be analyzed for VOCs in the area of the UST to verify no impact exists. Then, Stantec recommends after obtaining the additional sample results the data be submitted to the CLADPW to obtaining regulatory closure for the UST.

- **Historical Diesel USTs:** Two diesel USTs were removed from the Site in 1996 and the USTs were granted closure by the CLADPW. However, no soil vapor samples were collected when the tanks were removed and a portion of the over excavation of the tank pits was not completed because it would have impacted the structural integrity of a nearby building. Therefore, Stantec recommends collecting soil and soil vapor samples in the area of the two historical diesel USTs to be analyzed for TPH and VOCs to evaluate if further removals are required prior to Site development.

17300 Chestnut Street

- **Historical Hazardous Storage Areas:** Stantec identified the presence of 2 historic hazardous storage areas at the Site. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the storage areas to be analyzed for VOCs.

- **Historical Clarifier:** Stantec identified the presence of a clarifier at the Site. Stantec has not found any information regarding the removal of the clarifier. Therefore, Stantec recommends collecting soil and soil vapor data in the area of the clarifier to be analyzed for VOCs.

- **Historical Spray Booths:** Stantec identified the presence of several spray booths at the Site. Soil vapor extraction systems were installed in 1995 to combat VOCs coming from the Site, one of which was in the vicinity of one of the booths. However, Stantec was unable to find soil vapor data collected after the extraction system was removed. Therefore, Stantec recommends collecting soil

and soil vapor samples in the vicinity of the historical spray booths to be analyzed for VOCs.

- **Historical Machine and Maintenance Shops:** Stantec identified the presence of a machine shop and two maintenance buildings. Stantec recommends collecting soil and soil vapor samples in the vicinity of the historical machine and maintenance shops to be analyzed for TPH, VOCs and metals.

- **Surface Staining:** Stantec observed surface staining near the southeast corner of the Site during the Site walk. Stantec recommends collecting soil and soil vapor samples in this area to determine if this staining has impacted the subsurface of the Site.

- **NPL Groundwater Plume:** Stantec has determined that the Site overlays a groundwater plume identified as the San Gabriel Valley (Area 4) Groundwater beneath the Site is known to be impacted with tetrachloroethylene (PCE) and trichloroethylene (TCE). As stated above the Site was found to be not contributing to this impact and the CRWQCB issued closure to this facility for this impact. However, due to the shallow depth to groundwater, there is a potential that soil vapor off gassing from groundwater may exist in the subsurface at levels of concern to commercial development. Stantec therefore recommends in accordance with the vapor encroachment analysis required by ASTM 13 standard to conduct a vapor survey for the Site to determine if impact does exist at levels of concern.

In addition, Stantec has identified the following non-ASTM issues on the Site:

- **Stock Piles:** Stantec observed two stockpiles on the Site during the course of Site reconnaissance. According to information on file with the CRWQCB these stock piles are related to a California Transit (CalTrans) project on Railroad Street just south of the Site. Stantec recommends contacting Caltrans to determine how to proceed with the removal of the piles before Site development commences.

Monitoring Wells: Stantec observed a monitoring well along the eastern edge of the Site. Stantec also noted four additional monitoring wells in the documents on file with local agencies. Stantec recommends determining the case status of the Site as a PRP and if allowed, abandon any wells left on the Site prior to development.

8.0 LIMITATIONS

The conclusions and recommendations contained in this report/assessment are based upon professional opinions with regard to the subject matter. These opinions have been arrived at in accordance with currently accepted hydrogeologic and engineering standards and practices applicable to this location and existing at this time. The use of this report is subject to the following limitations:

1. The data and findings presented in this report are valid as of the dates when the investigations were performed. The passage of time, manifestation of latent conditions or occurrence of future events may require further exploration at the site, analysis of the data, and reevaluation of the findings, observations, and conclusions expressed in the report.

2. The data reported and the findings, observations, and conclusions expressed in the report are limited by the Scope of Work, budgetary constraints, site access and schedule, as defined in the contract with Stantec.

3. This report is based, in part, on unverified information supplied to Stantec by third party sources, such as regulatory agencies, prior owners or operators of the property, analytical laboratories, subcontractors, etc. Whereas efforts may have been made to substantiate this third party information, Stantec cannot guarantee the completeness or accuracy of this information.

4. The findings, observations and conclusions expressed by Stantec in this report are not, and should not be considered an opinion concerning the compliance of any past or present owner or operator of the Site with any Federal, state or local law or regulation.

5. No warranty or guarantee, whether expressed or implied, is made with respect to the data or the reported findings, observations, and conclusions, which are based solely upon Site conditions in existence at the time of investigation.

6. Stantec Reports present professional opinions and findings of a scientific and technical nature. While attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer legal opinion as to the requirements of, nor compliance with, environmental laws, rules, regulations or policies of federal, state or local governmental agencies. Issues raised by the report should be reviewed by appropriate legal counsel.

7. This report is intended for the sole and exclusive use of Stantec's client. No other person or entity shall be entitled to rely on or use this report without Stantec's expressed written authorization. (Any such written authorization shall involve a "reliance letter" issued at Stantec's discretion and agreed to any executed by such user). If any unauthorized use or reliance occurs, it shall be at the user's sole risk without liability to Stantec.

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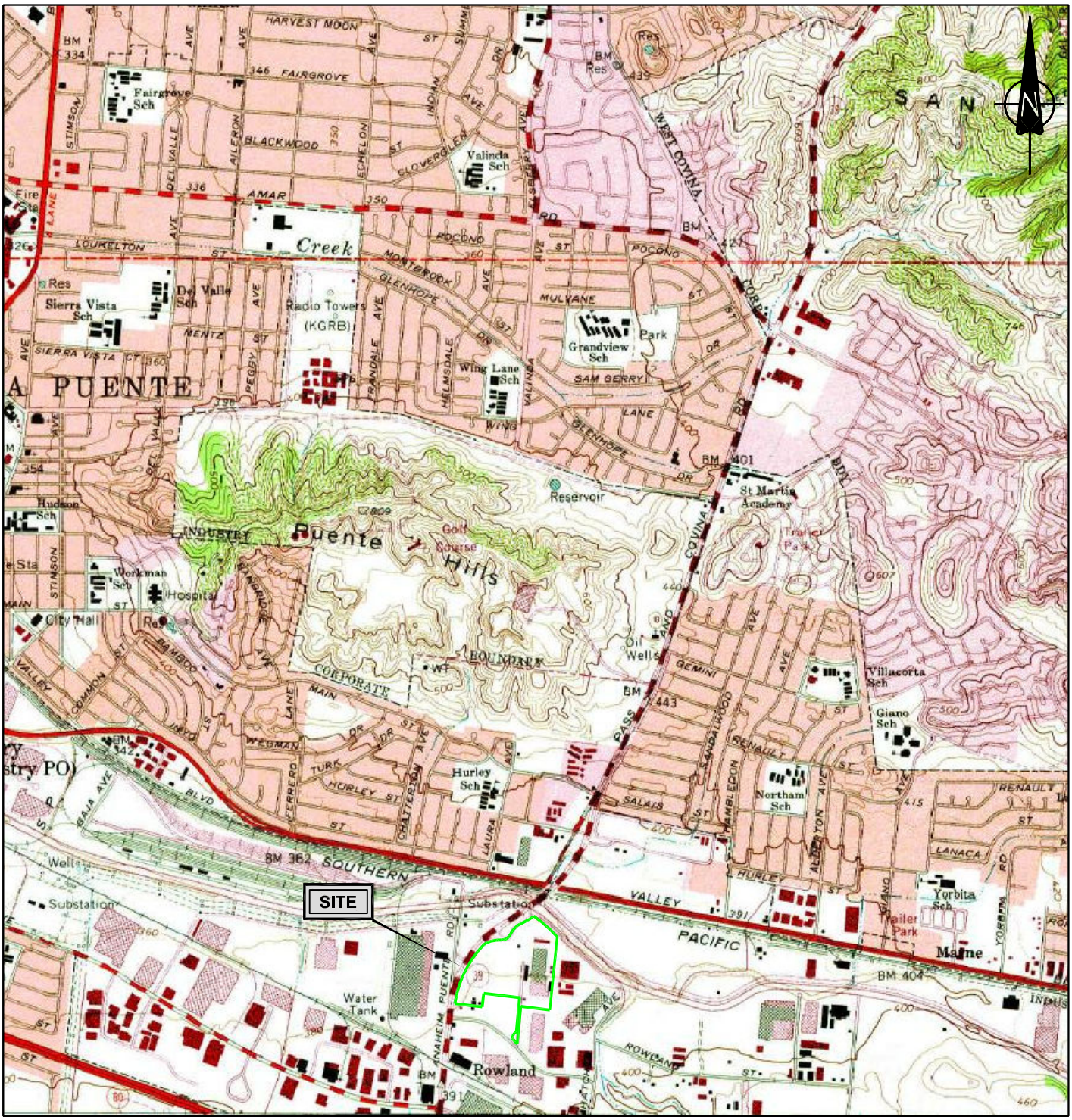
FIGURES



NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE LOCATION MAP PROPERTIES 30 AND 58, 1733 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	Project No.: 185803306	Fig. No.:	Stantec
	Scale: AS SHOWN	1	
	Date: 14/09/24		
	Dwn. By: CD DM SC2014090009		
Client: CT REALTY	App'd By: DM		

Stantec Consulting Services Inc. © 2014

0 200 400 600 FT

SCALE : AS SHOWN

NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE MAP PROPERTIES 30 AND 58, 1733 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	Project No.: 185803306	Fig. No.:	Stantec
	Scale: AS SHOWN	2	
	Date: 14/09/25		
	Dwn. By: CD DM SC2014090013		
Client: CT REALTY	App'd By: DM		

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APPENDIX A
PHOTOGRAPHIC RECORD

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 1

General view across the Site.

Photograph No. 2

General view across the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 3

General view across the Site.

Photograph No. 4

View of soil stockpiles near the central portion of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 5

Additional view of soil stockpile near the central portion of the Site.

Photograph No. 6

View of surface staining near the SEC of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 7

View of concrete pad with protruding PVC pipes near the SWC of the Site.

Photograph No. 8

General view of concrete trenching in the SEC of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: 1733 E. Chestnut Street and 942 S. Azusa Avenue	**Location:** City of Industry, CA
Photographer: Ryan McDaniel	**Date:** August 29, 2014

Photograph No. 9

View of miscellaneous debris.

Photograph No. 10

General view of storm water retaining ponds located at the Site.

APPENDIX B
ENVIRONMENTAL DATABASE REPORT

Stantec

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.2s
August 11, 2014

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBC-ASH

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

17300 EAST CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

COORDINATES

Latitude (North):	34.0056000 - 34˚ 0' 20.16''
Longitude (West):	117.9265000 - 117˚ 55' 35.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414442.0
UTM Y (Meters):	3762969.2
Elevation:	382 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34117-A8 BALDWIN PARK, CA
Most Recent Revision:	1981
South Map:	33117-H8 LA HABRA, CA
Most Recent Revision:	1981

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120505
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
UTILITY TRAILER MFG CO. 17300 E. CHESTNUT ST. INDUSTRY, CA 91748	EMI	N/A
UTILITY TRAILER MFG CO 17300 E CHESTNUT STREET LA PUENTE, CA 91748	RCRA NonGen / NLR SLIC Facility Status: Open - Site Assessment HIST UST SWEEPS UST WIP Facility Status: Active LOS ANGELES CO. HMS EMI WDS	CAD990739252

EXECUTIVE SUMMARY

UTILITY TRAILER MANUFACTURING COM HAZNET N/A
17300 E CHESTNUT STREET
CITY OF INDUSTRY, CA 91749

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US INST CONTROL..... Sites with Institutional Controls
LUCIS..... Land Use Control Information System

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

INDIAN UST ..... Underground Storage Tanks on Indian Land
FEMA UST ..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
WMUDS/SWAT ..... Waste Management Unit Database

Local Lists of Hazardous waste / Contaminated Sites

US CDL ..... Clandestine Drug Labs
HIST Cal-Sites ..... Historical Calsites Database
SCH ..... School Property Evaluation Program
Toxic Pits ..... Toxic Pits Cleanup Act Sites
CDL ..... Clandestine Drug Labs
US HIST CDL ..... National Clandestine Laboratory Register

Local Land Records

LIENS 2 ..... CERCLA Lien Information
LIENS ..... Environmental Liens Listing
DEED ..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
CHMIRS ..... California Hazardous Material Incident Report System
LDS ..... Land Disposal Sites Listing
MCS ..... Military Cleanup Sites Listing
SPILLS 90 ..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS ..... Incident and Accident Data
DOD ..... Department of Defense Sites
FUDS ..... Formerly Used Defense Sites
CONSENT ..... Superfund (CERCLA) Consent Decrees

EXECUTIVE SUMMARY

UMTRA	Uranium Mill Tailings Sites
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
CA BOND EXP. PLAN	Bond Expenditure Plan
UIC	UIC Listing
NPDES	NPDES Permits Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
LA Co. Site Mitigation	Site Mitigation List
DRYCLEANERS	Cleaner Facilities
ENF	Enforcement Action Listing
INDIAN RESERV	Indian Reservations
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
EPA WATCH LIST	EPA WATCH LIST
PRP	Potentially Responsible Parties
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
2020 COR ACTION	2020 Corrective Action Program List
US FIN ASSUR	Financial Assurance Information
Financial Assurance	Financial Assurance Information Listing
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
MWMP	Medical Waste Management Program Listing
COAL ASH DOE	Steam-Electric Plant Operation Data
HWT	Registered Hazardous Waste Transporter Database

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR US Hist Cleaners	EDR Exclusive Historic Dry Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 10/25/2013 has revealed that there is 1 NPL site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

Federal CERCLIS list

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERCLIS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MINI STORAGE DRUMS	17295 E. VALLEY BLVD	N 1/8 - 1/4 (0.131 mi.)	H33	102

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1

CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA-TSDF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/11/2014 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO 30941	948 AZUSA AVE	W 0 - 1/8 (0.016 mi.)	B8	65
MG ENGINEERING	17251 CHESTNUT ST.	NNW 0 - 1/8 (0.068 mi.)	F20	80

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/11/2014 has revealed that there are 11 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CA, INC	***17355 RAILROAD ST***	***S 0 - 1/8 (0.025 mi.)***	***C10***	***69***
WEB MASTERS INCORPORATED	***17300 RAILROAD ST***	***SSW 0 - 1/8 (0.044 mi.)***	***D14***	***76***
CARRIER TRANSICOLD OF SOUTHERN	1015 S AZUSA AVE	WSW 0 - 1/8 (0.058 mi.)	E16	78
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AEROSPACE RIVET MFG CORP.	***17425 RAILROAD ST.***	***SSE 1/8 - 1/4 (0.134 mi.)***	***J37***	***107***
CAL-MOLD INC	***17438 E RAILROAD***	***SSE 1/8 - 1/4 (0.168 mi.)***	***J50***	***122***
PRIME EQUIPMENT NO 701	999 S HATCHER BLDG B	SE 1/8 - 1/4 (0.173 mi.)	51	125

Lower Elevation	Address	Direction / Distance	Map ID	Page
TONYS 76 SVC	948 S AZUSA	WSW 0 - 1/8 (0.012 mi.)	B5	55
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
PUENTE PLAZA CLEANERS	***17251 E VALLEY BL***	***NNW 1/8 - 1/4 (0.162 mi.)***	***46***	***119***
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***

Federal institutional controls / engineering controls registries

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 03/19/2014 has revealed that there is 1 US ENG CONTROLS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/05/2014 has revealed that there are 10 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CALIFORNIA Status: Refer: Other Agency	17355 RAILROAD STREET	S 0 - 1/8 (0.025 mi.)	C11	74
NORTHRUP ARCHITECTURAL SYSTEMS Status: Inactive - Action Required	999 S. HUTCHER AVE.	ESE 0 - 1/8 (0.103 mi.)	29	97
AIR PRODUCTS POLYMERS LP Status: Refer: Other Agency	***17801 ARENTH AV***	***E 1/2 - 1 (0.561 mi.)***	***79***	***178***
WHITCOMB PLATING Status: Inactive - Action Required	***655 S ALDERTON***	***E 1/2 - 1 (0.664 mi.)***	***82***	***190***
CREFTCON INDUSTRIES Status: Refer: Other Agency	***900 S. AJAX AVENUE***	***ESE 1/2 - 1 (0.699 mi.)***	***83***	***194***

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA PUENTE DUMP Status: Refer: Other Agency	147 NORTH AZUZA AVENUE	NNE 1/2 - 1 (0.908 mi.)	86	201
SAFE PLATING, INC. Status: Refer: Other Agency	***18001 PLATING, INC.***	***SE 1/2 - 1 (0.953 mi.)***	***87***	***202***

Lower Elevation	Address	Direction / Distance	Map ID	Page
BDP CO. Status: Refer: Other Agency	***855 ANAHEIM-PUENTE ROAD***	***WNW 1/8 - 1/4 (0.132 mi.)***	***I35***	***104***
PAC FOUNDRIES-INDUSTRY Status: Refer: RWQCB	***16800 CHESTNUT ST***	***WNW 1/2 - 1 (0.587 mi.)***	***80***	***185***
WALNUT CREEK ENERGY PARK Status: No Further Action	***911 BIXBY DR***	***W 1/2 - 1 (0.785 mi.)***	***84***	***196***

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 05/19/2014 has revealed that there are 3 SWF/LF sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***
VALLEY VISTA SERVICES INC.	***17445 E RAILROAD ST***	***SSE 1/8 - 1/4 (0.163 mi.)***	***J47***	***121***
MAXIM LIGHTING	***999 HATCHER***	***SSE 1/4 - 1/2 (0.364 mi.)***	***68***	***145***

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 12 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC Status: Completed - Case Closed	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
RODS FOOD PRODUCTS Status: Open - Eligible for Closure	17380 E RAILROAD ST	S 0 - 1/8 (0.069 mi.)	C25	92
ARCO #3087 Status: Completed - Case Closed	***1215 AZUSA AVE S***	***SSW 1/4 - 1/2 (0.366 mi.)***	***69***	***149***
CANADA BRAKE SHOE SERVICE CO Status: Completed - Case Closed	***17639 ROWLAND ST***	***SE 1/4 - 1/2 (0.380 mi.)***	***Q70***	***151***
CANADA BRAKE SHOE SERVICE CO	17639 ROWLAND ST	SE 1/4 - 1/2 (0.380 mi.)	Q71	152

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALTA DENA CERTIFIED DAIRY INC Status: Completed - Case Closed	***17637 E VALLEY BLVD***	***ENE 1/4 - 1/2 (0.387 mi.)***	***R72***	***154***
ALTA DENA DAIRY Status: Open - Site Assessment	***17637 VALLEY BLVD***	***ENE 1/4 - 1/2 (0.389 mi.)***	***R74***	***164***
THRIFTY #306 Status: Open - Remediation	447 AZUSA AVE S	NNE 1/4 - 1/2 (0.421 mi.)	S75	168

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO - 76 STATION #5621 Status: Open - Eligible for Closure	948 AZUSA AVE S	WSW 0 - 1/8 (0.014 mi.)	B6	56
B. D. P. - CARRIER CORPORATION	***855 ANAHEIM-PUENTE RD***	***WNW 1/8 - 1/4 (0.131 mi.)***	***I32***	***100***
PACIFIC MOTOR TRUCKING	17525 ARENTH AVE	E 1/8 - 1/4 (0.209 mi.)	N57	132
LA PUENTE GAS STA & FOOD MART Status: Open - Remediation	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/16/2014 has revealed that there are 6 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JOHNSON CONTROLS Facility Status: Open - Site Assessment	16981 E. GALE AVE.	WSW 1/4 - 1/2 (0.444 mi.)	T76	177
UNICAL ENTERPRISES Facility Status: Open - Site Assessment	***16960 E. GALE AVE.***	***WSW 1/4 - 1/2 (0.475 mi.)***	***T77***	***177***
GORHAM BRONZE FACILITY Facility Status: Open - Site Assessment	16961 EAST GALE AVE.	WSW 1/4 - 1/2 (0.490 mi.)	T78	178

Lower Elevation	Address	Direction / Distance	Map ID	Page
B. D. P. - CARRIER CORPORATION Facility Status: Open - Remediation	***855 ANAHEIM-PUENTE RD***	***WNW 1/8 - 1/4 (0.131 mi.)***	***I32***	***100***
CARRIER SOUTHERN CALIFORNIA Facility Status: Open - Site Assessment	***16900 CHESTNUT ST.***	***WNW 1/8 - 1/4 (0.188 mi.)***	***53***	***127***
PACIFIC MOTOR TRUCKING CO Facility Status: Open - Site Assessment	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 4 UST

sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RODS FOOD PRODUCTS	17380 RAILROAD ST	S 0 - 1/8 (0.069 mi.)	C23	84
INGRAM PAPER COMPANY	17411 VALLEY BLVD	NNE 1/8 - 1/4 (0.134 mi.)	K38	109

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOSCO/UNOCAL #30941	948 S AZUSA AVE	WSW 0 - 1/8 (0.012 mi.)	B4	55
HALBERT BROS INC	***17400 E CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G26***	***93***

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1015 S AZUSA AVE	WSW 0 - 1/8 (0.058 mi.)	E17	79

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 06/16/2014 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
AM RECYCLING	17305 VALLEY BLVD	N 0 - 1/8 (0.123 mi.)	H31	99

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN: San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

A review of the AOCONCERN list, as provided by EDR, and dated 03/30/2009 has revealed that there is 1 AOCONCERN site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY		0 - 1/8 (0.000 mi.)	0	15

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 4 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
INGRAM PAPER	***17411 VALLEY BLVD***	***NNE 1/8 - 1/4 (0.134 mi.)***	***K39***	***109***
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROD'S FOOD PRODUCTS, INC.	***17380 RAILROAD ST***	***S 0 - 1/8 (0.069 mi.)***	***C22***	***82***
WESTERN ARCHITECTURAL SYSTEMS	***999 HATCHER AVE***	***SE 1/8 - 1/4 (0.136 mi.)***	***L40***	***110***
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
CHROMALLOY AMERICAN CORPORATIO	***17400 CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G28***	***95***
BDP COMPANY.	855 ANAHEIM PUENTE RD	WNW 1/8 - 1/4 (0.132 mi.)	I34	103
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N54***	***127***
PACIFIC MOTOR TRUCKING COMPANY	17525 ARENTH AVE	E 1/8 - 1/4 (0.209 mi.)	N56	131
M. MUWALLA'S ARCO	17227 VALLEY BLVD	NNW 1/8 - 1/4 (0.213 mi.)	O60	142

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 7 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
INGRAM PAPER	***17411 VALLEY BLVD***	***NNE 1/8 - 1/4 (0.134 mi.)***	***K39***	***109***
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***
WEST COAST LABEL	***1127 HATCHER AVE***	***SSE 1/8 - 1/4 (0.239 mi.)***	***P64***	***144***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***
HALBERT BROS INC	***17400 E CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G26***	***93***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA PUENTE GAS STA & FOOD MART	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
H H ROBERTSON CO WASD	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L44***	***115***

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 11/25/2013 has revealed that there is 1 ROD site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN GABRIEL VALLEY (AREA 4)	***STIMSON AVE & OLD VALLE***	***0 - 1/8 (0.000 mi.)***	***0***	***16***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 10 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BAY VALLEY FOODS LLC	***17380 RAILROAD STREET***	***S 0 - 1/8 (0.069 mi.)***	***C24***	***84***
THRIFTY #305	362 AZUSA	NNE 1/4 - 1/2 (0.295 mi.)	67	145
ARCO #3087	***1215 AZUSA AVE S***	***SSW 1/4 - 1/2 (0.366 mi.)***	***69***	***149***
CANADA BRAKE SHOE SERVICE CO	***17639 ROWLAND ST***	***SE 1/4 - 1/2 (0.380 mi.)***	***Q70***	***151***
ALTA DENA CERTIFIED DAIRY INC	***17637 E VALLEY BLVD***	***ENE 1/4 - 1/2 (0.387 mi.)***	***R72***	***154***
THRIFTY #306	447 AZUSA	NNE 1/4 - 1/2 (0.388 mi.)	S73	163

Lower Elevation	Address	Direction / Distance	Map ID	Page
76 PRODUCTS STATION #5621	948 AZUSA	WSW 0 - 1/8 (0.014 mi.)	B7	65
B. D. P. COMPANY	855 ANAHEIMPUENTE	WNW 1/8 - 1/4 (0.140 mi.)	I45	119
PACIFIC MOTOR TRUCKING CO	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N55***	***128***
LA PUENTE GAS STA & FOOD MART	***17227 VALLEY BLVD E***	***NNW 1/8 - 1/4 (0.213 mi.)***	***O59***	***133***

EXECUTIVE SUMMARY

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 2 Notify 65 sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THOMPSON PETROLEUM	17721 E. RAILROAD STREE	SE 1/2 - 1 (0.601 mi.)	81	190

Lower Elevation	Address	Direction / Distance	Map ID	Page
CARRIER CORPORATION	***935 S. AZUSA AVE.***	***WSW 0 - 1/8 (0.016 mi.)***	***B9***	***66***

WIP: Well Investigation Program case in the San Gabriel and San Fernando Valley area.

A review of the WIP list, as provided by EDR, and dated 07/03/2009 has revealed that there are 21 WIP sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOMITEX PRINTS OF CALIFORNIA Facility Status: Historical	***17355 RAILROAD ST***	***S 0 - 1/8 (0.025 mi.)***	***C12***	***75***
WEB MASTERS, INC. Facility Status: Historical	17300 RAILROAD ST	SSW 0 - 1/8 (0.044 mi.)	D13	76
ENGINEERING MODEL ASSOCIATES Facility Status: Historical	1020 S WALLACE PL	SW 0 - 1/8 (0.050 mi.)	15	78
ROD'S FOOD PRODUCTS, INC. Facility Status: Historical	***17380 RAILROAD ST***	***S 0 - 1/8 (0.069 mi.)***	***C22***	***82***
CAL MOLD, INC Facility Status: Historical	17425 RAILROAD ST	SSE 1/8 - 1/4 (0.134 mi.)	J36	107
WESTERN STEEL SALES INC. Facility Status: Historical	999 S HATCHER AVE	SE 1/8 - 1/4 (0.136 mi.)	L42	114
NORTHROP ARCHITECTURAL SYS (H. Facility Status: Historical	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L43***	***114***
L.A. CROWN INTERNATIONAL CO.	1100 S AZUSA AVE	SW 1/8 - 1/4 (0.165 mi.)	M48	122
RUSSEL STANLEY WEST, INC.	1100 S AZUSA AVE	SW 1/8 - 1/4 (0.165 mi.)	M49	122
FLORART-RELIANCE TRADING Facility Status: Historical	17455 RAILROAD ST	SSE 1/8 - 1/4 (0.182 mi.)	J52	126
JAMES METALS Facility Status: Historical	1123 S HATCHER AVE	SSE 1/8 - 1/4 (0.237 mi.)	P62	143
HART TOOL COMPANY Facility Status: Historical	1123 S HATCHER AVE	SSE 1/8 - 1/4 (0.237 mi.)	P63	144
GHENCHI MANUFACTURING Facility Status: Historical	1135 S HATCHER AVE	SSE 1/8 - 1/4 (0.246 mi.)	P65	145
PERFECTION MFG., INC. Facility Status: Historical	17074 GREEN DR	WSW 1/8 - 1/4 (0.250 mi.)	66	145

Lower Elevation	Address	Direction / Distance	Map ID	Page
G.S. BATTERY, INC. Facility Status: Historical	17253 CHESTNUT ST	NNW 0 - 1/8 (0.067 mi.)	F18	79

Lower Elevation	Address	Direction / Distance	Map ID	Page
M.G. ENGINEERING CO. Facility Status: Historical	17251 CHESTNUT ST	NNW 0 - 1/8 (0.068 mi.)	F19	80
L.A. WATER TREATMENT CORP. Facility Status: Historical	17400 E CHESTNUT ST	ENE 0 - 1/8 (0.073 mi.)	G27	94
CHROMALLOY AMERICAN CORPORATIO Facility Status: Historical	***17400 CHESTNUT ST***	***ENE 0 - 1/8 (0.073 mi.)***	***G28***	***95***
BDP CO. Facility Status: Historical	***855 ANAHEIM-PUENTE ROAD***	***WNW 1/8 - 1/4 (0.132 mi.)***	***I35***	***104***
CARRIER SOUTHERN CALIFORNIA Facility Status: Active	***16900 CHESTNUT ST.***	***WNW 1/8 - 1/4 (0.188 mi.)***	***53***	***127***
PACIFIC MOTOR TRUCKING CO Facility Status: Active	***17525 ARENTH AVE***	***E 1/8 - 1/4 (0.209 mi.)***	***N54***	***127***

PROC: A listing of certified processors.

A review of the PROC list, as provided by EDR, and dated 06/16/2014 has revealed that there is 1 PROC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MAXIM LIGHTING	***999 S HATCHER***	***SE 1/8 - 1/4 (0.136 mi.)***	***L41***	***112***

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 05/27/2014 has revealed that there are 2 HWP sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NORTHROP ARCHITECTURAL SYS (H.	***999 S HATCHER AVE***	***SE 1/8 - 1/4 (0.138 mi.)***	***L43***	***114***

Lower Elevation	Address	Direction / Distance	Map ID	Page
KIM LIGHTING	***16555 E GALE AVE***	***W 1/2 - 1 (0.884 mi.)***	***85***	***199***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk

Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 4 EDR US Hist Auto Stat sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	17321 VALLEY BLVD	N 0 - 1/8 (0.114 mi.)	H30	99

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	17251 CHESTNUT ST	NNW 0 - 1/8 (0.068 mi.)	F21	82
Not reported	17227 VALLEY BLVD	NNW 1/8 - 1/4 (0.213 mi.)	O58	133
Not reported	17211 INYO ST	NNW 1/8 - 1/4 (0.235 mi.)	O61	143

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

Site Name	Database(s)
FEDEX HD POMONA INDUSTRY	NPDES
PACIFIC MOTOR TRUCKING, SOUTHERN P	CA FID UST, SWEEPS UST
LA PUENTE DUMP	CERC-NFRAP
VALLEY LAND DEVELOPMENT COMPANY	SWF/LF
CITY OF INDUSTRY/ENGINEERING	HAZNET
INDUSTRY SHERATON	HAZNET
CITY OF INDUSTRY	HAZNET
INDUSTRY URBAN DEV AGENCY	HAZNET
CITY OF INDUSTRY - URBAN DEVELOPME	HAZNET
INDUSTRY URBAN DEVELOPMENT AGENCY	HAZNET
INDUSTRY URBAN DEVELOPMENT AGENCY	HAZNET
CALGON CORPORATION - CITY OF INDUS	TSCA
INDUCTION TECH	WIP
FORMER UTILITY TRAILOR	WIP
ARMIN PLASTICS CORPORATION	WIP
BIRTCHER/CITY IND.REDEVELOPMEN	WIP
CEMEX, INC.	US MINES
VULCAN MATERIALS CO.	US MINES
CROWN CITY FURNITURE, JAMESTOW	EMI
INDUSTRY EQP RENTALS INC	EMI

overview MAP - 4032295.2s

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:45 pm

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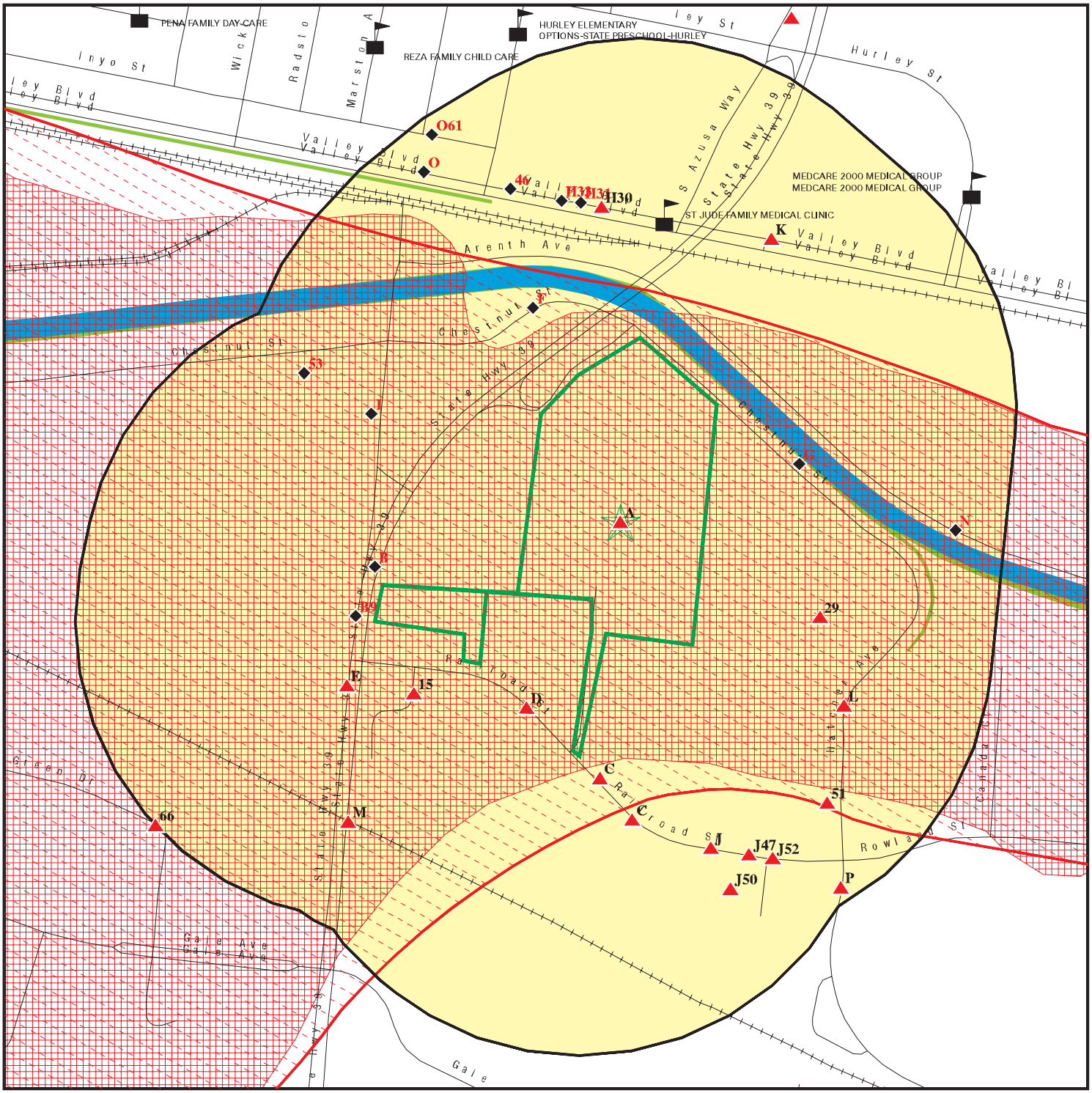
detail MAP - 4032295.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:46 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		1	0	0	0	NR	1
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		1	1	0	NR	NR	2
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	1	0	0	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	1	0	NR	NR	1
Federal RCRA generators list								
RCRA-LQG	0.250		2	0	NR	NR	NR	2
RCRA-SQG	0.250		6	5	NR	NR	NR	11
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		1	0	0	NR	NR	1
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		2	1	0	7	NR	10
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	2	1	NR	NR	3
State and tribal leaking storage tank lists								
LUST	0.500		3	3	6	NR	NR	12

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC	0.500	1	0	3	3	NR	NR	7
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		3	1	NR	NR	NR	4
AST	0.250		1	0	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
SWRCY	0.500		1	0	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
AOCONCERN	1.000		1	0	0	0	NR	1
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		2	2	NR	NR	NR	4
HIST UST	0.250	1	3	6	NR	NR	NR	10
SWEEPS UST	0.250	1	3	4	NR	NR	NR	8
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250	1	0	1	NR	NR	NR	2
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		1	0	0	0	NR	1
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		2	3	5	NR	NR	10
CUPA Listings	0.250		0	0	NR	NR	NR	0
Notify 65	1.000		1	0	0	1	NR	2
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
LOS ANGELES CO. HMS	TP	1	NR	NR	NR	NR	NR	1
WIP	0.250	1	8	13	NR	NR	NR	22
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	1	NR	NR	NR	NR	NR	1
EMI	TP	2	NR	NR	NR	NR	NR	2
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
WDS	TP	1	NR	NR	NR	NR	NR	1
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PROC	0.500		0	1	0	NR	NR	1
MWMP	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWP	1.000		0	1	0	1	NR	2
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250		2	2	NR	NR	NR	4
EDR US Hist Cleaners	0.250		0	0	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property — **UTILITY TRAILER MFG CO.**, **17300 E. CHESTNUT ST.**, **INDUSTRY, CA 91748** — **EMI** — **S106841940**, **N/A**

Site 1 of 3 in cluster A

Actual: 382 ft.

EMI:

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	B
Total Organic Hydrocarbon Gases Tons/Yr:	31
Reactive Organic Gases Tons/Yr:	27
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

A2 Target Property — **UTILITY TRAILER MFG CO**, **17300 E CHESTNUT STREET**, **LA PUENTE, CA 91748** — **RCRA NonGen / NLR**, **SLIC**, **HIST UST**, **SWEEPS UST**, **WIP**, **LOS ANGELES CO. HMS**, **EMI**, **WDS** — **1000287353**, **CAD990739252**

Site 2 of 3 in cluster A

Actual: 382 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/01/1996
Facility name:	UTILITY TRAILER MFG CO
Facility address:	17300 E CHESTNUT STREET LA PUENTE, CA 91748
EPA ID:	CAD990739252
Mailing address:	P O BOX 1299 CITY OF INDUSTRY, CA 91749
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner

UTILITY TRAILER MFG CO (Continued) **1000287353**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/0001
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/10/1981
Site name: UTILITY TRAILER MFG CO
Classification: Large Quantity Generator

Violation Status: No violations found

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 06/30/2002
Global Id: SL603798673
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.005165
Longitude: -117.926113
Case Type: Cleanup Program Site
Case Worker: AHS
Local Agency: Not reported
RB Case Number: 105.0295
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

UTILITY TRAILER MFG CO (Continued) **1000287353**

HIST UST:

Region:	STATE
Facility ID:	00000055632
Facility Type:	Other
Other Type:	MFG. FACILITY
Total Tanks:	0001
Contact Name:	MFG. FACILITY
Telephone:	8189651541
Owner Name:	UTILITY TRAILER MFG. CO.
Owner Address:	17300 E. CHESTNUT
Owner City,St,Zip:	INDUSTRY, CA 91749
Tank Num:	001
Container Num:	01
Year Installed:	1955
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

SWEEPS UST:

Status:	Active
Comp Number:	13574
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

WIP:

Region:	4
File Number:	105.0295
File Status:	**Active**
Staff:	AHSU
Facility Suite:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	013231-013543
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	0000T6407
Permit Status:	Removed

UTILITY TRAILER MFG CO (Continued) **1000287353**

Region: LA
Facility Id: 013256-013574
Facility Type: Not reported
Facility Status: Removed
Area: 6H
Permit Number: Not reported
Permit Status: Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	290
Reactive Organic Gases Tons/Yr:	170
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	154
Reactive Organic Gases Tons/Yr:	64
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	41
Reactive Organic Gases Tons/Yr:	31
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0

UTILITY TRAILER MFG CO (Continued) **1000287353**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	47
Reactive Organic Gases Tons/Yr:	37
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC

UTILITY TRAILER MFG CO (Continued) **1000287353**

Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	5125
Air District Name:	SC
SIC Code:	3715
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

CA WDS:

Facility ID:	4 19I009083
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	UTILITY TRAILER MANUFACTURING
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported

UTILITY TRAILER MFG CO (Continued) **1000287353**

Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

A3 Target Property **UTILITY TRAILER MANUFACTURING COMPANY** **HAZNET** **S113019638**
17300 E CHESTNUT STREET **N/A**
CITY OF INDUSTRY, CA 91749

Site 3 of 3 in cluster A

Actual: 382 ft.

HAZNET:

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	1.25
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Transfer Station
Tons:	0.45
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541

UTILITY TRAILER MANUFACTURING COMPANY (Continued) **S113019638**

Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	2.06
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Treatment, Tank
Tons:	0.22
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAD990739252
Contact:	ROBERT GRIFFIS/CORP EHS MGR
Telephone:	6269651541
Mailing Name:	Not reported
Mailing Address:	PO BOX 1299
Mailing City,St,Zip:	CITY OF INDUSTRY, CA 917491011
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	2.75
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

Areas of Concern **SAN GABRIEL VALLEY** **AOCONCERN** **CCA0000001**
N/A

LOS ANGELES (County), CA

< 1/8
1 ft.

AOCONCERN:
area where VOC contamination is at or above the MCL as designated by region 9 EPA office

NPL	**SAN GABRIEL VALLEY (AREA 4)**	**NPL**	**1000114960**
Region	**STIMSON AVE & OLD VALLEY BLVD**	**CERCLIS**	**CAD980817985**
	LA PUENTE, CA 91744	**US ENG CONTROLS**	
< 1/8		**ROD**	
1 ft.		**ICIS**	
		PRP	

NPL:

EPA ID:	CAD980817985
EPA Region:	09
Federal:	N
Final Date:	1984-05-08 00:00:00

Category Details:

NPL Status:	Currently on the Final NPL
Category Description:	Depth To Aquifer-<= 10 Feet
Category Value:	1
NPL Status:	Currently on the Final NPL
Category Description:	Distance To Nearest Population-> 0 And <= 1/4 Mile
Category Value:	10

Site Details:

Site Name:	SAN GABRIEL VALLEY (AREA 4)
Site Status:	Final
Site Zip:	91744
Site City:	LA PUENTE
Site State:	CA
Federal Site:	No
Site County:	LOS ANGELES
EPA Region:	09
Date Proposed:	09/08/83
Date Deleted:	Not reported
Date Finalized:	05/08/84

Substance Details:

NPL Status:	Currently on the Final NPL
Substance ID:	Not reported
Substance:	Not reported
CAS #:	Not reported
Pathway:	Not reported
Scoring:	Not reported
NPL Status:	Currently on the Final NPL
Substance ID:	U210
Substance:	TETRACHLOROETHENE
CAS #:	127-18-4
Pathway:	GROUND WATER PATHWAY
Scoring:	4
NPL Status:	Currently on the Final NPL
Substance ID:	U228
Substance:	TRICHLOROETHYLENE (TCE)
CAS #:	79-01-6
Pathway:	GROUND WATER PATHWAY
Scoring:	4

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Summary Details:

Conditions at listing September 1983): San Gabriel Valley Area 4) is a ground water plume that runs along the axis of the San Jose Creek in the San Gabriel ground water basin in La Puenta, Los Angeles County, California. The plume is about1 mile long and 1 mile wide. Ground water is contaminated with trichloroethylene TCE) and perchloroethylene PCE), according to analyses by State agencies and local water companies. Many public wells in the area exceed the EPA SuggestedNo Adverse Response Levels SNARL) for TCE and PCE. Approximately 100,000 people are affected. Cities and public water companies in the area have tested to ensure that their water supplies contain less than 5 parts per billion ppb) of TCE, alevel considered safe for human consumption. When alternative methods of reducing the TCE level below 5 ppb are not effective, wells are removed from service. Status June 1984):
A supplemental sampling program of contaminated wells will begin soon to get a snapshot view of the degree of contamination. The State Department of Health Services and EPA are preparing to initiate a remedial investigation/ feasibility study to determine the aerial and vertical extent of contamination and to develop alternatives for treatment and management of the problem. EPA continues its investigation to identify sources of the contamination. This site, along with the three other San Gabriel Valley sites, was added tothe NPL in May 1984 because it involves a serious problem that required taking immediate remedial action.

Site Status Details:

NPL Status:	Final
Proposed Date:	09/08/1983
Final Date:	05/08/1984
Deleted Date:	Not reported

Narratives Details:

NPL Name:	SAN GABRIEL VALLEY (AREA 4)
City:	LA PUENTE
State:	CA

CERCLIS:

Site ID:	0902091
EPA ID:	CAD980817985
Facility County:	LOS ANGELES
Short Name:	SAN GABRIEL VALLEY (AREA
Congressional District:	32
IFMS ID:	098V
SMSA Number:	4480
USGC Hydro Unit:	18070106
Federal Facility:	Not a Federal Facility
DMNSN Number:	30.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Groundwater
Site Settings Code:	SU

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

NPL Status: Currently on the Final NPL
DMNSN Unit Code: SQMI
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: Not reported
Non NPL Status Date: / /
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):

Contact ID: 13001930.00000
Contact Name: Raymond Chavira
Contact Tel: (415) 947-4218
Contact Title: Remedial Project Manager (RPM)
Contact Email: Not reported

Contact ID: 13003854.00000
Contact Name: Leslie Ramirez
Contact Tel: (415) 972-3978
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Sharon Murray
Contact Tel: (415) 972-4250
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

CERCLIS Site Alias Name(s):

Alias ID: 101
Alias Name: SAN GABRIEL VALLEY (AREA 4)
Alias Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Alias Comments: Not reported
Site Description: The Puente Valley Operable Unit (PVOU) is located within the southeastern portion of the San Gabriel Valley, approximately 25 miles from the Pacific Coast, in eastern Los Angeles County. Located within the San Gabriel Valley is the San Gabriel Basin. The majority of the groundwater pumped from the main San Gabriel Basin is used for drinking water, supplied to the public by purveyors that are regulated as public water supply systems. Land use at the site includes industrial, commercial, and residential. The San Gabriel Valley has been the subject of environmental investigation since 1979 when groundwater contaminated with volatile organic compounds (VOCs) was first identified. In May 1984, four broad areas of contamination within the basin were listed as San Gabriel Areas 1 through 4 on the Environmental Protection Agency's (EPA's) National Priorities List (NPL). EPA subsequently divided the basin into eight operable units (OUs) to provide a means of describing

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

hydrogeology and contaminant distribution, and planning remedial activities in the basin. In May 1993, EPA sent Special Notice letters to 58 potentially responsible parties (PRPs), requesting that these parties present a good faith offer to perform the remedial investigation/feasibility study (RI/FS) for the PVOU. Forty-two of these PRPs formed the Puente Valley Steering Committee (PVSC), and in September 1993 entered into an administrative order on consent (AOC) with EPA to conduct the RI/FS. Also in September 1993, EPA issued a unilateral administrative order (UAO) to two PRPs, Goe Engineering and Diversey Corporation, that failed to present a good faith offer. Diversey Corporation completed the activities that the UAO required in 1996, and the PVSC and EPA completed the RI/FS in May 1997. PRPs in the EL Monte and South El Monte OUs have entered into AOCs to perform the RI/FS for their respective OUs. EPA also issued UAOs to two parties in the El Monte OU. In the Baldwin Park OU, EPA issued a ROD in March 1993. After the Interim ROD was signed, and Special Notice letters were sent out, the PRPs were unable to make a unified offer for all of the work (i.e., shallow zone and intermediate zone cleanup, and Mid-Valley monitoring). In an effort to keep the cleanup process moving forward as expeditiously as possible, EPA carved out implementation of the remedy such that the intermediate and shallow zone work would be conducted by two different PRP groups or parties. An Explanation of Significant Differences (ESD) addressing the emerging contaminants perchlorate and 1,4-dioxane at OU 1 was completed on June 14, 2005.

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	04/01/80
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, No Fund Money
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	ISSUE REQUEST LETTERS (104E)
Date Started:	/ /
Date Completed:	08/01/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	SITE INSPECTION
Date Started:	03/01/83
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	SITE INSPECTION
Date Started:	03/01/83
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	HAZARD RANKING SYSTEM PACKAGE
Date Started:	/ /
Date Completed:	09/01/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	09/01/83
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	PROPOSAL TO NATIONAL PRIORITIES LIST
Date Started:	/ /
Date Completed:	09/08/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: ISSUE REQUEST LETTERS (104E)
Date Started: / /
Date Completed: 01/01/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FINAL LISTING ON NATIONAL PRIORITIES LIST
Date Started: / /
Date Completed: 05/08/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: ISSUE REQUEST LETTERS (104E)
Date Started: / /
Date Completed: 12/30/88
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 010
Action: Notice Letters Issued
Date Started: / /
Date Completed: 05/07/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	012
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	06/07/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	ISSUE REQUEST LETTERS (104E)
Date Started:	/ /
Date Completed:	06/08/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	014
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	07/09/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	017
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	09/20/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	019
Action:	Notice Letters Issued
Date Started:	/ /

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 10/12/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 020
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/05/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 021
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/06/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 022
Action: Notice Letters Issued
Date Started: / /
Date Completed: 12/07/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Notice Letters Issued
Date Started: / /
Date Completed: 02/07/91
Priority Level: Not reported
Operable Unit: SITEWIDE

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: Notice Letters Issued
Date Started: / /
Date Completed: 03/06/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: Notice Letters Issued
Date Started: / /
Date Completed: 03/15/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 013
Action: Notice Letters Issued
Date Started: / /
Date Completed: 07/03/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 015
Action: Notice Letters Issued
Date Started: / /
Date Completed: 07/09/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 018
Action: Notice Letters Issued
Date Started: / /
Date Completed: 09/26/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMOVAL ASSESSMENT
Date Started: 12/27/91
Date Completed: 12/27/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: RISK/HEALTH ASSESSMENT
Date Started: / /
Date Completed: 09/16/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ECOLOGICAL RISK ASSESSMENT
Date Started: / /
Date Completed: 09/16/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	001
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	01/12/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	02/12/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	006
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	04/09/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	011
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	05/07/93
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	Special Notice Issued
Date Started:	/ /

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 05/26/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL INVESTIGATION/FEASIBILITY STUDY NEGOTIATIONS
Date Started: 05/26/93
Date Completed: 09/30/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 09/30/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Special Notice Issued
Date Started: / /
Date Completed: 02/03/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/30/84
Date Completed: 07/01/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 01/30/89
Date Completed: 07/01/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: Notice Letters Issued
Date Started: / /
Date Completed: 04/13/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: Notice Letters Issued
Date Started: / /
Date Completed: 04/20/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 009
Action: Notice Letters Issued
Date Started: / /
Date Completed: 05/05/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	016
Action:	Notice Letters Issued
Date Started:	/ /
Date Completed:	08/18/95
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started:	09/30/93
Date Completed:	12/20/96
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Original Action Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	/ /
Date Completed:	07/02/97
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	/ /
Date Completed:	02/25/98
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started:	12/20/96

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed: 09/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: New Action Resulting from Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: RECORD OF DECISION
Date Started: / /
Date Completed: 09/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 09/14/99
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 10/01/99
Date Completed: 09/28/00
Priority Level: Search Complete, Viable PRPs
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/13/01
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/28/00
Date Completed: 09/27/01
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/28/00
Date Completed: 03/21/02
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 03/21/02
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 011
Action: Lodged By DOJ
Date Started: / /
Date Completed: 05/16/02
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	002
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	07/31/03
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	Explanation Of Significant Differences
Date Started:	/ /
Date Completed:	06/14/05
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	005
Action:	CONSENT DECREE
Date Started:	08/22/03
Date Completed:	06/25/05
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	REMEDIAL DESIGN
Date Started:	09/27/01
Date Completed:	07/25/05
Priority Level:	Not reported
Operable Unit:	CD, RD/RA SHALLOW ZONE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Original Action Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	CONSENT DECREE
Date Started:	06/11/03
Date Completed:	09/08/05

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 07/25/05
Date Completed: 02/27/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Responsible Party
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: New Action Resulting from Take Over

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: Lodged By DOJ
Date Started: / /
Date Completed: 04/24/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: CONSENT DECREE
Date Started: 07/25/05
Date Completed: 04/28/06
Priority Level: Not reported
Operable Unit: CD, RD/RA SHALLOW ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: Lodged By DOJ
Date Started: / /
Date Completed: 11/02/06
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: Lodged By DOJ
Date Started: / /
Date Completed: 11/02/06
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: CONSENT DECREE
Date Started: 09/26/06
Date Completed: 01/29/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: CONSENT DECREE
Date Started: 09/26/06
Date Completed: 04/17/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: Lodged By DOJ
Date Started: / /
Date Completed: 08/30/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

For detailed financial records, contact EDR for a Site Report.:

Action Code:	007
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	11/29/07
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	009
Action:	CONSENT DECREE
Date Started:	07/27/07
Date Completed:	12/26/07
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	CONSENT DECREE
Date Started:	08/21/07
Date Completed:	02/05/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	009
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	09/02/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Not reported
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	010
Action:	CONSENT DECREE
Date Started:	/ /
Date Completed:	10/27/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COMMUNITY INVOLVEMENT
Date Started:	05/01/84
Date Completed:	10/28/08
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	02/11/09
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	012
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	02/25/09
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	011
Action:	CONSENT DECREE
Date Started:	09/29/08
Date Completed:	04/27/09

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 03/29/02
Date Completed: 07/21/09
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: CONSENT DECREE
Date Started: 09/29/08
Date Completed: 08/21/09
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/24/09
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Notice of Intent by All Parties
Date Started: / /
Date Completed: 09/29/09
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FIVE-YEAR REVIEW
Date Started: / /
Date Completed: 03/02/11
Priority Level: Not reported
Operable Unit: CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: CONSENT DECREE
Date Started: 04/22/03
Date Completed: 05/25/11
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 010
Action: Lodged By DOJ
Date Started: / /
Date Completed: 05/25/11
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 09/29/08
Date Completed: 09/13/11
Priority Level: Not reported
Operable Unit: RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Code:	004
Action:	UNILATERAL ADMIN ORDER
Date Started:	/ /
Date Completed:	09/13/11
Priority Level:	Not reported
Operable Unit:	RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	013
Action:	Lodged By DOJ
Date Started:	/ /
Date Completed:	03/12/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	COST RECOVERY NEGOTIATIONS
Date Started:	10/15/11
Date Completed:	03/20/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	012
Action:	CONSENT DECREE
Date Started:	12/14/12
Date Completed:	05/08/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	013
Action:	CONSENT DECREE
Date Started:	03/20/13

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Date Completed:	06/20/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	014
Action:	CONSENT DECREE
Date Started:	/ /
Date Completed:	09/11/13
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	002
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started:	02/27/06
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	CD, RD/RA SHALLOW ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started:	07/21/09
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	CD, RD/RA INTERMEDIATE ZONE
Primary Responsibility:	Responsible Party
Planning Status:	Primary
Urgency Indicator:	Long Term Action
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	004
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started:	09/26/11
Date Completed:	/ /
Priority Level:	Not reported
Operable Unit:	RD/RA BENCHMARK TECHNOLOGY
Primary Responsibility:	Responsible Party
Planning Status:	Primary

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Federal Register Details:
Fed Register Date: 05/08/84
Fed Register Volume: 49
Page Number: 19480

Fed Register Date: 09/08/83
Fed Register Volume: 48
Page Number: 40674

Click this hyperlink while viewing on your computer to access
3347 additional US CERCLIS Financial: record(s) in the EDR Site Report.

US ENG CONTROLS:
EPA ID: CAD980817985
Site ID: 0902091
Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
EPA Region: 09
County: LOS ANGELES
Event Code: Not reported
Actual Date: 03/31/2005

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Biological Treatment, (N.O.S.)

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Ion Exchange

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 06/14/2005
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: UV Oxidation

Action ID: 001

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Air Stripping

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Discharge

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Extraction

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Monitoring

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Natural Attenuation

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Pump And Treat

Action ID: 001
Action Name: RECORD OF DECISION
Action Completion date: 09/30/1998
Operable Unit: 00
Contaminated Media : Groundwater
Engineering Control: Treatment, (N.O.S.)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

ROD:

Full-text of USEPA Record of Decision(s) is available from EDR.

ICIS:

Enforcement Action ID:	09-2013-2520
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	LEVAN SPECIALTY COMPANY, INC CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2520
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	LEVAN SPECIALTY COMPANY, INC CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2519
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	JOHN D. WILLIAMS, TRUSTEE OF THE JULIA A. FISHER LIVING TRUST CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9

Enforcement Action ID:	09-2013-2519
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	JOHN D. WILLIAMS, TRUSTEE OF THE JULIA A. FISHER LIVING TRUST CONSENT DECREE
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2513
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: BENTLEY PRINCE STREET, INC.
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2513
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: BENTLEY PRINCE STREET, INC.
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2517
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: PUENTE VALLEY OU UNILATERAL ADMIN ORDER FOR RD/RA
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2517
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: PUENTE VALLEY OU UNILATERAL ADMIN ORDER FOR RD/RA
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

	LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 106 AO For Resp Action/Imm Haz
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2009-2529
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	PUENTE VALLEY OU ACCESS ORDER TO LOS ANGELES COUNTY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 104E5A AO For Access And/Or Info
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2009-2529
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	PUENTE VALLEY OU ACCESS ORDER TO LOS ANGELES COUNTY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	CERCLA 104E5A AO For Access And/Or Info
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2008-2531
FRS ID:	110009267907
Program ID:	CERCLIS CAD980817985
Action Name:	PUENTE VALLEY SITE, VALLEY PROCTOR CD FOR COST RECOVERY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744
Enforcement Action Type:	Civil Judicial Action
Facility County:	LOS ANGELES
EPA Region #:	9
Enforcement Action ID:	09-2008-2531
FRS ID:	110009267907
Program ID:	FRS 110009267907
Action Name:	PUENTE VALLEY SITE, VALLEY PROCTOR CD FOR COST RECOVERY
Full Address:	STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State:	California
Facility Name:	SAN GABRIEL VALLEY (AREA 4)
Facility Address:	STIMSON AVE & OLD VALLEY BLVD LA PUENTE, CA 91744

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2506
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: PUENTE VALLEY CD W/ NORTHRUP GRUMMAN FOR RD/RA AND COST RECOVERY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2506
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: PUENTE VALLEY CD W/ NORTHRUP GRUMMAN FOR RD/RA AND COST RECOVERY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0141
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (CREFTCON ET AL.)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0141
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (CREFTCON ET AL.)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0127
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (TELEDYNE)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2007-0127
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (TELEDYNE)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2006-0264
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (SAINT GOBAIN)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2006-0264
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL AREA 4 / PUENTE VALLEY (SAINT GOBAIN)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

EPA Region #: 9

Enforcement Action ID: 09-2005-0030
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL - SALTIRE INDUSTRIAL (NATIONAL CASE) (BANKRUPTCY)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2005-0030
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL - SALTIRE INDUSTRIAL (NATIONAL CASE) (BANKRUPTCY)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0101
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL / PUENTE VALLEY OU
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0101
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL / PUENTE VALLEY OU
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Enforcement Action ID: 09-2003-0050
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: EXIDE TECHNOLOGIES BANKRUPTCY (NC)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2003-0050
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: EXIDE TECHNOLOGIES BANKRUPTCY (NC)
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2002-0035
FRS ID: 110009267907
Program ID: CERCLIS CAD980817985
Action Name: SAN GABRIEL / PUENTE VALLEY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2002-0035
FRS ID: 110009267907
Program ID: FRS 110009267907
Action Name: SAN GABRIEL / PUENTE VALLEY
Full Address: STIMSON AVE & OLD VALLEY BLVD STIMSON AVE & OLD VALLEY BLVD LA PUENTE CA 91744
State: California
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Facility Address: STIMSON AVE & OLD VALLEY BLVD
LA PUENTE, CA 91744
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980817985
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267907
Facility Name: SAN GABRIEL VALLEY (AREA 4)
Address: STIMSON AVE & OLD VALLEY BLVD
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

PRP:
PRP name: A & J SYSTEMS
A&E PLASTICS CO.
A-1 ORNAMENTAL IRON

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

ACORN ENGINEERING CO.
ACORN ENGINEERING CO.
ACORN ENGINEERING CO.
ACROMIL
ADAMS AND COLTRIN, INC.
ADAMS CAMPBELL CO., LTD.
ADAMS CAMPBELL CO., LTD.
ADVANCED HEAT TECHNOLOGY CORP.
AEROJET ELECTROSYSTEMS
AEROJET-GENERAL CORP.
AEROSOL SERVICES CO.
AEROSOL SERVICES CO.
AEROSOL SERVICES COMPANY
AEROSOL SERVICES COMPANY
AEROSOL SERVICES COMPANY
AIR DISTRIBUTION PRODUCTS, INC.
ALLFAST FASTENING SYSTEMS, INC.
ALLIED PHOTO PRODUCTS INC.
ALLSTATE INSURANCE CO.
AMERICAN SHEDS INC.
APPLIED SOLAR ENERGY CORP.
ARCADIA MACHINE AND TOOL
AREMAC ASSOCIATES
AREMAC HEAT TREATING,INC.
ARTHUR B. SCHULTZ AND JOSEPH POLTORAK
ARTISTIC POLISHING AND PLATING
ASHLAND CHEMICAL COMPANY
ASSOCIATED ASPHALT PAVING MATERIALS
ASTRO SEAL, INC.
ASTRO SEAL, INC.
ASTRONAUTIC ENAMELERS
AZUSA LAND RECLAMATION
AZUSA ROCK INC.
B&B RED-I-MIX-CONCRETE INC.
B.W. BIXLER & PRISCILLA M. BIXLER
BALL-ICON, BALL GLASS DIV.
BDP CO.
BDP CO.
BDP CO.
BECKER MFG. CO. INC.
BECKER MFG. CO., INC.
BENCHMARK HOLDING GROUP
BENCHMARK TECHNOLOGY
BESTEEL
BIRTCHER
BIRTCHER DEVELOPMENT-CITY OF IND. REDEVELOPMENT
BRENT FAMILY TRUST
BROWN JORDEN CO.
C&H DISTRIBUTING
CAL MAT CO.
CAL MOLD, INC
CALGON VESTAL LABORATORIES
CALIFORNIA HYDROFORMING CO., INC.
CALIFORNIA HYDROFORMING CO., INC.
CALIFORNIA STEEL AND TUBE
CALIFORNIA STEEL AND TUBE
CALTRANS

SAN GABRIEL VALLEY (AREA 4) (Continued) **1000114960**

Click this hyperlink while viewing on your computer to access
254 additional PRP: record(s) in the EDR Site Report.

B4
WSW
< 1/8
0.012 mi.
65 ft.

TOSCO/UNOCAL #30941 **UST** **U004049416**
948 S AZUSA AVE **N/A**
ROWLAND HEIGHTS, CA 91748

Site 1 of 6 in cluster B

Relative:
Lower

Actual:
381 ft.

UST:
Facility ID: 24764
Latitude: 34.005502
Longitude: -117.928487
Permitting Agency LOS ANGELES COUNTY

B5
WSW
< 1/8
0.012 mi.
65 ft.

TONYS 76 SVC **RCRA-SQG** **1000594843**
948 S AZUSA **CAD983587270**
INDUSTRY, CA 91748

Site 2 of 6 in cluster B

Relative:
Lower

Actual:
381 ft.

RCRA-SQG:
Date form received by agency: 07/03/1991
Facility name: TONYS 76 SVC
Facility address: 948 S AZUSA
INDUSTRY, CA 91748
EPA ID: CAD983587270
Mailing address: S AZUSA
INDUSTRY, CA 91748
Contact: MAURO ANTENUCCI
Contact address: 948 S AZUSA
INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-1415
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: UNOCAL SO NIV OFFICE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

TONYS 76 SVC (Continued) **1000594843**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

B6 **TOSCO - 76 STATION #5621** **LUST** **S105693771**
WSW **948 AZUSA AVE S** **N/A**
< 1/8 **INDUSTRY, CA 91744**
0.014 mi.
75 ft. **Site 3 of 6 in cluster B**

Relative:
Lower

Actual:
381 ft.

LUST:
Region: STATE
Global Id: T0603703739
Latitude: 34.004366
Longitude: -117.9299475
Case Type: LUST Cleanup Site
Status: Open - Eligible for Closure
Status Date: 07/01/2013
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JFL
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-11103
LOC Case Number: Not reported
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603703739
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603703739
Contact Type: Regional Board Caseworker
Contact Name: JOE F. LUERA
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jluera@waterboards.ca.gov
Phone Number: Not reported

Status History:

Global Id: T0603703739
Status: Open - Verification Monitoring
Status Date: 02/28/1990

Global Id: T0603703739
Status: Open - Site Assessment
Status Date: 06/13/1991

Global Id: T0603703739
Status: Open - Case Begin Date
Status Date: 05/12/1988

Global Id: T0603703739
Status: Open - Eligible for Closure
Status Date: 07/01/2013

Global Id: T0603703739
Status: Open - Remediation
Status Date: 01/18/2000

Global Id: T0603703739
Status: Open - Remediation
Status Date: 10/12/2000

Global Id: T0603703739
Status: Open - Remediation
Status Date: 07/14/2003

Global Id: T0603703739
Status: Open - Remediation
Status Date: 10/06/2003

Global Id: T0603703739
Status: Open - Remediation
Status Date: 03/06/2006

Global Id: T0603703739
Status: Open - Remediation
Status Date: 08/30/2007

Global Id: T0603703739
Status: Open - Site Assessment

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Status Date: 05/12/1988

Global Id: T0603703739
Status: Open - Site Assessment
Status Date: 10/18/1990

Regulatory Activities:
Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2003
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2012
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/06/2004
Action: Soil and Water Investigation Report

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2012
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Date: 01/31/2007
Action: Soil and Water Investigation Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 10/06/2003
Action: Staff Letter

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 03/15/2001
Action: 13267 Requirement

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 04/15/2014
Action: Notification - Preclosure

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 04/29/2003
Action: Staff Letter

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 05/31/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: Other

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/20/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 03/03/2008
Action: Unknown

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Global Id: T0603703739
Action Type: RESPONSE
Date: 03/18/2010
Action: Soil and Water Investigation Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 10/15/2011
Action: Remedial Progress Report

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703739
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-11103
Status: Remedial action (cleanup) Underway

TOSCO - 76 STATION #5621 (Continued) **S105693771**

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703739	
W Global ID:	Not reported	
Staff:	HSP	
Local Agency:	19000	
Cross Street:	RAILROAD ST	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/28/1990
Date Leak Record Entered:	3/5/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6264.4336747589910731228371318
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		10/18/1990
Preliminary Site Assessment Began:		5/12/1988
Pollution Characterization Began:		6/13/1991
Remediation Plan Submitted:		7/14/2003
Remedial Action Underway:		10/6/2003
Post Remedial Action Monitoring Began:		2/28/1990
Enforcement Action Date:		3/13/2001
Historical Max MTBE Date:		4/20/2002
Hist Max MTBE Conc in Groundwater:		550000
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	LIZ SEWELL	
RP Address:	3525 HYLAND AVE.	
Program:	LUST	
Lat/Long:	34.004366 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	7/14/00 2ND QTR GW MON RPT 2000; 8/17/00 INTERIM REMEDIAL REPORT; 10/13/00 3RD QTR GW MON RPT 2000; 1/16/01 4TH QTR GW MON RPT 2000; 3/31/01 1ST QTR GW MON RPT 2001	

B7 WSW < 1/8 0.014 mi. 75 ft. | **76 PRODUCTS STATION #5621**
948 AZUSA
INDUSTRY, CA 91744
Site 4 of 6 in cluster B | **HIST CORTESE** | **S101296368**
N/A

Relative: Lower
Actual: 381 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-11103

B8 West < 1/8 0.016 mi. 87 ft. | **TOSCO 30941**
948 AZUSA AVE
CITY OF INDUSTRY, CA 91748
Site 5 of 6 in cluster B | **RCRA-LQG** | **1007200300**
CAL000135708

Relative: Lower
Actual: 380 ft.

RCRA-LQG:

Date form received by agency:	02/20/2002
Facility name:	TOSCO 30941
Facility address:	948 AZUSA AVE CITY OF INDUSTRY, CA 91748
EPA ID:	CAL000135708
Mailing address:	PO BOX 52085 PHOENIX, AZ 85072
Contact:	STEVE BOYD
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(714) 428-6572
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

TOSCO 30941 (Continued) **1007200300**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

B9 WSW < 1/8 0.016 mi. 87 ft. | **CARRIER CORPORATION** | **RCRA-SQG** | **1000107995**
935 S. AZUSA AVE. | **CA FID UST** | **CAD066702689**
CITY OF INDUSTRY, CA 91748 | **HIST UST**
SWEEPS UST
Site 6 of 6 in cluster B | **Notify 65**

Relative: Lower

Actual: 381 ft.

RCRA-SQG:
Date form received by agency: 02/28/2002
Facility name: CARRIER CORPORATION
Facility address: 935 S. AZUSA AVE.
CITY OF INDUSTRY, CA 91748
EPA ID: CAD066702689
Mailing address: 17770 CARTWRIGHT ROAD
SUITE 500
IRVINE, CA 92614
Contact: SCOTT E PARSONS
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (949) 253-2958
Telephone ext.: 5816
Contact email: SPARSONS@GEOTRANSINC.COM
EPA Region: 09
Land type: Private
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/28/2002
Site name: CARRIER CORPORATION

CARRIER CORPORATION (Continued) **1000107995**

Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: BDP CO./DIV. OF CARRIER CORPORATION
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: BDP CO DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 02/21/1996
Site name: BDP CO./DIV. OF CARRIER CORP.
Classification: Large Quantity Generator

Date form received by agency: 03/28/1994
Site name: BDP CO., DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 02/26/1992
Site name: BDP CO/DIV OF CARRIER CORP
Classification: Large Quantity Generator

Date form received by agency: 04/12/1990
Site name: BDP CO. DIV. OF CARRIER CORP.
Classification: Large Quantity Generator

Date form received by agency: 08/18/1980
Site name: BDP CO DIV OF CARRIER CORP
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/06/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/05/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/23/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/09/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

CARRIER CORPORATION (Continued) **1000107995**

CA FID UST:

Facility ID:	19000764
Regulated By:	UTNKA
Regulated ID:	00020482
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8180000000
Mail To:	Not reported
Mailing Address:	BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INDUSTRY
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST UST:

Region:	STATE
Facility ID:	00000050560
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0002
Contact Name:	MR. P. THOMPSON, PLANT MANAGER
Telephone:	8189641211
Owner Name:	CARRIER CORPORATION
Owner Address:	CARRIER PARKWAY, P.O. BOX 4808
Owner City,St,Zip:	SYRACUSE, NY 13221

Tank Num:	001
Container Num:	1
Year Installed:	1956
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	6 inches
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	1956
Tank Capacity:	00015000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	6 inches
Leak Detection:	None

SWEEPS UST:

Status:	Active
Comp Number:	3836
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported

CARRIER CORPORATION (Continued) **1000107995**

Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

Notify 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 91748-1032

C10 South < 1/8 0.025 mi. 133 ft. | **SOMITEX PRINTS OF CA, INC** | **RCRA-SQG** | **1000264549**
17355 RAILROAD ST | **LA Co. Site Mitigation** | **CAD072304942**
CITY OF INDUSTRY, CA 91748 | **EMI**

Site 1 of 7 in cluster C

Relative: Higher

Actual: 393 ft.

RCRA-SQG:
Date form received by agency: 03/19/1986
Facility name: SOMITEX PRINTS OF CA, INC
Facility address: 17355 RAILROAD ST
CITY OF INDUSTRY, CA 91748
EPA ID: CAD072304942
Contact: ENVIRONMENTAL MANAGER
Contact address: 17355 RAILROAD ST
CITY OF INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-8411
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SOMITEX PRINTS OF CA, INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LA Co. Site Mitigation:
Facility ID: FA0021464
Site ID: SD0011255
Jurisdiction: County
Case ID: RO0011255
Abated: Yes
Assigned To: Not reported
Entered Date: 05/11/2004

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9114
Air District Name: SC
SIC Code: 2396
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 46
Reactive Organic Gases Tons/Yr: 46
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 4
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC

SOMITEX PRINTS OF CA, INC (Continued) **1000264549**

Facility ID:	9114
Air District Name:	SC
SIC Code:	2262
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.274591
Reactive Organic Gases Tons/Yr:	1.89
Carbon Monoxide Emissions Tons/Yr:	1.42457
NOX - Oxides of Nitrogen Tons/Yr:	1.3511
SOX - Oxides of Sulphur Tons/Yr:	0.014083
Particulate Matter Tons/Yr:	0.15824
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.16

C11 **SOMITEX PRINTS OF CALIFORNIA** **ENVIROSTOR** **S102063619**
South **17355 RAILROAD STREET** **N/A**
< 1/8 **CITY OF INDUSTRY, CA 91748**
0.025 mi.
133 ft. **Site 2 of 7 in cluster C**

Relative:
Higher

Actual:
393 ft.

ENVIROSTOR:

Facility ID:	71002558
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00318
Longitude:	-117.9262
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD072304942
Alias Type:	EPA Identification Number
Alias Name:	110002420461
Alias Type:	EPA (FRS #)
Alias Name:	71002558
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported

SOMITEX PRINTS OF CALIFORNIA (Continued) **S102063619**

Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

C12
South
< 1/8
0.025 mi.
133 ft.

SOMITEX PRINTS OF CALIFORNIA **WIP** **S102063620**
17355 RAILROAD ST **WDS** **N/A**
CITY OF INDUSTRY, CA 91746

Site 3 of 7 in cluster C

Relative:
Higher

Actual:
393 ft.

WIP:

Region:	4
File Number:	105.0257
File Status:	**Historical**
Staff:	JCL
Facility Suite:	Not reported

CA WDS:

Facility ID:	4 19I009950
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Bill Kongsli
Agency Name:	SOMITEX PRINTS OF CALIFORNIA
Agency Address:	17355 Railroad St.
Agency City,St,Zip:	City of Industry 91746
Agency Contact:	Bill Kongsli
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0

SOMITEX PRINTS OF CALIFORNIA (Continued) **S102063620**

Baseline Flow: 0
Reclamation: Not reported
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

D13 **WEB MASTERS, INC.** **WIP** **S106764828**
SSW **17300 RAILROAD ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.044 mi.
231 ft. **Site 1 of 2 in cluster D**

Relative:
Higher

Actual:
389 ft.

WIP:
Region: 4
File Number: 105.0083
File Status: **Historical**
Staff: DKOO
Facility Suite: Not reported

D14 **WEB MASTERS INCORPORATED** **RCRA-SQG** **1000123733**
SSW **17300 RAILROAD ST** **FINDS** **CAD982522211**
< 1/8 **INDUSTRY, CA 91748**
0.044 mi.
231 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
389 ft.

RCRA-SQG:
Date form received by agency: 04/05/1989
Facility name: WEB MASTERS INCORPORATED
Facility address: 17300 RAILROAD ST
INDUSTRY, CA 91748
EPA ID: CAD982522211
Mailing address: RAILROAD ST
INDUSTRY, CA 91748
Contact: ENVIRONMENTAL MANAGER
Contact address: 17300 RAILROAD ST
INDUSTRY, CA 91748
Contact country: US
Contact telephone: (818) 965-4644
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

WEB MASTERS INCORPORATED (Continued) **1000123733**

Owner/Operator Summary:

Owner/operator name:	AURELIANO GARAUITO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110055795723

Environmental Interest/Information System
Registry ID: 110002841113

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

15 SW < 1/8 0.050 mi. 262 ft. | **ENGINEERING MODEL ASSOCIATES** | **WIP** | **S106764835** | **N/A**
1020 S WALLACE PL
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Relative: Higher

Actual: 386 ft.

WIP:

Region:	4
File Number:	105.0092
File Status:	**Historical**
Staff:	JCL
Facility Suite:	Not reported

E16 WSW < 1/8 0.058 mi. 308 ft. | **CARRIER TRANSICOLD OF SOUTHERN CA** | **RCRA-SQG** | **1000818649** | **CAD983645540**
1015 S AZUSA AVE
CITY OF INDUSTRY, CA 91748

Site 1 of 2 in cluster E

Relative: Higher

Actual: 383 ft.

RCRA-SQG:

Date form received by agency:	09/09/1998
Facility name:	CARRIER TRANSICOLD OF SOUTHERN CA
Facility address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
EPA ID:	CAD983645540
Contact:	MICHAEL SHULER
Contact address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
Contact country:	US
Contact telephone:	(626) 913-4331
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CARRIER TRANSICOLD OF S CA
Owner/operator address:	1015 S AZUSA AVE CITY OF INDUSTRY, CA 91748
Owner/operator country:	Not reported
Owner/operator telephone:	(626) 913-4331
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

CARRIER TRANSICOLD OF SOUTHERN CA (Continued) **1000818649**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Violation Status: No violations found

E17 **AST** **A100344358**
WSW **1015 S AZUSA AVE** **N/A**
< 1/8 **INDUSTRY, CA 91748**
0.058 mi.
308 ft. **Site 2 of 2 in cluster E**

Relative:
Higher

Actual:
383 ft.

AST:

Owner:	CARRIER TRANSICOLD
Total Gallons:	3701
Certified Unified Program Agencies:	Los Angeles County

F18 **G.S. BATTERY, INC.** **WIP** **S106764842**
NNW **17253 CHESTNUT ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.067 mi.
356 ft. **Site 1 of 4 in cluster F**

Relative:
Lower

Actual:
374 ft.

WIP:

Region:	4
File Number:	105.0104
File Status:	**Historical**
Staff:	DKOO
Facility Suite:	Not reported

F19
NNW
< 1/8
0.068 mi.
357 ft.

M.G. ENGINEERING CO.
17251 CHESTNUT ST
CITY OF INDUSTRY (CORPORATE NA, CA 91748

WIP **S106764883**
N/A

Site 2 of 4 in cluster F

Relative:
Lower

Actual:
375 ft.

WIP:

Region:	4
File Number:	105.0162
File Status:	**Historical**
Staff:	DKOO
Facility Suite:	Not reported

F20
NNW
< 1/8
0.068 mi.
357 ft.

MG ENGINEERING
17251 CHESTNUT ST.
CITY OF INDUSTRY, CA 91748

RCRA-LQG **1008194472**
CAL000043537

Site 3 of 4 in cluster F

Relative:
Lower

Actual:
375 ft.

RCRA-LQG:

Date form received by agency:	02/27/2008
Facility name:	MG ENGINEERING
Facility address:	17251 CHESTNUT ST. CITY OF INDUSTRY, CA 91748
EPA ID:	CAL000043537
Contact:	RANDALL L KREPS
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(626) 913-1562
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	RICHARD KREPS
Owner/operator address:	17251 CHESTNUT ST INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1965
Owner/Op end date:	Not reported
Owner/operator name:	MG ENGINEERING
Owner/operator address:	Not reported

MG ENGINEERING (Continued) **1008194472**

	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/22/1990
Owner/Op end date:	Not reported

Owner/operator name:	RICHARD KREPS
Owner/operator address:	17251 CHESTNUT ST
	CITY OF INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1965
Owner/Op end date:	Not reported

Owner/operator name:	RANDALL KREPS
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	07/01/1985
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/24/2004
Site name:	MG ENGINEERING
Classification:	Large Quantity Generator

Date form received by agency:	02/24/2004
Site name:	MG ENGINEERING
Classification:	Small Quantity Generator

Hazardous Waste Summary:

Waste code:	D007

MG ENGINEERING (Continued) **1008194472**

Waste name: CHROMIUM

Waste code: D007
Waste name: CHROMIUM

Violation Status: No violations found

F21
NNW
< 1/8
0.068 mi.
357 ft.

17251 CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

Site 4 of 4 in cluster F

EDR US Hist Auto Stat **1015270235**
N/A

Relative:
Lower

Actual:
375 ft.

EDR Historical Auto Stations:

Name: M G ENGINEERING
Year: 2005
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2006
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2007
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2008
Address: 17251 CHESTNUT ST

Name: M G ENGINEERING
Year: 2009
Address: 17251 CHESTNUT ST

C22
South
< 1/8
0.069 mi.
364 ft.

ROD'S FOOD PRODUCTS, INC.
17380 RAILROAD ST
CITY OF INDUSTRY (CORPORATE NA, CA 91749

Site 4 of 7 in cluster C

NPDES **1000137907**
HIST UST **N/A**
WIP

Relative:
Higher

Actual:
395 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	293159
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I019630
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/06/2005
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Bay Valley Foods LLC
Discharge Address:	17380 Railroad St

ROD'S FOOD PRODUCTS, INC. (Continued) **1000137907**

Discharge City: City Of Industry
Discharge State: California
Discharge Zip: 91748

HIST UST:
Region: STATE
Facility ID: 00000003969
Facility Type: Other
Other Type: FOOD PROCESSOR
Total Tanks: 0004
Contact Name: JIM HILLER
Telephone: 8189121671
Owner Name: MERICO, INC.
Owner Address: 1820 N. JOSEY LANE
Owner City,St,Zip: CARROLLTON, TX 75006

Tank Num: 001
Container Num: 4
Year Installed: 1978
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1977
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 1
Year Installed: 1977
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 3
Year Installed: 1978
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

WIP:
Region: 4
File Number: 105.0205
File Status: Historical

ROD'S FOOD PRODUCTS, INC. (Continued) **1000137907**

Staff: UNIDENTIFIED
Facility Suite: Not reported

Region: 4
File Number: 105.0240
File Status: Historical
Staff: RWANG
Facility Suite: Not reported

C23 South < 1/8 0.069 mi. 364 ft. **RODS FOOD PRODUCTS** **UST** **U004049075**
17380 RAILROAD ST **N/A**
ROWLAND HEIGHTS, CA 91748

Site 5 of 7 in cluster C

Relative: Higher

Actual: 395 ft.

UST:
Facility ID: 12339
Latitude: 34.002692
Longitude: -117.925302
Permitting Agency LOS ANGELES COUNTY

C24 South < 1/8 0.069 mi. 364 ft. **BAY VALLEY FOODS LLC** **RCRA-SQG** **1000594069**
17380 RAILROAD STREET **HIST CORTESE** **CAD983576950**
CITY OF INDUSTRY, CA 91748 **LUST**
CA FID UST
Site 6 of 7 in cluster C **SWEEPS UST**
LOS ANGELES CO. HMS
EMI

Relative: Higher

Actual: 395 ft.

RCRA-SQG:
Date form received by agency: 07/13/2005
Facility name: BAY VALLEY FOODS LLC
Facility address: 17380 RAILROAD STREET
CITY OF INDUSTRY, CA 91748
EPA ID: CAD983576950
Contact: ARTHUR THOMAS
Contact address: 17380 RAILROAD STREET
CITY OF INDUSTRY, CA 91748
Contact country: US
Contact telephone: 626-912-1671
Telephone ext.: 215
Contact email: ATHOMAS@BAYVALLEYFOODS.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TREEHOUSE FOODS INC
Owner/operator address: PO BOX 19057
GREEN BAY, WI 54307
Owner/operator country: US
Owner/operator telephone: Not reported

BAY VALLEY FOODS LLC (Continued) **1000594069**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/27/2005
Owner/Op end date: Not reported

Owner/operator name: BAY VALLEY FOODS LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/27/2005
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/18/1991
Site name: RODS FOODS PRODUCTS INC
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

BAY VALLEY FOODS LLC (Continued) **1000594069**

Violation Status: No violations found

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 917490016

LUST:
Region: STATE
Global Id: T0603702635
Latitude: 34.001343
Longitude: -117.926623
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/16/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: 917490016
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603702635
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603702635
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603702635
Status: Open - Verification Monitoring
Status Date: 04/17/1995

Global Id: T0603702635
Status: Completed - Case Closed
Status Date: 05/16/1996

Global Id: T0603702635

BAY VALLEY FOODS LLC (Continued) **1000594069**

Status:	Open - Case Begin Date
Status Date:	08/15/1989
Global Id:	T0603702635
Status:	Open - Site Assessment
Status Date:	08/15/1989

Regulatory Activities:

Global Id:	T0603702635
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	917490016
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Excavate and Dispose
Global ID:	T0603702635
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19000
Cross Street:	Not reported
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	8/21/1989
Date Leak Record Entered:	8/29/1989
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	5/16/1996
Date the Case was Closed:	5/16/1996
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	7879.282263490329884507917995 7
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	8/15/1989
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	4/17/1995
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported

BAY VALLEY FOODS LLC (Continued) **1000594069**

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ROD'S FOODS PRODUCTS
RP Address: 17380 RAILROAD ST, INDUSTRY, CA 91749
Program: LUST
Lat/Long: 34.0015001 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: LTR FROM LACDPW 1-23-95 RWQCB LEAD AGENCY.

CA FID UST:
Facility ID: 19002111
Regulated By: UTNKA
Regulated ID: 00003969
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 17380 RAILROAD ST
Mailing Address 2: Not reported
Mailing City,St,Zip: INDUSTRY
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 12339
Number: 9
Board Of Equalization: 44-009687
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-012339-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 2

Status: Active

BAY VALLEY FOODS LLC (Continued) **1000594069**

Comp Number:	12339
Number:	9
Board Of Equalization:	44-009687
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-012339-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	012220-012339
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00004104T
Permit Status:	Removed

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1

BAY VALLEY FOODS LLC (Continued) **1000594069**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19

BAY VALLEY FOODS LLC (Continued) **1000594069**

Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	42079
Air District Name:	SC
SIC Code:	2099
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

C25 South < 1/8 0.069 mi. 364 ft. | **RODS FOOD PRODUCTS**
17380 E RAILROAD ST
INDUSTRY, CA 91748 | **LUST** | **S111711419**
N/A

Site 7 of 7 in cluster C

Relative: Higher

Actual: 395 ft.

LUST:

Region:	STATE
Global Id:	T10000000557
Latitude:	34.0013054028502
Longitude:	-117.926398506482
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	06/05/2014
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000557
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T10000000557
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T10000000557
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T10000000557
Status:	Open - Eligible for Closure
Status Date:	11/19/2013

RODS FOOD PRODUCTS (Continued) **S111711419**

Global Id: T10000000557
Status: Open - Case Begin Date
Status Date: 05/05/2008

Global Id: T10000000557
Status: Open - Eligible for Closure
Status Date: 06/05/2014

Global Id: T10000000557
Status: Open - Site Assessment
Status Date: 05/05/2008

Regulatory Activities:
Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 03/05/2014
Action: Notification - Public Notice of Case Closure

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 06/04/2014
Action: State Water Board Closure Order

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 08/19/2008
Action: Staff Letter

Global Id: T10000000557
Action Type: ENFORCEMENT
Date: 05/16/1996
Action: Closure/No Further Action Letter

Global Id: T10000000557
Action Type: RESPONSE
Date: 06/30/2008
Action: Preliminary Site Assessment Workplan

Global Id: T10000000557
Action Type: RESPONSE
Date: 12/03/2008
Action: Preliminary Site Assessment Report

G26 **HALBERT BROS INC** **UST** **U003776791**
ENE **17400 E CHESTNUT ST** **SWEEPS UST** **N/A**
< 1/8 **INDUSTRY, CA 91478** **LOS ANGELES CO. HMS**
0.073 mi.
388 ft. **Site 1 of 3 in cluster G**

Relative:
Lower

Actual:
366 ft.

UST:
Facility ID: 10805
Latitude: 34.00684
Longitude: -117.923354
Permitting Agency LOS ANGELES COUNTY

HALBERT BROS INC (Continued) **U003776791**

SWEEPS UST:

Status:	Active
Comp Number:	10805
Number:	9
Board Of Equalization:	44-009026
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010805-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	2

Status:	Active
Comp Number:	10805
Number:	9
Board Of Equalization:	44-009026
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-010805-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	010839-010805
Facility Type:	T0
Facility Status:	Permit
Area:	6H
Permit Number:	00005201T
Permit Status:	Permit

G27 **L.A. WATER TREATMENT CORP.** **WIP** **S107257137**
ENE **17400 E CHESTNUT ST** **N/A**
< 1/8 **CITY OF INDUSTRY (CORPORATE NA, CA 91749**
0.073 mi.
388 ft. **Site 2 of 3 in cluster G**

Relative:
Lower

Actual:
366 ft.

WIP:

Region:	4
File Number:	105.0149
File Status:	**Historical**
Staff:	RWANG
Facility Suite:	Not reported

G28 ENE < 1/8 0.073 mi. 388 ft. | **CHROMALLOY AMERICAN CORPORATIO**
17400 CHESTNUT ST
CITY OF INDUSTRY, CA 91749

Site 3 of 3 in cluster G

NPDES **U001569800**
HIST UST **N/A**
WIP
EMI
WDS

Relative: Lower

Actual: 366 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189241
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I003793
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Halbert Brothers Inc
Discharge Address:	17400 Chestnut St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST UST:

Region:	STATE
Facility ID:	00000041199
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0003
Contact Name:	TIM EVANS, CORPORATE DEVELOPME
Telephone:	3147269200
Owner Name:	CHROMALLOY AMERICAN CORPORATIO
Owner Address:	120 S. CENTRAL AVENUE
Owner City,St,Zip:	ST. LOUIS, MO 63105
Tank Num:	001
Container Num:	#1 REG.
Year Installed:	1979
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2-UNLEADE
Year Installed:	1979
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	#3

CHROMALLOY AMERICAN CORPORATIO (Continued) **U001569800**

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: Not reported
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Visual

WIP:
Region: 4
File Number: 105.0117
File Status: Historical
Staff: RWANG
Facility Suite: Not reported

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9145
Air District Name: SC
SIC Code: 3443
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 8
Reactive Organic Gases Tons/Yr: 7
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 9145
Air District Name: SC
SIC Code: 3589
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

CA WDS:
Facility ID: 4 19I003793
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water

CHROMALLOY AMERICAN CORPORATIO (Continued) **U001569800**

	pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	6269131800
Facility Contact:	JAMES R MILLER
Agency Name:	HALBERT BROTHERS INC.
Agency Address:	17400 Chestnut St.
Agency City,St,Zip:	City of Industry 917481013
Agency Contact:	JAMES R MILLER
Agency Telephone:	6269131800
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

29
ESE
< 1/8
0.103 mi.
546 ft.

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) **ENVIROSTOR** **S110653095**
999 S. HUTCHER AVE. **N/A**
CITY OF INDUSTRY, CA 91749

Relative:
Higher

Actual:
386 ft.

ENVIROSTOR:

Facility ID:	60001346
Status:	Inactive - Action Required
Status Date:	09/09/2013
Site Code:	300351
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	0
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Maria Fabella

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) (Continued) **S110653095**

Supervisor: Philip Chandler
Division Branch: Cleanup Chatsworth
Assembly: 58
Senate: Not reported
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008246047
Alias Type: EPA Identification Number
Alias Name: 300351
Alias Type: Project Code (Site Code)
Alias Name: 60001346
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 60001345
Status: Inactive - Action Required
Status Date: 02/24/2014
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: HWMP
Lead Agency: HWMP
Program Manager: Maria Fabella
Supervisor: Philip Chandler
Division Branch: Cleanup Chatsworth
Assembly: 58
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant

NORTHRUP ARCHITECTURAL SYSTEMS (H.H. ROBERTS) (Continued) **S110653095**

Latitude:	34.00445
Longitude:	-117.9236
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	60001345
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

H30
North
< 1/8
0.114 mi.
601 ft.

17321 VALLEY BLVD
LA PUENTE, CA 91744

Site 1 of 3 in cluster H

EDR US Hist Auto Stat **1015271118**
N/A

Relative:
Higher

Actual:
382 ft.

EDR Historical Auto Stations:

Name:	APPYS DISCOUNT AUTO PARTS & SUPPLY
Year:	1999
Address:	17321 VALLEY BLVD

H31
North
< 1/8
0.123 mi.
649 ft.

AM RECYCLING
17305 VALLEY BLVD
LA PUENTE, CA 91744

Site 2 of 3 in cluster H

SWRCY **S110770375**
N/A

Relative:
Lower

Actual:
381 ft.

SWRCY:

Reg Id:	136955
Cert Id:	RC136955.001
Mailing Address:	5935 3rd Ave
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90043
Website:	Not reported
Phone Number:	(323) 896-4192
Grand Father:	N
Rural:	N
Operation Begin Date:	01/10/2011
Aluminium:	Y

AM RECYCLING (Continued) **S110770375**

Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 5:00 pm
Tuesday Hours Of Operation:	8:00 am - 5:00 pm
Wednesday Hours Of Operation:	8:00 am - 5:00 pm
Thursday Hours Of Operation:	8:00 am - 5:00 pm
Friday Hours Of Operation:	8:00 am - 5:00 pm
Saturday Hours Of Operation:	8:00 am - 5:00 pm
Sunday Hours Of Operation:	8:00 am - 5:00 pm
Cert Status:	Operational
Organization ID:	18598
Organization Name:	AM Recycling
Agency Reg ID:	N/A
Operation End Date:	Not reported

I32 **B. D. P. - CARRIER CORPORATION** **LUST** **S102424870**
WNW **855 ANAHEIM-PUENTE RD** **SLIC** **N/A**
1/8-1/4 **INDUSTRY, CA 91746**
0.131 mi.
693 ft. **Site 1 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	105.0036	
Status:	Pollution Characterization	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	1841700	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700149	
W Global ID:	Not reported	
Staff:	wip	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/29/1985
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/31/1989
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #917460061	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6232.5169224742072682218524931
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported

B. D. P. - CARRIER CORPORATION (Continued) **S102424870**

Pollution Characterization Began:	6/30/2002
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLANK RP
RP Address:	Not reported
Program:	LUST
Lat/Long:	34.0051469 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CASE BEING HANDLED BY SURFACE WATER OR TOXICS DIV. WIP CASE 105.0036 REMEDIATION IN PROGRESS

SLIC:

Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	05/22/2009
Global Id:	T0603700149
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0053029092262
Longitude:	-117.932395935059
Case Type:	Cleanup Program Site
Case Worker:	BA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	105.0036
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Assessment began when a vapor degreaser was discovered to be leaking in 1985. The extent of PCE and TCE in soil and groundwater have been delineated. Groundwater remediation began in 1986 and continues using groundwater extraction with air stripping.

Click here to access the California GeoTracker records for this facility:

H33 North 1/8-1/4 0.131 mi. 694 ft. | **MINI STORAGE DRUMS**
17295 E. VALLEY BLVD
LA PUENTE, CA

Site 3 of 3 in cluster H | **CERCLIS** | **1010417126**
CAN000908561

Relative: Lower

Actual: 381 ft.

CERCLIS:

Site ID:	0908561
EPA ID:	CAN000908561
Facility County:	LOS ANGELES
Short Name:	MINI STORAGE DRUMS
Congressional District:	Not reported
IFMS ID:	Not reported
SMSA Number:	Not reported
USGC Hydro Unit:	Not reported
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	Not reported
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	R
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)
Non NPL Status Date:	11/26/07
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	9270721.00000
Contact Name:	Robert Wise
Contact Tel:	(562) 499-6312
Contact Title:	On-Scene Coordinator (OSC)
Contact Email:	Not reported
Contact ID:	13003854.00000
Contact Name:	Leslie Ramirez
Contact Tel:	(415) 972-3978
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003858.00000
Contact Name:	Sharon Murray
Contact Tel:	(415) 972-4250
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13004003.00000

MINI STORAGE DRUMS (Continued) **1010417126**

Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: The site is located at Extra-Space Storage, a mini-storage located at 17295 E. Valley Blvd., La Puente, Los Angeles Co., CA. The abandoned waste is located in a 20'box truck parked on the storage lot property.

CERCLIS Assessment History:

Action Code: 001
Action: NON-NATIONAL PRIORITIES LIST POTENTIALLY RESPONSIBLE PARTY SEARCH
Date Started: 11/26/07
Date Completed: 11/26/07
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA In-House
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY EMERGENCY REMOVAL
Date Started: 11/26/07
Date Completed: 12/05/07
Priority Level: Cleaned up
Operable Unit: SITEWIDE
Primary Responsibility: PRP Response Under State
Planning Status: Not reported
Urgency Indicator: Emergency
Action Anomaly: Not reported

I34 **BDP COMPANY.** **HIST UST** **U001569798**
WNW **855 ANAHEIM PUENTE RD** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91749**
0.132 mi.
699 ft. **Site 2 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

HIST UST:
Region: STATE
Facility ID: 00000020482
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0002
Contact Name: MR. P. THOMPSON
Telephone: 8189641211
Owner Name: CARRIER CORPORATION
Owner Address: CARRIER PARKWAY, P.O. BOX 4848
Owner City,St,Zip: SYRACUSE, NY 13221

Tank Num: 001
Container Num: #1
Year Installed: 1964
Tank Capacity: 00001000

BDP COMPANY. (Continued) **U001569798**

Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 3259
Year Installed: 1969
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

I35 **BDP CO.** **WIP** **S103959256**
WNW **855 ANAHEIM-PUENTE ROAD** **ENF** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91745** **ENVIROSTOR**
0.132 mi.
699 ft. **Site 3 of 4 in cluster I**

Relative:
Lower

Actual:
375 ft.

WIP:
Region: 4
File Number: 105.0036
File Status: **Historical**
Staff: ACASTANE
Facility Suite: Not reported

ENF:
Region: 4
Facility Id: 208961
Agency Name: BDP CO.
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: Not reported
Place Longitude: Not reported
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported
NAICS Code 3: Not reported
NAICS Desc 3: Not reported
Of Places: 1
Source Of Facility: Reg Meas
Design Flow: Not reported
Threat To Water Quality: Not reported
Complexity: Not reported
Pretreatment: Not reported
Facility Waste Type: Not reported

BDP CO. (Continued) **S103959256**

Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
Program Category1:	MONITORING
Program Category2:	MONITORING
# Of Programs:	1
WDID:	4WIP1050036
Reg Measure Id:	153547
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	226000
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	09/01/2005
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	09/01/2005
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1050036
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

BDP CO. (Continued) **S103959256**

ENVIROSTOR:

Facility ID:	71002533
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.01973
Longitude:	-117.9586
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD066702689
Alias Type:	EPA Identification Number
Alias Name:	71002533
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

J36 SSE 1/8-1/4 0.134 mi. 706 ft. | **CAL MOLD, INC** | **WIP** | **S104578068** | **N/A**
17425 RAILROAD ST
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 1 of 5 in cluster J

Relative: Higher

Actual: 397 ft.

WIP:

Region:	4
File Number:	105.0052
File Status:	**Historical**
Staff:	RWANG
Facility Suite:	Not reported

J37 SSE 1/8-1/4 0.134 mi. 706 ft. | **AEROSPACE RIVET MFG CORP.** | **RCRA-SQG** | **1000886309**
17425 RAILROAD ST. | **FINDS** | **CA0000137869**
INDUSTRY, CA

Site 2 of 5 in cluster J

Relative: Higher

Actual: 397 ft.

RCRA-SQG:

Date form received by agency:	03/01/2002
Facility name:	AEROSPACE RIVET MFG CORP.
Facility address:	17425 RAILROAD ST. INDUSTRY, CA 91748
EPA ID:	CA0000137869
Contact:	ALLEN W MAXIN
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(626) 646-2158
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TRANS TECHNOLOGY CORP.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

Owner/operator name:	DON WATSON
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	05/01/2001
Owner/Op end date:	Not reported

AEROSPACE RIVET MFG CORP. (Continued) **1000886309**

Owner/operator name: AERO SPACE RIVET MFG CORP IN
Owner/operator address: 17425 RAILROAD ST
CITY OF INDUSTRY, CA 91748
Owner/operator country: Not reported
Owner/operator telephone: (626) 646-2150
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/01/2002
Site name: AEROSPACE RIVET MFG CORP.
Classification: Large Quantity Generator

Date form received by agency: 01/27/2000
Site name: AEROSPACE RIVET MFG CORP INC
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: F019
Waste name: WASTEWATER TREATMENT SLUDGES FROM THE CHEMICAL CONVERSION COATING OF ALUMINUM EXCEPT FROM ZIRCONIUM PHOSPHATING IN ALUMINUM CAN WASHING WHEN SUCH PHOSPHATING IS AN EXCLUSIVE CONVERSION COATING PROCESS.

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D039
Waste name: TETRACHLOROETHYLENE

AEROSPACE RIVET MFG CORP. (Continued) **1000886309**

Waste code: F019
Waste name: WASTEWATER TREATMENT SLUDGES FROM THE CHEMICAL CONVERSION COATING OF ALUMINUM EXCEPT FROM ZIRCONIUM PHOSPHATING IN ALUMINUM CAN WASHING WHEN SUCH PHOSPHATING IS AN EXCLUSIVE CONVERSION COATING PROCESS.

Violation Status: No violations found

FINDS:

Registry ID: 110002614243

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

K38 **INGRAM PAPER COMPANY** **UST** **U003777285**
NNE **17411 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.134 mi.
708 ft. **Site 1 of 2 in cluster K**

Relative:
Higher

Actual:
382 ft.

UST:
Facility ID: 15982
Latitude: 34.011163
Longitude: -117.921624
Permitting Agency LOS ANGELES COUNTY

K39 **INGRAM PAPER** **CA FID UST** **S101585630**
NNE **17411 VALLEY BLVD** **SWEEPS UST** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748**
0.134 mi.
708 ft. **Site 2 of 2 in cluster K**

Relative:
Higher

Actual:
382 ft.

CA FID UST:
Facility ID: 19026551
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 6541 WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CITY OF INDUSTRY 91748
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

INGRAM PAPER (Continued) **S101585630**

Status: Active

SWEEPS UST:

Status:	Active
Comp Number:	15982
Number:	1
Board Of Equalization:	Not reported
Referral Date:	12-14-90
Action Date:	12-14-90
Created Date:	12-14-90
Owner Tank Id:	1
SWRCB Tank Id:	19-000-015982-000001
Tank Status:	A
Capacity:	10000
Active Date:	12-14-90
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

L40 **WESTERN ARCHITECTURAL SYSTEMS** **NPDES** **U001569792**
SE **999 HATCHER AVE** **HIST UST** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748** **WDS**
0.136 mi.
719 ft. **Site 1 of 5 in cluster L**

Relative:
Higher

Actual:
384 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	191396
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I017430
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	08/16/2002
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Grand Central Recycling
Discharge Address:	17445 Railroad St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST UST:

Region:	STATE
Facility ID:	00000041133
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0002
Contact Name:	MARK TENNISON
Telephone:	8189646511
Owner Name:	H.H. ROBERTSON COMPANY
Owner Address:	TWO GATEWAY CENTER

WESTERN ARCHITECTURAL SYSTEMS (Continued) **U001569792**

Owner City,St,Zip: PITTSBURGH, PA 15222

Tank Num: 001
Container Num: 1
Year Installed: 1965
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Sensor Instrument

CA WDS:
Facility ID: 4 19I017430
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 6268555538
Facility Contact: MIKE REIBLE
Agency Name: GRAND CENTRAL RECYCLING TRANSF
Agency Address: 17445 Railroad St
Agency City,St,Zip: City Of Industry 917481026
Agency Contact: MIKE REIBLE
Agency Telephone: 6268555538
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be

WESTERN ARCHITECTURAL SYSTEMS (Continued) **U001569792**

considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

L41
SE
1/8-1/4
0.136 mi.
719 ft.

MAXIM LIGHTING
999 S HATCHER
CITY OF INDUSTRY, CA 91748

SWF/LF **S101585740**
CA FID UST **N/A**
SWEEPS UST
PROC

Site 2 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

LOS ANGELES CO. LF:

Site ID:	187
Alt. Address:	N/A
Site Contact:	Not reported
Site Contact Phone:	(626) 855-5538
Site Email:	elizabethfisher@valleyvistaservices.com
Site Website:	N/A
Site Type:	Transfer and Processing Facility
Site SWIS Number:	19-AA-1042
Beginning Operation Date:	N/A
Disposal Area(Acre):	N/A
Local Enforcement Agency:	County Of Los Angeles Department of Public Health
Maximun Depth Fill(Ft):	N/A
Permitted Capacity:	5000
Present Use:	Transfer/Processing Facility
Remaining Capacity(Million):	N/A
Status:	Active
Waste Accepted:	Green Materials;Household Trash;Inert;
Hours of Operation:	Monday - Friday 8 am - 4 pm; Saturday 8 am - 1 pm
Area:	N/A

Detail As Of 01/2014:

Operator Name:	Valley Vista
Operator Address:	17445 East Railroad Street
Operator City/State/Zip:	Industry, CA 91748-1026
Operator Contact:	Carlos Cuevas
Operator Telephone:	(626) 855-5555
Operator Email:	dmperez@valleyvistaservices.com
Owner Name:	Grand Central Recycling
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported

CA FID UST:

Facility ID:	19028155
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8189647500

MAXIM LIGHTING (Continued) **S101585740**

Mail To:	Not reported
Mailing Address:	999 S HATCHER
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CITY OF INDUSTRY 91748
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6004
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006004-000001
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

PROC:

Reg Id:	177684
Cert Id:	PR177684.001
Cert Status:	Operational
Organization Id:	177684
Organization Name:	Grand Central Recycling & Transfer Station Inc
Mailing Address:	999 S. Hatcher Ave
Mailing City:	City of Industry
Mailing State:	CA
Mailing Zip Code:	91748
Website:	Not reported
Phone Number:	(626) 855-5538
Grand Father:	N/A
Rural:	N/A
Operation Begin Date:	09/26/2013
Operation End Date:	Not reported
Aluminium:	Not reported
Glass:	Not reported
Plastic:	Not reported
Bimetal:	Not reported
Agency:	N/A
Agency Id:	N/A
Monday Hours Of Operation:	6:00 am - 6:00 pm
Tuesday Hours Of Operation:	6:00 am - 6:00 pm
Wednesday Hours Of Operation:	6:00 am - 6:00 pm
Thursday Hours Of Operation:	6:00 am - 6:00 pm

MAXIM LIGHTING (Continued) **S101585740**

Friday Hours Of Operation: 6:00 am - 6:00 pm
Saturday Hours Of Operation: 6:00 am - 2:00 pm
Sunday Hours Of Operation: CLOSED

L42
SE
1/8-1/4
0.136 mi.
719 ft.

WESTERN STEEL SALES INC. **WIP** **S106764997**
999 S HATCHER AVE **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 3 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

WIP:
Region: 4
File Number: 105.0347
File Status: **Historical**
Staff: SY
Facility Suite: D

L43
SE
1/8-1/4
0.138 mi.
727 ft.

NORTHROP ARCHITECTURAL SYS (H.H. ROBERTS **WIP** **S103678071**
999 S HATCHER AVE **HWP** **N/A**
CITY OF INDUSTRY, CA 91749

Site 4 of 5 in cluster L

Relative:
Higher

Actual:
384 ft.

WIP:
Region: 4
File Number: 105.0115
File Status: **Historical**
Staff: JCL
Facility Suite: Not reported

HWP:
EPA Id: CAD008246027
Cleanup Status: UNDERGOING CLOSURE
Latitude: 34.00356
Longitude: -117.9226
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: 300351
Assembly District: 57
Senate District: 22
Public Information Officer: Not reported

Activities:
EPA Id: CAD008246027
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Actual Date: 11/19/1980

EPA Id: CAD008246027
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: New Operating Permit - FINAL PERMIT - WITHDRAWAL REQUEST ACKNOWLEDGED
Actual Date: 10/31/1982

NORTHROP ARCHITECTURAL SYS (H.H. ROBERTS (Continued) **S103678071**

Closure:

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - CLOSURE PLAN RECEIVED
Actual Date:	10/22/1985

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - RESPONSE TO 1ST NOD RECEIVED
Actual Date:	10/27/1994

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Unit Names:	CONTAIN1, TANKSTR1, TANKTRT1
Event Description:	Closure - 1ST NOTICE OF DEFICIENCY ISSUED
Actual Date:	12/23/1992

Alias:

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	Project Code (Site Code)
Alias:	300351

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	Alternate Name
Alias:	HH Robertson CO WASD

EPA Id:	CAD008246027
Facility Type:	Historical - Non-Operating
Alias Type:	APN
Alias:	8263009010

L44 **H H ROBERTSON CO WASD** **RCRA-TSDF** **1000130159**
SE **999 S HATCHER AVE** **CORRACTS** **CAD008246027**
1/8-1/4 **LA PUENTE, CA 91748** **RCRA NonGen / NLR**
0.138 mi. **HIST UST**
727 ft. **Site 5 of 5 in cluster L**

Relative:
Higher

Actual:
384 ft.

RCRA-TSDF:

Date form received by agency:	09/16/1994
Facility name:	H H ROBERTSON CO WASD
Facility address:	999 S HATCHER AVE LA PUENTE, CA 91748
EPA ID:	CAD008246027
Mailing address:	PO BOX 1215 CY OF INDUSTY, CA 91744
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09

H H ROBERTSON CO WASD (Continued) **1000130159**

Land type: Facility is not located on Indian land. Additional information is not known.
Classification: TSDF
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NAME NOT REPORTED
Owner/operator address: ADDRESS NOT REPORTED
CITY NOT REPORTED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: H H ROBERTSON CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/18/1980
Site name: H H ROBERTSON CO WASD
Classification: Large Quantity Generator

Corrective Action Summary:
Event date: 12/20/2007
Event: CA029

H H ROBERTSON CO WASD (Continued) **1000130159**

Facility Has Received Notices of Violations:

Regulation violated:	Not reported
Area of violation:	TSD - Financial Requirements
Date violation determined:	11/26/1986
Date achieved compliance:	01/01/1987
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	01/27/1987
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	08/22/1986
Date achieved compliance:	01/01/1987
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	08/22/1986
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	12/26/1985
Date achieved compliance:	01/01/1986
Violation lead agency:	State
Enforcement action:	Not reported
Enforcement action date:	Not reported
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	Not reported
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	Generators - General
Date violation determined:	09/24/1985
Date achieved compliance:	10/22/1985
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	10/06/1985
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

H H ROBERTSON CO WASD (Continued) **1000130159**

Evaluation Action Summary:

Evaluation date:	11/26/1986
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	TSD - Financial Requirements
Date achieved compliance:	01/01/1987
Evaluation lead agency:	State

Evaluation date:	08/22/1986
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	Generators - General
Date achieved compliance:	01/01/1987
Evaluation lead agency:	State

Evaluation date:	12/26/1985
Evaluation:	FINANCIAL RECORD REVIEW
Area of violation:	Generators - General
Date achieved compliance:	01/01/1986
Evaluation lead agency:	State

Evaluation date:	09/24/1985
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	10/22/1985
Evaluation lead agency:	State

Evaluation date:	09/24/1985
Evaluation:	NON-FINANCIAL RECORD REVIEW
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State

CORRACTS:

EPA ID:	CAD008246027
EPA Region:	09
Area Name:	ENTIER FACILITY
Actual Date:	20071220
Action:	CA029
NAICS Code(s):	332321 Metal Window and Door Manufacturing
Original schedule date:	Not reported
Schedule end date:	Not reported

HIST UST:

Region:	STATE
Facility ID:	00000065858
Facility Type:	Other
Other Type:	MANUFACTURING
Total Tanks:	0001
Contact Name:	ESTON OWENS
Telephone:	8189646511
Owner Name:	H.H. ROBERTSON COMPANY
Owner Address:	999 S. HATCHER
Owner City,St,Zip:	CITY OF INDUSTRY, CA 91749

Tank Num:	001

H H ROBERTSON CO WASD (Continued) **1000130159**

Container Num: 1
Year Installed: 1965
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

I45
WNW
1/8-1/4
0.140 mi.
741 ft.

B. D. P. COMPANY
855 ANAHEIMPUENTE
CITY OF INDUSTRY, CA 91749

HIST CORTESE **S105023285**
N/A

Site 4 of 4 in cluster I

Relative:
Lower

Actual:
375 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 105.0036

46
NNW
1/8-1/4
0.162 mi.
856 ft.

PUENTE PLAZA CLEANERS
17251 E VALLEY BL
LA PUENTE, CA 91744

RCRA-SQG **1000322078**
FINDS **CAD981998032**
EMI

Relative:
Lower

Actual:
381 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PUENTE PLAZA CLEANERS
Facility address: 17251 E VALLEY BL
LA PUENTE, CA 91744
EPA ID: CAD981998032
Mailing address: E VALLEY BL
LA PUENTE, CA 91744
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KWON KI BAIK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner

PUENTE PLAZA CLEANERS (Continued) **1000322078**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002771493

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 35646
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0

PUENTE PLAZA CLEANERS (Continued) **1000322078**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

J47 **VALLEY VISTA SERVICES INC.** **FINDS** **1008153109**
SSE **17445 E RAILROAD ST** **SWF/LF** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA**
0.163 mi.
863 ft. **Site 3 of 5 in cluster J**

Relative:
Higher

Actual:
397 ft.

FINDS:

Registry ID: 110018991732

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

LOS ANGELES CO. LF:

Site ID:	221
Alt. Address:	Not reported
Site Contact:	Not reported
Site Contact Phone:	(800) 442-6454
Site Email:	elizabethfisher@valleyvistaservices.com
Site Website:	www.valleyvista.net
Site Type:	Waste Hauler
Site SWIS Number:	19-AS-0552
Beginning Operation Date:	Not reported
Disposal Area(Acre):	Not reported
Local Enforcement Agency:	Not reported
Maximun Depth Fill(Ft):	Not reported
Permitted Capacity:	Not reported
Present Use:	Not reported
Remaining Capacity(Million):	Not reported
Status:	Active
Waste Accepted:	Not reported
Hours of Operation:	Mon to Fri, 8 AM - 5 PM; Sat 8 AM - 1 PM
Area:	Not reported

Detail As Of 01/2014:

Operator Name:	Valley Vista
Operator Address:	17445 East Railroad Street
Operator City/State/Zip:	Industry, CA 91748-1026
Operator Contact:	Carlos Cuevas
Operator Telephone:	(626) 855-5555
Operator Email:	dmperez@valleyvistaservices.com
Owner Name:	Unknown
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported

M48 SW 1/8-1/4 0.165 mi. 872 ft. — **L.A. CROWN INTERNATIONAL CO.** — **WIP** — **S106764873** / **N/A**
1100 S AZUSA AVE
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 1 of 2 in cluster M

Relative: Higher
Actual: 390 ft.

WIP:
Region: 4
File Number: 105.0148
File Status: Not reported
Staff: UNIDENTIFIED
Facility Suite: Not reported

M49 SW 1/8-1/4 0.165 mi. 872 ft. — **RUSSEL STANLEY WEST, INC.** — **WIP** — **S106764934** / **N/A**
1100 S AZUSA AVE
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 2 of 2 in cluster M

Relative: Higher
Actual: 390 ft.

WIP:
Region: 4
File Number: 105.0245
File Status: Not reported
Staff: UNIDENTIFIED
Facility Suite: Not reported

J50 SSE 1/8-1/4 0.168 mi. 886 ft. — **CAL-MOLD INC** — **RCRA-SQG** — **1000139393**
17438 E RAILROAD — **HAZNET** — **CAD043553502**
CITY OF INDUSTRY, CA 91744

Site 4 of 5 in cluster J

Relative: Higher
Actual: 398 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CAL-MOLD INC
Facility address: 17438 E RAILROAD
CITY OF INDUSTRY, CA 91744
EPA ID: CAD043553502
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212

CAL-MOLD INC (Continued) **1000139393**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/21/1980
Site name: CAL-MOLD INC
Classification: Large Quantity Generator

Violation Status: No violations found

HAZNET:
Year: 2000
Gepaid: CAD043553502
Contact: DEACT-NONDELIV VQ96 -PH
Telephone: --
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.07
Facility County: Los Angeles

Year: 2000
Gepaid: CAD043553502

CAL-MOLD INC (Continued) **1000139393**

Contact: DEACT-NONDELIV VQ96 -PH
Telephone: --
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.44
Facility County: Los Angeles

Year: 1999
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 1.1590
Facility County: Los Angeles

Year: 1998
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.5770
Facility County: Los Angeles

Year: 1998
Gepaid: CAD043553502
Contact: EDWARD T FLEMING CAL-MOLD INC
Telephone: 8189642335
Mailing Name: Not reported
Mailing Address: 3900 HAMNER AVE
Mailing City,St,Zip: MIRA LOMA, CA 917520000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Tons: .4275
Facility County: Los Angeles

CAL-MOLD INC (Continued) **1000139393**

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

51
SE
1/8-1/4
0.173 mi.
913 ft.

PRIME EQUIPMENT NO 701
999 S HATCHER BLDG B
CITY OF INDUSTRY, CA 91748

RCRA-SQG **1000818841**
CAD983647553

Relative:
Higher

Actual:
395 ft.

RCRA-SQG:

Date form received by agency:	12/29/1997
Facility name:	PRIME EQUIPMENT NO 701
Facility address:	999 S HATCHER BLDG B CITY OF INDUSTRY, CA 91748
EPA ID:	CAD983647553
Mailing address:	16225 PARK TEN PL STE 200 HOUSTON, TX 77084
Contact:	CARL N STASZAK
Contact address:	16225 PARK TEN PL STE 200 HOUSTON, TX 77084
Contact country:	US
Contact telephone:	(281) 647-5020
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	THE GOMEL TRUST
Owner/operator address:	P O BOX 91626 CITY OF INDUSTRY, CA 91715
Owner/operator country:	Not reported
Owner/operator telephone:	(818) 789-0919
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

PRIME EQUIPMENT NO 701 (Continued) **1000818841**

Used oil transporter: No

Historical Generators:
Date form received by agency: 09/09/1992
Site name: PRIME EQUIPMENT NO 701
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D008
Waste name: LEAD

Waste code: D018
Waste name: BENZENE

Waste code: D027
Waste name: 1,4-DICHLOROBENZENE

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

J52 **FLORART-RELIANCE TRADING** **WIP** **S106764840**
SSE **17455 RAILROAD ST** **N/A**
1/8-1/4 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.182 mi.
962 ft. **Site 5 of 5 in cluster J**

Relative:
Higher

Actual:
398 ft.

WIP:
Region: 4
File Number: 105.0100
File Status: **Historical**
Staff: DKOO
Facility Suite: Not reported

53 WNW 1/8-1/4 0.188 mi. 995 ft. | **CARRIER SOUTHERN CALIFORNIA**
16900 CHESTNUT ST.
CITY OF INDUSTRY, CA 91745 | **SLIC WIP** | **S106484482 N/A**

Relative: Lower

Actual: 370 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	09/23/1988
Global Id:	SL603798659
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.007501
Longitude:	-117.937995
Case Type:	Cleanup Program Site
Case Worker:	LR
Local Agency:	Not reported
RB Case Number:	105.0060
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

WIP:

Region:	4
File Number:	105.0060
File Status:	**Active**
Staff:	ACASTANE
Facility Suite:	Not reported

N54 East 1/8-1/4 0.209 mi. 1103 ft. | **PACIFIC MOTOR TRUCKING CO**
17525 ARENTH AVE
CITY OF INDUSTRY, CA 91748 | **HIST UST WIP** | **U001569778 N/A**

Site 1 of 4 in cluster N

Relative: Lower

Actual: 361 ft.

HIST UST:

Region:	STATE
Facility ID:	00000016990
Facility Type:	Other
Other Type:	TRUCKAWAY FACILITY
Total Tanks:	0004
Contact Name:	S. G. PLUMMER
Telephone:	2139651205
Owner Name:	PACIFIC MOTOR TRUCKING COMPANY
Owner Address:	1766 EL CAMINO REAL
Owner City,St,Zip:	BURLINGAME, CA 94010
Tank Num:	001
Container Num:	1
Year Installed:	1980
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

PACIFIC MOTOR TRUCKING CO (Continued) **U001569778**

Tank Num: 002
Container Num: 2
Year Installed: 1980
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 4
Year Installed: 1980
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 5
Year Installed: 1980
Tank Capacity: 00001156
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

WIP:
Region: 4
File Number: 105.0209
File Status: Active
Staff: ACASTANE
Facility Suite: Not reported

N55 **PACIFIC MOTOR TRUCKING CO** **RCRA-SQG** **1000250274**
East **17525 ARENTH AVE** **HIST CORTESE** **CAT000617373**
1/8-1/4 **CITY OF INDUSTRY, CA 91744** **SLIC**
0.209 mi. **LOS ANGELES CO. HMS**
1103 ft. **Site 2 of 4 in cluster N** **HAZNET**

Relative:
Lower

Actual:
361 ft.

RCRA-SQG:
Date form received by agency: 05/17/1990
Facility name: PACIFIC MOTOR TRUCKING CO
Facility address: 17525 ARENTH AVE
CITY OF INDUSTRY, CA 91744
EPA ID: CAT000617373
Contact: ENVIRONMENTAL MANAGER
Contact address: 17525 ARENTH AVE
CITY OF INDUSTRY, CA 91744
Contact country: US
Contact telephone: (818) 965-1205
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JACK COOPER TRANSPORT CO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-16788

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	01/18/1994
Global Id:	SL603798668
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

Latitude:	34.00551
Longitude:	-117.921751
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	105.0209
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	015458-016788
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00006299T
Permit Status:	Removed

HAZNET:

Year:	1997
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.4594
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.0632
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT

PACIFIC MOTOR TRUCKING CO (Continued) **1000250274**

Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.6888
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.5629
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAT000617373
Contact:	JACK COOPER TRANSPORT
Telephone:	8005695262
Mailing Name:	Not reported
Mailing Address:	1680 SANTA FE WAY
Mailing City,St,Zip:	SAN BERNARDINO, CA 924101627
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.31269999999
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

N56 **PACIFIC MOTOR TRUCKING COMPANY** **HIST UST** **U001569779**
East **17525 ARENTH AVE** **N/A**
1/8-1/4 **CITY OF INDUSTRY, CA 91748**
0.209 mi.
1103 ft. **Site 3 of 4 in cluster N**

Relative:
Lower

Actual:
361 ft.

HIST UST:

Region:	STATE
Facility ID:	00000017563
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	S. G. PLUMMER

PACIFIC MOTOR TRUCKING COMPANY (Continued) **U001569779**

Telephone:	2139651205
Owner Name:	PACIFIC MOTOR TRUCKING CO.
Owner Address:	1766 EL CAMINO REAL
Owner City,St,Zip:	BURLINGAME, CA 94010
Tank Num:	001
Container Num:	3
Year Installed:	1980
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

N57 **PACIFIC MOTOR TRUCKING** **LUST** **S104160218**
East **17525 ARENTH AVE** **N/A**
1/8-1/4 **INDUSTRY, CA 91748**
0.209 mi.
1103 ft. **Site 4 of 4 in cluster N**

Relative:
Lower

Actual:
361 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-16788	
Status:	Leak being confirmed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705290	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	AZUSA AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/18/1995	
Date Leak First Reported:		6/1/1995
Date Leak Record Entered:	5/1/1996	
Date Confirmation Began:	6/1/1995	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/1/1995
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Overfill	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9006.818297634309527134478602
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported

PACIFIC MOTOR TRUCKING (Continued) **S104160218**

Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	SOUTHERN PACIFIC LINES
RP Address:	600 ANTON BLVD STE 1250, COSTA MESA CA 92626
Program:	LUST
Lat/Long:	34.0056199 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	TPH (G) 1000 PPM, BTEX 4/60/38/210 PPM BELOW TANK #3

O58 **EDR US Hist Auto Stat** **1015269866**
NNW **17227 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.213 mi.
1123 ft. **Site 1 of 4 in cluster O**

Relative:
Lower

Actual:
378 ft.

EDR Historical Auto Stations:

Name:	LA PUENTE GAS STATION
Year:	2001
Address:	17227 VALLEY BLVD

O59 **LA PUENTE GAS STA & FOOD MART** **HIST CORTESE** **S102063600**
NNW **17227 VALLEY BLVD E** **LUST** **N/A**
1/8-1/4 **LA PUENTE, CA 91744** **SWEEPS UST**
0.213 mi. **LOS ANGELES CO. HMS**
1123 ft. **Site 2 of 4 in cluster O** **ENF**

Relative:
Lower

Actual:
378 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-26561

LUST:

Region:	STATE
Global Id:	T0603705543
Latitude:	34.0099543714997
Longitude:	-117.928694486618
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	11/03/2003
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JFL

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-26561
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705543
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603705543
Contact Type:	Regional Board Caseworker
Contact Name:	JOE F. LUERA
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jluera@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705543
Status:	Open - Site Assessment
Status Date:	06/20/2002

Global Id:	T0603705543
Status:	Open - Verification Monitoring
Status Date:	03/16/1999

Global Id:	T0603705543
Status:	Open - Case Begin Date
Status Date:	02/17/1999

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	02/09/2001

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	05/03/2002

Global Id:	T0603705543
Status:	Open - Remediation
Status Date:	11/03/2003

Global Id:	T0603705543
Status:	Open - Site Assessment
Status Date:	05/30/2000

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Global Id: T0603705543
Status: Open - Site Assessment
Status Date: 02/09/2001

Regulatory Activities:

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 04/15/2002
Action: CAP/RAP - Final Remediation / Design Plan - Regulator Responded

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 12/18/2001
Action: Staff Letter

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 05/14/2014
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 09/17/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 06/20/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 09/03/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 11/02/2001
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Unknown

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2013
Action: Remedial Progress Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 10/16/2003
Action: Soil and Water Investigation Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 09/20/2002
Action: Soil and Water Investigation Report

Global Id: T0603705543
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603705543
Action Type: ENFORCEMENT
Date: 06/18/2002
Action: Staff Letter

Global Id: T0603705543
Action Type: RESPONSE
Date: 03/22/2013
Action: Other Workplan - Regulator Responded

Global Id: T0603705543
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603705543
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603705543
Action Type: RESPONSE

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Date:	05/15/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603705543
Action Type:	RESPONSE
Date:	09/20/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603705543
Action Type:	RESPONSE
Date:	09/15/2003
Action:	Final Remedial Action Report / Corrective Action Report
Global Id:	T0603705543
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-26561
Status:	Remedial action (cleanup) Underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603705543
W Global ID:	Not reported
Staff:	HSP
Local Agency:	19000
Cross Street:	LAURA AVE
Enforcement Type:	LET
Date Leak Discovered:	2/17/1999
Date Leak First Reported:	3/16/1999
Date Leak Record Entered:	Not reported
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	5/31/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Repair Tank
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Tank
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	6800.125624991907020108214613 7
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	5/30/2000
Preliminary Site Assessment Began:	2/9/2001
Pollution Characterization Began:	6/20/2002
Remediation Plan Submitted:	5/3/2002
Remedial Action Underway:	11/3/2003

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Post Remedial Action Monitoring Began:	3/16/1999
Enforcement Action Date:	2/9/2001
Historical Max MTBE Date:	4/25/2002
Hist Max MTBE Conc in Groundwater:	40908
Hist Max MTBE Conc in Soil:	12985
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MR. BHUPENDRA N. PATEL
RP Address:	46 WHISTLING ISLE
Program:	LUST
Lat/Long:	34.0098928 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	7/20/00 REMEDIAL ACTION WP; 3/5/01 REQUEST TO CONDUCT THE RAP ON A PHASED PROGRAM & INITIATE THE PROGRAM WITH GW MON WELL INSTALL.

SWEEPS UST:

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	4

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000003
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	4670
Number:	9
Board Of Equalization:	44-007838
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-004670-000004
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	004501-055023
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6J
Permit Number:	Not reported
Permit Status:	Not reported

Region:	LA
Facility Id:	004501-004670
Facility Type:	T0
Facility Status:	Closed
Area:	6J
Permit Number:	00005605T
Permit Status:	Closed

Region:	LA
Facility Id:	004501-026561
Facility Type:	T0
Facility Status:	Removed
Area:	6J
Permit Number:	000238860

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

Permit Status: Removed

ENF:

Region:	4
Facility Id:	235973
Agency Name:	La Puente Gas Station & Food Mart
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.009819999999
Place Longitude:	-117.929365
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	R-26561
Reg Measure Id:	167910
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported

LA PUENTE GAS STA & FOOD MART (Continued) **S102063600**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	227858
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	02/13/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	02/13/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - R-26561
Description:	Notice of Violation sent 2/13/01 for overdue technical reports.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

O60 **M. MUWALLA'S ARCO** **HIST UST** **U001569633**
NNW **17227 VALLEY BLVD** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.213 mi.
1123 ft. **Site 3 of 4 in cluster O**

Relative:
Lower

Actual:
378 ft.

HIST UST:

Region:	STATE
Facility ID:	00000016998
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	MOHAMED MUWALLA
Telephone:	8189127814
Owner Name:	MOHAMED A. MUWALLA
Owner Address:	17227 E. VALLEY BLVD.
Owner City,St,Zip:	LA PUENTE, CA 91744
Tank Num:	001
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM

M. MUWALLA'S ARCO (Continued) **U001569633**

Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

O61 **EDR US Hist Auto Stat** **1015269714**
NNW **17211 INYO ST** **N/A**
1/8-1/4 **LA PUENTE, CA 91744**
0.235 mi.
1239 ft. **Site 4 of 4 in cluster O**

Relative:
Lower

Actual:
380 ft.

EDR Historical Auto Stations:
Name: BONIFACIO P J MOTOR WORKS & AUTO BODY
Year: 1999
Address: 17211 INYO ST

Name: BNFC P J MOTOR WORKS & AUTO BO
Year: 2003
Address: 17211 INYO ST

P62 **JAMES METALS** **WIP** **S106764867**
SSE **1123 S HATCHER AVE** **N/A**
1/8-1/4 **CITY OF INDUSTRY (CORPORATE NA, CA 91748**
0.237 mi.
1252 ft. **Site 1 of 4 in cluster P**

Relative:
Higher

Actual:
400 ft.

WIP:
Region: 4
File Number: 105.0140
File Status: **Historical**
Staff: RWANG

JAMES METALS (Continued) **S106764867**

Facility Suite: Not reported

P63
SSE
1/8-1/4
0.237 mi.
1252 ft.

HART TOOL COMPANY **WIP** **S106764853**
1123 S HATCHER AVE **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 2 of 4 in cluster P

Relative:
Higher

Actual:
400 ft.

WIP:
Region: 4
File Number: 105.0119
File Status: Historical
Staff: SBR
Facility Suite: C

P64
SSE
1/8-1/4
0.239 mi.
1264 ft.

WEST COAST LABEL **SWEEPS UST** **S106934339**
1127 HATCHER AVE **LOS ANGELES CO. HMS** **N/A**
INDUSTRY, CA

Site 3 of 4 in cluster P

Relative:
Higher

Actual:
400 ft.

SWEEPS UST:
Status: Active
Comp Number: 14742
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 014212-014742
Facility Type: T1
Facility Status: Removed
Area: 6H
Permit Number: 000428964
Permit Status: Removed

P65
SSE
1/8-1/4
0.246 mi.
1297 ft.

GHENCHI MANUFACTURING — **WIP** — **S106764845**
1135 S HATCHER AVE — **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91748

Site 4 of 4 in cluster P

Relative:
Higher

Actual:
401 ft.

WIP:

Region:	4
File Number:	105.0110
File Status:	**Historical**
Staff:	AHSU
Facility Suite:	Not reported

66
WSW
1/8-1/4
0.250 mi.
1318 ft.

PERFECTION MFG., INC. — **WIP** — **S106764916**
17074 GREEN DR — **N/A**
CITY OF INDUSTRY (CORPORATE NA, CA 91745

Relative:
Higher

Actual:
389 ft.

WIP:

Region:	4
File Number:	105.0215
File Status:	**Historical**
Staff:	RASTON
Facility Suite:	Not reported

67
NNE
1/4-1/2
0.295 mi.
1558 ft.

THRIFTY #305 — **HIST CORTESE** — **S105024335**
362 AZUSA — **N/A**
LA PUENTA, CA 91744

Relative:
Higher

Actual:
392 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-00130

68
SSE
1/4-1/2
0.364 mi.
1920 ft.

MAXIM LIGHTING — **SWF/LF** — **S104228636**
999 HATCHER — **EMI** — **N/A**
INDUSTRY, CA 90111

Relative:
Higher

Actual:
411 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-1042
Lat/Long:	34.0046200 / -117.92355
Owner Name:	Grand Central Recycling And T.S. Inc.
Owner Telephone:	6269616291
Owner Address:	Not reported
Owner Address2:	999 Hatcher
Owner City,St,Zip:	City Of Industry, CA 91744
Operational Status:	Active
Operator:	Grand Central Recycling And T.S. Inc.
Operator Phone:	6269616291
Operator Address:	Not reported

MAXIM LIGHTING (Continued) **S104228636**

Operator Address2:	999 Hatcher
Operator City,St,Zip:	City Of Industry, CA 91744
Permit Date:	07/20/2004
Permit Status:	Permitted
Permitted Acreage:	10
Activity:	Large Volume Transfer/Proc Facility
Regulation Status:	Permitted
Landuse Name:	Industrial
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Monthly
Accepted Waste:	Construction/demolition,Green Materials,Inert,Mixed municipal
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AA-1042
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	5000
Actual Throughput with Units:	Tons/day
Permitted Capacity with Units:	5000
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Tons/day

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

MAXIM LIGHTING (Continued) **S104228636**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC

MAXIM LIGHTING (Continued) **S104228636**

Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	58907
Air District Name:	SC
SIC Code:	6321
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

69 SSW 1/4-1/2 0.366 mi. 1932 ft. | **ARCO #3087**
1215 AZUSA AVE S
INDUSTRY, CA 91748 | **HIST CORTESE**
LUST | **S102424244**
N/A

Relative: Higher

Actual: 411 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-12068

LUST:

Region:	STATE
Global Id:	T0603705093
Latitude:	34.0001181
Longitude:	-117.9308975
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/23/1994
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-12068
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705093
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603705093
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603705093
Status:	Open - Case Begin Date
Status Date:	10/24/1990

Global Id:	T0603705093
Status:	Completed - Case Closed
Status Date:	02/23/1994

ARCO #3087 (Continued) **S102424244**

Regulatory Activities:

Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0603705093
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-12068
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603705093
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19000
Cross Street:	GALE AVE
Enforcement Type:	Not reported
Date Leak Discovered:	10/24/1990
Date Leak First Reported:	11/1/1990
Date Leak Record Entered:	12/5/1990
Date Confirmation Began:	Not reported
Date Leak Stopped:	10/24/1990
Date Case Last Changed on Database:	2/23/1994
Date the Case was Closed:	2/23/1994
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	DANIEL, JAMES JR.
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5772.2117210550780308408868092
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported

ARCO #3087 (Continued) **S102424244**

Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ARCO PRODUCTS CO
RP Address:	1055 W 7TH ST, LOS ANGELES CA 90017
Program:	LUST
Lat/Long:	34.0001181 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #120690-27

Q70 **CANADA BRAKE SHOE SERVICE CO** **HIST CORTESE** **S102426025**
SE **17639 ROWLAND ST** **LUST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748**
0.380 mi.
2006 ft. **Site 1 of 2 in cluster Q**

Relative:
Higher

Actual:
403 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-16854

LUST:

Region:	STATE
Global Id:	T0603705292
Latitude:	34.0018113
Longitude:	-117.9212799
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/13/1996
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-16854
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705292
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY

CANADA BRAKE SHOE SERVICE CO (Continued) **S102426025**

Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507
Global Id:	T0603705292
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603705292
Status:	Completed - Case Closed
Status Date:	03/13/1996
Global Id:	T0603705292
Status:	Open - Case Begin Date
Status Date:	08/18/1994

Regulatory Activities:

Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0603705292
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Q71 **CANADA BRAKE SHOE SERVICE CO** **LUST** **S103891163**
SE **17639 ROWLAND ST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748**
0.380 mi.
2006 ft. **Site 2 of 2 in cluster Q**

Relative:
Higher

Actual:
403 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-16854
Status:	Case Closed
Substance:	Diesel
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Excavate and Dispose

CANADA BRAKE SHOE SERVICE CO (Continued) **S103891163**

Global ID:	T0603705292	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	ARENTH AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/21/1994	
Date Leak First Reported:		12/21/1994
Date Leak Record Entered:	3/25/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	8/18/1994	
Date Case Last Changed on Database:		3/13/1996
Date the Case was Closed:		3/13/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9126.7876788316174784893748
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	FRANK A. CAHADA	
RP Address:	1842 E 29TH ST, LONG BEACH 90806	
Program:	LUST	
Lat/Long:	34.0019031 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

R72 **ALTA DENA CERTIFIED DAIRY INC** **HIST CORTESE** **S101583310**
ENE **17637 E VALLEY BLVD** **LUST** **N/A**
1/4-1/2 **INDUSTRY, CA 91748** **CA FID UST**
0.387 mi. **SWEEPS UST**
2045 ft. **Site 1 of 2 in cluster R** **LOS ANGELES CO. HMS**
EMI

Relative:
Higher

Actual:
391 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-13131

LUST:

Region:	STATE
Global Id:	T0603704040
Latitude:	34.008229
Longitude:	-117.919275
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/24/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13131
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704040
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704040
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Status History:

Global Id:	T0603704040
Status:	Open - Site Assessment
Status Date:	11/05/1991

Global Id:	T0603704040
Status:	Open - Site Assessment

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Status Date: 05/15/1994

Global Id: T0603704040
Status: Open - Case Begin Date
Status Date: 10/02/1991

Global Id: T0603704040
Status: Completed - Case Closed
Status Date: 01/24/1997

Regulatory Activities:
Global Id: T0603704040
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603704040
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-13131
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603704040
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: AZUSA AVE
Enforcement Type: Not reported
Date Leak Discovered: 10/2/1991
Date Leak First Reported: 11/5/1991
Date Leak Record Entered: 12/20/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/14/1996
Date the Case was Closed: 1/24/1997
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: SHIELDS, ROBERT
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 10175.1757906648188497043689 14
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Preliminary Site Assessment Began:	11/5/1991
Pollution Characterization Began:	5/15/1994
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ALTA DENA DAIRY
RP Address:	17637 E VALLEY BLVD, INDUSTRY, CA 91748
Program:	LUST
Lat/Long:	34.0081989 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

CA FID UST:

Facility ID:	19003350
Regulated By:	UTNKA
Regulated ID:	00060939
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	7146232502
Mail To:	Not reported
Mailing Address:	17637 E VALLEY BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	INDUSTRY 91748
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000001
Tank Status:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	6

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000002
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000003
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000004
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000007
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	13131
Number:	Not reported
Board Of Equalization:	44-010063
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000015
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000005
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	8

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000006
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000008
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000009
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000010
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000011
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000012
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	13131
Number:	1
Board Of Equalization:	44-010063
Referral Date:	06-05-90
Action Date:	06-05-90
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-013131-000013
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	Not reported

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	012897-013131
Facility Type:	T0
Facility Status:	Removed
Area:	6H
Permit Number:	00004851T
Permit Status:	Removed

Region:	LA
Facility Id:	012897-036804
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6H
Permit Number:	Not reported
Permit Status:	Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	5903
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	5903
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	5903

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1

ALTA DENA CERTIFIED DAIRY INC (Continued) **S101583310**

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	800339
Air District Name:	SC
SIC Code:	2026
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

S73 **THRIFTY #306** **HIST CORTESE** **S105024336**
NNE **447 AZUSA** **N/A**
1/4-1/2 **LA PUENTA, CA 91748**
0.388 mi.
2051 ft. **Site 1 of 2 in cluster S**

Relative:
Higher

Actual:
402 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-05102

R74 **ALTA DENA DAIRY** **NPDES** **S108405792**
ENE **17637 VALLEY BLVD** **LUST** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91744** **CHMIRS**
0.389 mi.
2053 ft. **Site 2 of 2 in cluster R**

Relative:
Higher

Actual:
391 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189035
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I002785
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/02/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Alta Dena Dairy
Discharge Address:	17637 Valley Blvd
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91744

LUST:

Region:	STATE
Global Id:	T10000003293
Latitude:	34.008229
Longitude:	-117.919275
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	09/29/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-13131A
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000003293
Contact Type:	Regional Board Caseworker
Contact Name:	NOMAN CHOWDHURY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nchowdhury@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T10000003293
Contact Type:	Local Agency Caseworker

ALTA DENA DAIRY (Continued) **S108405792**

Contact Name: RANI IYER
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: Not reported
Phone Number: Not reported

Status History:
Global Id: T10000003293
Status: Open - Case Begin Date
Status Date: 01/29/1999

Global Id: T10000003293
Status: Open - Site Assessment
Status Date: 09/29/2011

Regulatory Activities:
Global Id: T10000003293
Action Type: ENFORCEMENT
Date: 10/04/2011
Action: Referral to Regional Board

Global Id: T10000003293
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T10000003293
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T10000003293
Action Type: ENFORCEMENT
Date: 11/03/2011
Action: Staff Letter

Global Id: T10000003293
Action Type: RESPONSE
Date: 01/03/2012
Action: Other Report / Document

Global Id: T10000003293
Action Type: RESPONSE
Date: 03/01/1999
Action: Tank Removal Report / UST Sampling Report

CHMIRS:
OES Incident Number: 07-6971
OES notification: 11/12/2007
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported

ALTA DENA DAIRY (Continued) **S108405792**

Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Storm Drain
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2007
Agency:	Dean Foods of California
Incident Date:	11/12/2007 12:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	No
Site Type:	Other
E Date:	Not reported
Substance:	Milk
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	25,000
Grams:	0
Pounds:	0
Liters:	0

ALTA DENA DAIRY (Continued) **S108405792**

Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Valve came off of a milk tank causing the release; 5,000 gallons went into the storm drain 20,000 gallons went into the sanitary drain.
OES Incident Number:	05-6236
OES notification:	10/27/2005
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Co Sewer/ San Jose Creek Treatment Center
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported

ALTA DENA DAIRY (Continued) **S108405792**

Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	Altadena Certified Dairy
Incident Date:	10/26/200512:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Pasivatoin Acid
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	50
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Substance was used in the Pasivation of a silo. Substance was released back into the treatment system. The material released was set-up by a chemical contractor for the sanitation of the silo.This is a one time treatment process. The substance releaased from the treatment system to the public sewer. Caller states reportable quantity is less than is required to report however the PH level was 2.3 - 2.5 for a period of 10 minutes.

S75 **THRIFTY #306** **LUST** **S102439000**
NNE **447 AZUSA AVE S** **N/A**
1/4-1/2 **LA PUENTE, CA 91744**
0.421 mi.
2221 ft. **Site 2 of 2 in cluster S**

Relative:
Higher

Actual:
409 ft.

LUST:

Region:	STATE
Global Id:	T0603703034
Latitude:	34.013147
Longitude:	-117.923417
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	01/17/2008
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-05102
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline

THRIFTY #306 (Continued) **S102439000**

Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703034
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603703034
Contact Type:	Regional Board Caseworker
Contact Name:	NHAN BAO
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nbao@waterboards.ca.gov
Phone Number:	2135766703

Status History:

Global Id:	T0603703034
Status:	Open - Case Begin Date
Status Date:	03/05/1987

Global Id:	T0603703034
Status:	Open - Site Assessment
Status Date:	01/23/2002

Global Id:	T0603703034
Status:	Open - Verification Monitoring
Status Date:	06/22/1989

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	05/10/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	05/14/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	12/09/2002

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	08/06/2003

Global Id:	T0603703034
Status:	Open - Remediation
Status Date:	07/23/2007

Global Id:	T0603703034

THRIFTY #306 (Continued) **S102439000**

Status: Open - Remediation
Status Date: 01/17/2008

Global Id: T0603703034
Status: Open - Site Assessment
Status Date: 03/05/1987

Regulatory Activities:

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 10/16/2008
Action: Staff Letter

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 08/01/2003
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 01/23/2002
Action: Staff Letter

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 02/02/2011
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 02/05/2004
Action: Soil and Water Investigation Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/27/2009
Action: Well Installation Report

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2012
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/13/2012
Action: Request for Closure

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2013
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 05/14/2002
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/03/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603703034
Action Type: RESPONSE
Date: 06/27/2008
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 09/03/2010
Action: Interim Remedial Action Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/11/2008
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2013
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Other (Use Description Field)

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 08/12/2002
Action: Final Remedial Action Report / Corrective Action Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 03/15/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2009
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: ENFORCEMENT
Date: 12/11/2013
Action: Staff Letter

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

THRIFTY #306 (Continued) **S102439000**

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2011
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE
Date: 01/15/2008
Action: Remedial Progress Report

Global Id: T0603703034
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703034
Action Type: RESPONSE

THRIFTY #306 (Continued) **S102439000**

Date:	07/15/2007
Action:	Remedial Progress Report
Global Id:	T0603703034
Action Type:	RESPONSE
Date:	01/15/2014
Action:	Monitoring Report - Semi-Annually

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	I-05102
Status:	Remedial action (cleanup) Underway
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Remove Free Product
Global ID:	T0603703034
W Global ID:	Not reported
Staff:	HSP
Local Agency:	19000
Cross Street:	MAIN ST
Enforcement Type:	LET
Date Leak Discovered:	6/14/1989
Date Leak First Reported:	6/22/1989
Date Leak Record Entered:	9/1/1989
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	8/6/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5826.4978500981859294015023853
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	3/5/1987
Preliminary Site Assessment Began:	3/5/1987
Pollution Characterization Began:	1/23/2002
Remediation Plan Submitted:	5/14/2002
Remedial Action Underway:	8/6/2003
Post Remedial Action Monitoring Began:	6/22/1989
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	6/5/2003
Hist Max MTBE Conc in Groundwater:	165000
Hist Max MTBE Conc in Soil:	2.5
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported

THRIFTY #306 (Continued) **S102439000**

Responsible Party:	CHRIS PANAITESCU
RP Address:	P.O. BOX 2128
Program:	LUST
Lat/Long:	34.0247373 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	GW @ 22', FP PRESENT, PLUME NOT DEFINED.; 10/4/00 CORRECTIVE ACTION PLAN; 10/30/00 3RD QTR GW MON RPT 2000; 1/25/01 4TH QTR GW MON RPT 2000; 3/31/01 SITE ASSESSMENT & FIELD TESTING RPT

T76 **JOHNSON CONTROLS** **SLIC** **S111828969**
WSW **16981 E. GALE AVE.** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91745**
0.444 mi.
2346 ft. **Site 1 of 3 in cluster T**

Relative:
Higher

Actual:
387 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	04/27/1999
Global Id:	SL603798664
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.002079
Longitude:	-117.937293
Case Type:	Cleanup Program Site
Case Worker:	AHS
Local Agency:	Not reported
RB Case Number:	105.0142
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

T77 **UNICAL ENTERPRISES** **SLIC** **S106484483**
WSW **16960 E. GALE AVE.** **WIP** **N/A**
1/4-1/2 **CITY OF INDUSTRY, CA 91745**
0.475 mi.
2507 ft. **Site 2 of 3 in cluster T**

Relative:
Higher

Actual:
389 ft.

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	04/12/1988
Global Id:	SL603798660
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.000954
Longitude:	-117.937818
Case Type:	Cleanup Program Site

UNICAL ENTERPRISES (Continued) **S106484483**

Case Worker: ACJ
Local Agency: Not reported
RB Case Number: 105.0063
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

WIP:
Region: 4
File Number: 105.0063
File Status: Active
Staff: ACASTANE
Facility Suite: Not reported

T78
WSW
1/4-1/2
0.490 mi.
2588 ft.

GORHAM BRONZE FACILITY **SLIC** **S108418372**
16961 EAST GALE AVE. **N/A**
CITY OF INDUSTRY, CA

Site 3 of 3 in cluster T

Relative:
Higher

Actual:
387 ft.

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 05/26/2009
Global Id: SL0603727955
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.002124
Longitude: -117.937937
Case Type: Cleanup Program Site
Case Worker: LR
Local Agency: Not reported
RB Case Number: 105.0111
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern: 1,1,1-Trichloroethane (TCA), Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Toluene, Trichloroethylene (TCE), Xylene
Site History: The site was a bronze foundry from 1966-1988. Assessments have identified VOCs in the groundwater beneath the site

Click here to access the California GeoTracker records for this facility:

79
East
1/2-1
0.561 mi.
2964 ft.

AIR PRODUCTS POLYMERS LP **HIST CORTESE** **S102423761**
17801 ARENTH AV **LUST** **N/A**
INDUSTRY, CA 91748 **LA Co. Site Mitigation**
LOS ANGELES CO. HMS
EMI
ENVIROSTOR

Relative:
Higher

Actual:
383 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Reg Id: R-04907

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 917480052

LUST:
Region: STATE
Global Id: T0603702634
Latitude: 34.00528
Longitude: -117.916242
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/30/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: 917480052
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Solvents
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603702634
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603702634
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603702634
Status: Completed - Case Closed
Status Date: 07/30/1996

Global Id: T0603702634
Status: Open - Site Assessment
Status Date: 08/30/1990

Global Id: T0603702634
Status: Open - Case Begin Date

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Status Date: 07/13/1990

Regulatory Activities:

Global Id:	T0603702634
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Region:	STATE
Global Id:	T0603792962
Latitude:	34.0134
Longitude:	-117.921535
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/01/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	NC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	917480052A
LOC Case Number:	04726-04904
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603792962
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603792962
Contact Type:	Regional Board Caseworker
Contact Name:	NOMAN CHOWDHURY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	nchowdhury@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0603792962
Status:	Open - Case Begin Date
Status Date:	03/09/1999

Global Id:	T0603792962
Status:	Completed - Case Closed
Status Date:	10/01/2013

Global Id:	T0603792962

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Status: Open - Eligible for Closure
Status Date: 10/01/2013

Global Id: T0603792962
Status: Open - Site Assessment
Status Date: 03/16/1999

Regulatory Activities:
Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603792962
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603792962
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603792962
Action Type: ENFORCEMENT
Date: 10/01/2013
Action: Closure/No Further Action Letter

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0000449
Jurisdiction: County
Case ID: RO0001450
Abated: Yes
Assigned To: Richard Clark
Entered Date: 10/12/2011

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 004726-038957
Facility Type: I01
Facility Status: Removed
Area: 6H
Permit Number: 000378376
Permit Status: Removed

EMI:
Year: 1990
County Code: 19

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2891
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	13975
Air District Name:	SC
SIC Code:	2821
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Facility ID:	71002459
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported

AIR PRODUCTS POLYMERS LP (Continued) **S102423761**

Latitude: 34.00533
Longitude: -117.9151
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD053872156
Alias Type: EPA Identification Number
Alias Name: 71002459
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

80
WNW
1/2-1
0.587 mi.
3100 ft.

PAC FOUNDRIES-INDUSTRY
16800 CHESTNUT ST
CITY OF INDUSTRY, CA 91748

NPDES **S101669365**
EMI **N/A**
ENVIROSTOR
WDS

Relative:
Lower

Actual:
355 ft.

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 191121
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19I016313
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 01/16/2001
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Cast Parts Inc
Discharge Address: PO Box 2348
Discharge City: Pomona
Discharge State: California
Discharge Zip: 91769

EMI:
Year: 2002

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.4267
Reactive Organic Gases Tons/Yr:	2.33
Carbon Monoxide Emissions Tons/Yr:	0.5309
NOX - Oxides of Nitrogen Tons/Yr:	1.966
SOX - Oxides of Sulphur Tons/Yr:	0.01254
Particulate Matter Tons/Yr:	0.145193
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.12

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.592
Reactive Organic Gases Tons/Yr:	2.33882298
Carbon Monoxide Emissions Tons/Yr:	.4495
NOX - Oxides of Nitrogen Tons/Yr:	1.667
SOX - Oxides of Sulphur Tons/Yr:	.0077
Particulate Matter Tons/Yr:	.121025
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.10619468

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.464888358747966748
Reactive Organic Gases Tons/Yr:	2.156
Carbon Monoxide Emissions Tons/Yr:	.524
NOX - Oxides of Nitrogen Tons/Yr:	1.948
SOX - Oxides of Sulphur Tons/Yr:	.009
Particulate Matter Tons/Yr:	.145
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.132652

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3324
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.464888358747966748
Reactive Organic Gases Tons/Yr:	2.156
Carbon Monoxide Emissions Tons/Yr:	.524
NOX - Oxides of Nitrogen Tons/Yr:	1.948
SOX - Oxides of Sulphur Tons/Yr:	.009
Particulate Matter Tons/Yr:	.145
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.132652

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3341
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.316351879605565302
Reactive Organic Gases Tons/Yr:	3.8778398
Carbon Monoxide Emissions Tons/Yr:	.6
NOX - Oxides of Nitrogen Tons/Yr:	1.8

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

SOX - Oxides of Sulphur Tons/Yr:	.008688
Particulate Matter Tons/Yr:	.33831626435
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.2894620244105

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	126544
Air District Name:	SC
SIC Code:	3341
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.3582654552
Reactive Organic Gases Tons/Yr:	2.62201546
Carbon Monoxide Emissions Tons/Yr:	0.65527
NOX - Oxides of Nitrogen Tons/Yr:	1.73651
SOX - Oxides of Sulphur Tons/Yr:	0.00851
Particulate Matter Tons/Yr:	0.4249672
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.3159535932

ENVIROSTOR:

Facility ID:	19340771
Status:	Refer: RWQCB
Status Date:	01/28/1997
Site Code:	300649
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00649
Longitude:	-117.9390
APN:	8242030004
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	TELEDYNE/PICCO
Alias Type:	Alternate Name
Alias Name:	8242030004
Alias Type:	APN
Alias Name:	300649
Alias Type:	Project Code (Site Code)
Alias Name:	19340771
Alias Type:	Envirostor ID Number

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

CA WDS:

Facility ID:	4 19I016313
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	9095952252
Facility Contact:	SOE AUNG
Agency Name:	CAST PARTS INC
Agency Address:	PO Box 2348
Agency City,St,Zip:	Pomona 917692348
Agency Contact:	STEVE CLODFELTER
Agency Telephone:	9095952252
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to

PAC FOUNDRIES-INDUSTRY (Continued) **S101669365**

represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

81
SE
1/2-1
0.601 mi.
3174 ft.

THOMPSON PETROLEUM
17721 E. RAILROAD STREET
INDUSTRY, CA 91748

Notify 65 **S100178005**
N/A

Relative:
Higher

Actual:
412 ft.

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Incident Description:	91748-1111

82
East
1/2-1
0.664 mi.
3506 ft.

WHITCOMB PLATING
655 S ALDERTON
CITY OF INDUSTRY, CA 91744

RCRA-SQG **1000396739**
HIST UST **CAD056458573**
ENVIROSTOR

Relative:
Higher

Actual:
394 ft.

RCRA-SQG:

Date form received by agency:	01/02/2008
Facility name:	WHITCOMB PLATING
Facility address:	655 S ALDERTON CITY OF INDUSTRY, CA 91744 5701
EPA ID:	CAD056458573
Mailing address:	1507 S SUNOL DR LOS ANGELES, CA 90023 4031
Contact:	DHARMA S PATEL
Contact address:	1507 S SUNOL DR LOS ANGELES, CA 90023 4031
Contact country:	US
Contact telephone:	323-263-6757
Contact email:	RRDENVIRONMENTAL@GMAIL.COM
EPA Region:	09
Land type:	Private
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DICK S PATEL
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported

WHITCOMB PLATING (Continued) **1000396739**

Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/01/2007
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: DICK S PATEL
Owner/operator address: 1507 S SUNOL DR
LOS ANGELES, CA 90023
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/05/1996
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: WHITCOMB PLATING INC
Classification: Small Quantity Generator

Date form received by agency: 09/01/1996
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 06/03/1996
Site name: WHITCOMB PLATING
Classification: Large Quantity Generator

WHITCOMB PLATING (Continued) **1000396739**

Date form received by agency: 03/29/1994
Site name: WHITCOMB PLATING
Classification: Large Quantity Generator

Date form received by agency: 02/12/1992
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 07/05/1991
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 04/15/1990
Site name: WHITCOMB PLATING INC
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D007
Waste name: CHROMIUM

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 06/27/1994
Date achieved compliance: 06/27/1999
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/27/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/27/1999
Evaluation lead agency: State Contractor/Grantee

HIST UST:
Region: STATE
Facility ID: 00000047303
Facility Type: Other
Other Type: ELECTRO-PLATING

WHITCOMB PLATING (Continued) **1000396739**

Total Tanks: 0001
Contact Name: Not reported
Telephone: 8189654968
Owner Name: JOHN B. WHITCOMB PLATING
Owner Address: 1432 SAN FELIPE
Owner City,St,Zip: BOULDER CITY, NV 89005

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 8 inches
Leak Detection: None

ENVIROSTOR:
Facility ID: 71002476
Status: Inactive - Action Required
Status Date: 11/09/2011
Site Code: 550307
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 11
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Irena Edwards
Supervisor: Manny Alonzo
Division Branch: Cleanup Cypress
Assembly: 57
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.00776
Longitude: -117.9130
APN: NONE SPECIFIED
Past Use: METAL FINISHING, METAL PLATING - OTHER
Potential COC: Arsenic Tetrachloroethylene (PCE Cadmium and compounds
Confirmed COC: Arsenic Tetrachloroethylene (PCE Cadmium and compounds
Potential Description: SOIL, SV, UE
Alias Name: CAD056458573
Alias Type: EPA Identification Number
Alias Name: 550307
Alias Type: Project Code (Site Code)
Alias Name: 71002476
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 05/01/2000
Comments: Not reported

WHITCOMB PLATING (Continued) **1000396739**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 05/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/01/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 11/22/2010
Comments: Second demand letter sent certified mail.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 10/30/2000
Comments: Inspection report sent on 10/30/2000

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 12/22/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 10/20/2010
Comments: First collection letter sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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83 **CREFTCON INDUSTRIES** **WIP** **U002280535**
ESE **900 S. AJAX AVENUE** **LOS ANGELES CO. HMS** **N/A**
1/2-1 **CITY OF INDUSTRY, CA 91749** **ENVIROSTOR**
0.699 mi.
3690 ft.

Relative:
Higher

Actual:
393 ft.

WIP:
Region: 4
File Number: 105.0070
File Status: **Historical**
Staff: ACASTANE
Facility Suite: Not reported

CREFTCON INDUSTRIES (Continued) **U002280535**

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	006110-006326
Facility Type:	Not reported
Facility Status:	OPEN
Area:	6H
Permit Number:	Not reported
Permit Status:	Not reported

ENVIROSTOR:

Facility ID:	71002952
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00381
Longitude:	-117.9129
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD982001703
Alias Type:	EPA Identification Number
Alias Name:	71002952
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

84 West 1/2-1 0.785 mi. 4146 ft.

WALNUT CREEK ENERGY PARK
911 BIXBY DR
CITY OF INDUSTRY, CA 91744

NPDES **S108742423**
VCP **N/A**
ENVIROSTOR

Relative: Lower

Actual: 367 ft.

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	415096
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C360996
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	05/16/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/30/2013
Discharge Name:	Walnut Creek Energy LLC
Discharge Address:	3 MacArthur Place
Discharge City:	Santa Ana
Discharge State:	California
Discharge Zip:	92707

VCP:

Facility ID:	60001428
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	11.48
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	301520
Assembly:	57
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	01/31/2012
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.00599 / -117.9430
APN:	8242-013-901
Past Use:	MANUFACTURING - OTHER, UNDERGROUND STORAGE TANKS, TRANSPORTATION - WAREHOUSING
Potential COC:	30006, 30007, 30008, 30010, 30013, 30018, 30022, 30152
Confirmed COC:	30013,30006-NO,30007-NO,30008-NO,30010-NO,30022,30152,30018-NO
Potential Description:	OTH, SOIL, SV
Alias Name:	8242-013-901
Alias Type:	APN
Alias Name:	301520
Alias Type:	Project Code (Site Code)

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

Alias Name: 60001428
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/05/2011
Comments: CRU Memo sent to CRU on 10/5/2011

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 08/16/2011
Comments: NFA issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/11/2011
Comments: Field work completed. Report with results submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/16/2011
Comments: NFA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 08/19/2011
Comments: Sent VCA end memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2011
Comments: VCA Executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/09/2011
Comments: Pending information on transformer pad, pesticide sampling and asbestos containing material disposition.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

ENVIROSTOR:

Facility ID:	60001428
Status:	No Further Action
Status Date:	01/31/2012
Site Code:	301520
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	11.48
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	57
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.00599
Longitude:	-117.9430
APN:	8242-013-901
Past Use:	MANUFACTURING - OTHER, UNDERGROUND STORAGE TANKS, TRANSPORTATION - WAREHOUSING
Potential COC:	DDD DDE DDT Endrin Lead Polychlorinated biphenyls (PCBs Tetrachloroethylene (PCE Chromium III
Confirmed COC:	Lead 30006-NO 30007-NO 30008-NO 30010-NO Tetrachloroethylene (PCE Chromium III 30018-NO
Potential Description:	OTH, SOIL, SV
Alias Name:	8242-013-901
Alias Type:	APN
Alias Name:	301520
Alias Type:	Project Code (Site Code)
Alias Name:	60001428
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/05/2011
Comments:	CRU Memo sent to CRU on 10/5/2011
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	08/16/2011
Comments:	NFA issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/11/2011
Comments:	Field work completed. Report with results submitted.
Completed Area Name:	PROJECT WIDE

WALNUT CREEK ENERGY PARK (Continued) **S108742423**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/16/2011
Comments: NFA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 08/19/2011
Comments: Sent VCA end memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2011
Comments: VCA Executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/09/2011
Comments: Pending information on transformer pad, pesticide sampling and asbestos containing material disposition.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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85 West 1/2-1 0.884 mi. 4665 ft.

KIM LIGHTING
16555 E GALE AVE
CITY OF INDUSTRY, CA 91745

TRIS 1006816084
WIP 91745KMLGH16555
WDS
HWP

Relative: Lower

Actual: 374 ft.

TRIS:

Click this hyperlink while viewing on your computer to access
1 additional US_TRIS: record(s) in the EDR Site Report.

WIP:
Region: 4
File Number: 105.0144
File Status: Historical
Staff: JCL
Facility Suite: Not reported

CA WDS:
Facility ID: 4 19I004395
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and

KIM LIGHTING (Continued) **1006816084**

	repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	KIIM LIGHTING
Agency Address:	16555 E. Gale Ave.
Agency City,St,Zip:	City of Industry 91745
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

HWP:

EPA Id:	CAD128298254
Cleanup Status:	UNKNOWN
Latitude:	34.00290
Longitude:	-117.9417
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	57
Senate District:	22
Public Information Officer:	Not reported

86 NNE 1/2-1 0.908 mi. 4793 ft. | **LA PUENTE DUMP**
147 NORTH AZUZA AVENUE
LA PUENTE, CA 91744 | **ENVIROSTOR** | **1000350117**
N/A

Relative: Higher

Actual: 457 ft.

ENVIROSTOR:

Facility ID:	19490192
Status:	Refer: Other Agency
Status Date:	08/15/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	0
Longitude:	0
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* HOUSEHOLD WASTES * OTHER STILL BOTTOM WASTE * Sludge - Paint * UNSPECIFIED OIL CONTAINING WASTE * UNSPECIFIED SOLVENT MIXTURES * DRILLING MUD
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CITY OF INDUSTRY CONVENTION CENTER
Alias Type:	Alternate Name
Alias Name:	DWIGHT D EISENHOWER GOLF COURSE
Alias Type:	Alternate Name
Alias Name:	INDUSTRY HILLS CONVENTION & EXHIBIT CTR
Alias Type:	Alternate Name
Alias Name:	INDUSTRY HILLS LANDFILL
Alias Type:	Alternate Name
Alias Name:	PUENTE WSTE DISP/REFUSE DISP RECLAMATION
Alias Type:	Alternate Name
Alias Name:	SHERATON HOTEL & RESORT
Alias Type:	Alternate Name
Alias Name:	CAD980636641
Alias Type:	EPA Identification Number
Alias Name:	19490192
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	08/21/1991
Comments:	EPA Federal Investigation Team report reviewed. DTSC concurs with the EPA further action recommendation.

LA PUENTE DUMP (Continued) **1000350117**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/21/1988
Comments: Site Screening done: EPA E&E review of Preliminary Assess- ment completed by DHS in September 1988 recommends medium- priority Screening Site Inspection under Cercla due to high value for depth to aquifer, containment, and waste quantity. DHS agrees with this recommendation. Sample Results: Solid Waste Assessment Report by Klein- felder found TCE at 9.0 ppb and 11.0 ppb in two groundwater monitoring wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/02/1987
Comments: SITE SCREENING DONE SITE IS ON THE SWAT LIST- RANK 13- TO BE ASSESSED IN 1988

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/01/1984
Comments: SOURCE ACT: CO ENGR IWP - CLII LDFL. CURRENTLY USED AS GOLF COURSE & OTHER RECREATIONAL FAC. OVERLIES A PORTION OF SAN GABRIEL G-WATER BASIN. INCIDENT: 4/ 23/84 SULPHUR & METHANE ODOR COMPLAINT FROM RESIDENT(CO ENGR FILE). WASTE TYPE: CERCLA FILED BY IT CORP - OIL REFINERY & OIL PRODUCTION WASTES DISP. CONDNGR, CO HLTH, SWMB. PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/28/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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87 **SAFE PLATING, INC.** **RCRA-LQG** **1001085664**
SE **18001 PLATING, INC.** **NPDES** **CAR000009878**
1/2-1 **INDUSTRY, CA 91748** **HIST CORTESE**
0.953 mi. **LUST**
5034 ft. **LOS ANGELES CO. HMS**
ENVIROSTOR
Relative: **WDS**
Higher

RCRA-LQG:
Actual: Date form received by agency: 02/10/2012
422 ft. Facility name: SAFE PLATING, INC.
Facility address: 18001 PLATING, INC.

SAFE PLATING, INC. (Continued) **1001085664**

	INDUSTRY, CA 91748
EPA ID:	CAR000009878
Mailing address:	PLATING, INC. INDUSTRY, CA 91748
Contact:	SALAH SEIF
Contact address:	PLATING, INC. INDUSTRY, CA 91748
Contact country:	Not reported
Contact telephone:	(626) 810-1872
Contact email:	SALAH_SEIF@SAFEPLATING.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	MAGDY SEIF
Owner/operator address:	PLATING, INC. INDUSTRY, CA 91748
Owner/operator country:	Not reported
Owner/operator telephone:	(626) 810-1872
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	12/01/1979
Owner/Op end date:	Not reported

Owner/operator name:	MAGDY SEIF
Owner/operator address:	PLATING, INC. INDUSTRY, CA 91748
Owner/operator country:	US
Owner/operator telephone:	(626) 810-1872
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	12/01/1979
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

SAFE PLATING, INC. (Continued) **1001085664**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 01/29/2010
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2008
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/06/2006
Site name: SAFE PLATING, INC
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2002
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: SAFE PLATING INCORPORATED
Classification: Large Quantity Generator

Date form received by agency: 02/06/1998
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: SAFE PLATING INC
Classification: Small Quantity Generator

Date form received by agency: 03/06/1996
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 03/06/1996
Site name: SAFE PLATING INC
Classification: Large Quantity Generator

Date form received by agency: 02/29/1996
Site name: SAFE PLATING, INC.
Classification: Large Quantity Generator

SAFE PLATING, INC. (Continued) **1001085664**

Hazardous Waste Summary:

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D011
Waste name: SILVER

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: F007
Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

Waste code: F009
Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

Facility Has Received Notices of Violations:

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 05/24/2012
Date achieved compliance: Not reported
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 05/24/2012
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: Not reported

SAFE PLATING, INC. (Continued) **1001085664**

Evaluation lead agency: EPA

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189281
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004027
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Safe Plating Inc
Discharge Address:	18001 Railroad St
Discharge City:	City Of Industry
Discharge State:	California
Discharge Zip:	91748

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	105.0248

LUST:

Region:	STATE
Global Id:	T0603700154
Latitude:	33.997241
Longitude:	-117.910661
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/21/1994
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	105.0248
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700154
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov

SAFE PLATING, INC. (Continued) **1001085664**

Phone Number: Not reported

Global Id: T0603700154
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Status History:
Global Id: T0603700154
Status: Completed - Case Closed
Status Date: 07/21/1994

Global Id: T0603700154
Status: Open - Case Begin Date
Status Date: 05/31/1989

Global Id: T0603700154
Status: Open - Site Assessment
Status Date: 05/31/1989

Global Id: T0603700154
Status: Open - Site Assessment
Status Date: 03/06/1990

Regulatory Activities:
Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700154
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 013240-013555
Facility Type: T0
Facility Status: Closed
Area: 6H
Permit Number: 00005259T
Permit Status: Closed

ENVIROSTOR:

SAFE PLATING, INC. (Continued) **1001085664**

Facility ID: 71003445
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 57
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.99724
Longitude: -117.9106
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000009878
Alias Type: EPA Identification Number
Alias Name: 110000478037
Alias Type: EPA (FRS #)
Alias Name: 71003445
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CA WDS:
Facility ID: 4 19I004027
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water

SAFE PLATING, INC. (Continued) **1001085664**

	pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	SAFE PLATING INC.
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Count: 20 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CITY OF INDUSTRY	S101584978	PACIFIC MOTOR TRUCKING, SOUTHERN P	1752 ARENTH	91748	CA FID UST, SWEEPS UST
CITY OF INDUSTRY	S112872332	CITY OF INDUSTRY/ENGINEERING	SW CORNER HACIENDA BLVD & STAF	91744	HAZNET
CITY OF INDUSTRY	S112883217	INDUSTRY SHERATON	ONE INDUSTRY PARKWAY	91744	HAZNET
CITY OF INDUSTRY	1005926741	CALGON CORPORATION - CITY OF INDUS	18275 E. SAN JOSE AVENUE	91744	TSCA
CITY OF INDUSTRY (CO	S106764859	INDUCTION TECH	1127 S HATCHER AVE	91744	WIP
CITY OF INDUSTRY (CO	S107504180	FORMER UTILITY TRAILOR	17747 RAILROAD (17747 & 17735)	91748	WIP
CITY OF INDUSTRY (CO	S106764798	ARMIN PLASTICS CORPORATION	1890 E RAILROAD ST	91748	WIP
CITY OF INDUSTRY (CO	S106764992	BIRTCHER/CITY IND.REDEVELOPMEN	17000 E ROWLAND ST	91745	WIP
HACIENDA HEIGHTS	S111291637	FEDEX HD POMONA INDUSTRY	16720 CHESTNUT ST UNIT E	91745	NPDES
INDUSTRY	S112923340	CITY OF INDUSTRY	804 ANAHEIM PUENTE RD	91744	HAZNET
INDUSTRY	S112910979	INDUSTRY URBAN DEV AGENCY	AREA A L M NO 57 FRY EASTSIDE	91744	HAZNET
INDUSTRY	S111076148	VALLEY LAND DEVELOPMENT COMPANY	401 SOUTH BREA CANYON ROAD	91744	SWF/LF
INDUSTRY	S106829487	CROWN CITY FURNITURE, JAMESTOW	16205 E. GALE	91744	EMI
INDUSTRY	S112943479	CITY OF INDUSTRY - URBAN DEVELOPME	1239 S HATCHER AVE	91744	HAZNET
INDUSTRY	S106833017	INDUSTRY EQP RENTALS INC	822 S NOGALES	91748	EMI
INDUSTRY	S112879822	INDUSTRY URBAN DEVELOPMENT AGENCY	128 OLD RANCH RD	91744	HAZNET
INDUSTRY	S112879821	INDUSTRY URBAN DEVELOPMENT AGENCY	21828 E VALLEY BLVD	91744	HAZNET
LA PUENTE	1003878492	LA PUENTE DUMP	AZUSA AVE N OF VLY BLVD	91744	CERC-NFRAP
LOS ANGELES COUNTY	M300003095	CEMEX, INC.	AZUSA OPERATION		US MINES
LOS ANGELES COUNTY	M300003096	VULCAN MATERIALS CO.	SUN VALLEY (#002)		US MINES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 07/08/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/31/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/08/2013	Telephone: 703-603-8704
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 07/08/2014
Number of Days to Update: 151	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 18

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/30/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 29

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 61

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/20/2014
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 271

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/07/2014
Date Data Arrived at EDR: 05/09/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 39

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/04/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 70

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 34

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 33

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 03/20/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 77

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 02/20/2014
Date Made Active in Reports: 03/27/2014
Number of Days to Update: 35

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/14/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 105

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/04/2014
Date Data Arrived at EDR: 04/29/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 10

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 55

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/10/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/25/2014
Next Scheduled EDR Contact: 06/09/2014
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/30/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 132

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/06/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 05/06/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/09/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2013
Date Data Arrived at EDR: 07/17/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 107

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2014
Date Data Arrived at EDR: 07/10/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 18

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/10/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/18/2013
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 05/23/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/15/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/20/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 8

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/30/2014
Date Data Arrived at EDR: 07/01/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 27

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/16/2013
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 41

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 38

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/28/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/14/2014
Date Data Arrived at EDR: 07/15/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/15/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/23/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 8

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

EPA WATCH LIST: EPA WATCH LIST
EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: N/A

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 03/14/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 47

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 06/04/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 15

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/12/2014
Number of Days to Update: 18

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 07/23/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 20

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 07/02/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/30/2014
Number of Days to Update: 27

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 24

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 21

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 7

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 16

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 26

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 13

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 21

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 19

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/21/2014
Date Data Arrived at EDR: 04/22/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 27

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/16/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/23/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 27

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 04/14/2014
Number of Days to Update: 46

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 16

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 01/03/2014
Date Data Arrived at EDR: 01/09/2014
Date Made Active in Reports: 02/12/2014
Number of Days to Update: 34

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/29/2014
Date Made Active in Reports: 06/24/2014
Number of Days to Update: 26

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 14

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/04/2013
Number of Days to Update: 27

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 13

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/21/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/10/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 29

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/08/2014
Date Data Arrived at EDR: 07/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 17

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/15/2014
Date Data Arrived at EDR: 04/17/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 07/17/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 11

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2013
Date Data Arrived at EDR: 11/19/2013
Date Made Active in Reports: 12/31/2013
Number of Days to Update: 42

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/27/2014
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/20/2014
Date Data Arrived at EDR: 06/23/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/03/2014
Date Data Arrived at EDR: 04/04/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/19/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 06/02/2014
Date Data Arrived at EDR: 06/03/2014
Date Made Active in Reports: 06/23/2014
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/19/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 9

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 23

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 8

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/02/2014
Date Made Active in Reports: 02/11/2014
Number of Days to Update: 40

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 36

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/16/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/13/2014
Number of Days to Update: 28

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 08/08/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/27/2014
Number of Days to Update: 7
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 19
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 05/05/2014
Number of Days to Update: 27
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/22/2014
Date Made Active in Reports: 06/19/2014
Number of Days to Update: 28

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/23/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/17/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/07/2014
Date Made Active in Reports: 06/10/2014
Number of Days to Update: 34

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 08/07/2014
Number of Days to Update: 48

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

CT CITY OF INDUSTRY CHESTNUT AZUSA
17300 EAST CHESTNUT ST
ROWLAND HEIGHTS, CA 91748

TARGET PROPERTY COORDINATES

Latitude (North):	34.0056 - 34˚ 0' 20.16''
Longitude (West):	117.9265 - 117˚ 55' 35.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	414442.0
UTM Y (Meters):	3762969.2
Elevation:	382 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34117-A8 BALDWIN PARK, CA
Most Recent Revision:	1981
South Map:	33117-H8 LA HABRA, CA
Most Recent Revision:	1981

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

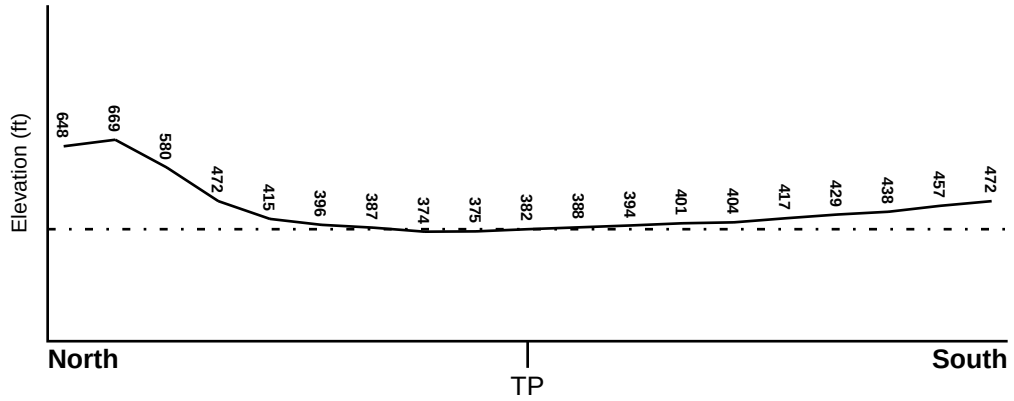
TOPOGRAPHIC INFORMATION

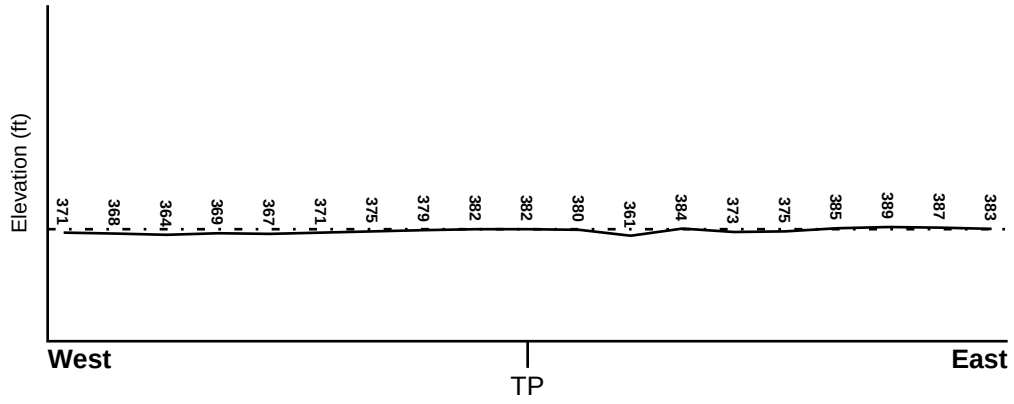
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 382 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	06037C - FEMA DFIRM Flood data
Additional Panels in search area:	Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
BALDWIN PARK	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Location Relative to TP:	1/2 - 1 Mile NNE
Site Name:	La Puente Dump
Site EPA ID Number:	CAD980636641
Groundwater Flow Direction:	Southeast
Inferred Depth to Water:	8 feet to 38 feet.
Hydraulic Connection:	The Valley alluvium at the site is likely hydraulically connected to the underlying and discrete Canyon alluvium aquifer and Industry Hills bedrock aquifer.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information is inferred in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site--specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	URBAN LAND
Soil Surface Texture:	variable
Hydrologic Group:	Not reported
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	Not Reported
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Surficial Soil Types: loam
clay
silt loam
loamy sand
sandy loam
fine sand
clay loam
gravelly - sandy loam
coarse sand
gravelly - sand
sand

Shallow Soil Types: fine sandy loam
gravelly - loam
sand
silty clay

Deeper Soil Types: stratified
clay loam
silty clay loam
gravelly - sandy loam
coarse sand
sand
weathered bedrock
very fine sandy loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CADW50000003979	1/8 - 1/4 Mile NW
2	CADW50000003978	1/4 - 1/2 Mile West

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

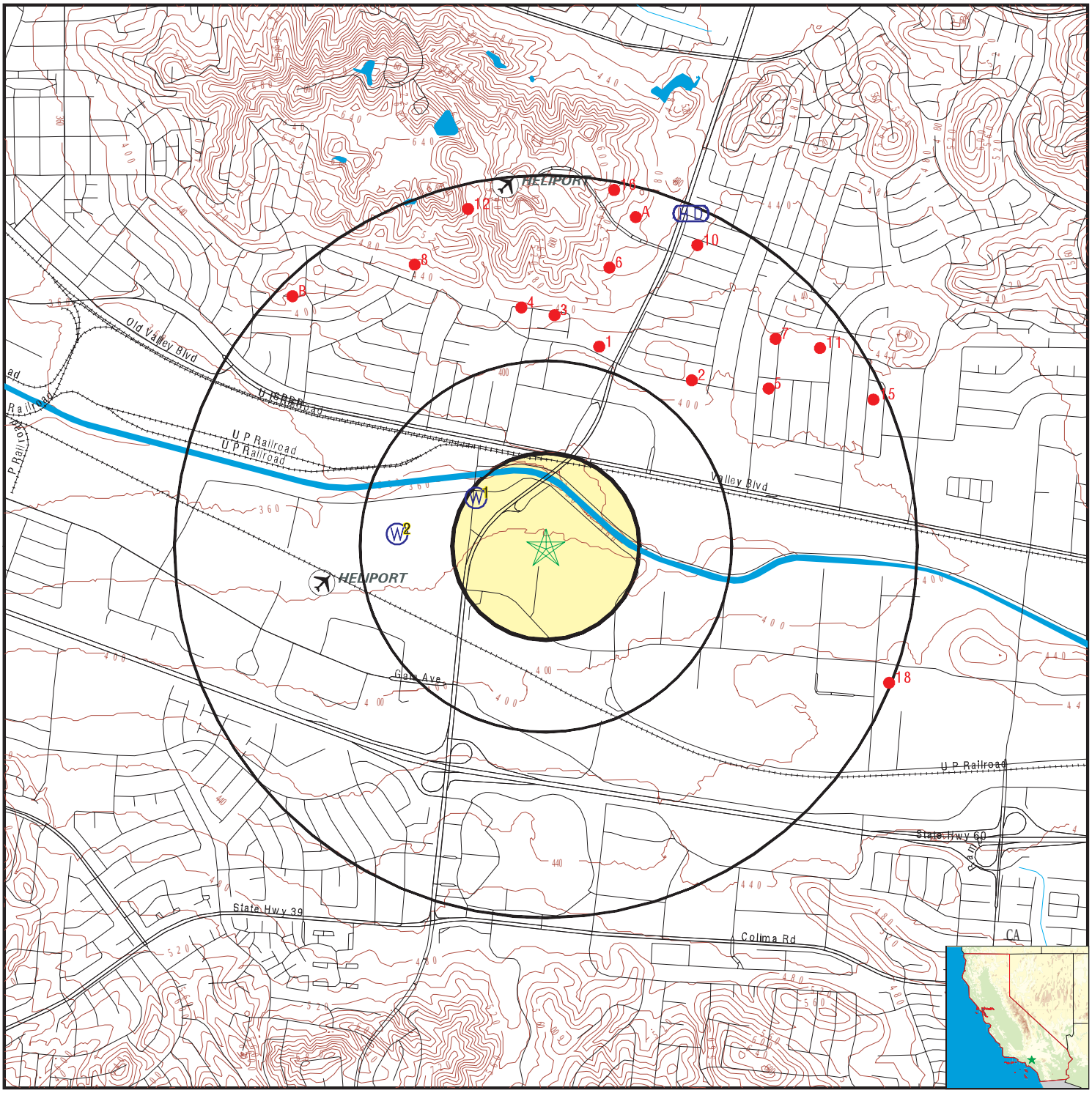
MAP ID	WELL ID	LOCATION FROM TP
1	CAOG9A000030430	1/2 - 1 Mile NNE
2	CAOG9A000030372	1/2 - 1 Mile NE
3	CAOG9A000030476	1/2 - 1 Mile North
4	CAOG9A000030487	1/2 - 1 Mile North
5	CAOG9A000030355	1/2 - 1 Mile NE
6	CAOG9A000030515	1/2 - 1 Mile NNE
7	CAOG9A000030445	1/2 - 1 Mile NE
8	CAOG9A000030518	1/2 - 1 Mile NNW
A9	CAOG9A000030560	1/2 - 1 Mile NNE
10	CAOG9A000030538	1/2 - 1 Mile NNE
11	CAOG9A000030428	1/2 - 1 Mile NE
12	CAOG9A000030586	1/2 - 1 Mile NNW
B13	CAOG9A000030485	1/2 - 1 Mile NW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A14	CAOG9A000030582	1/2 - 1 Mile NNE
15	CAOG9A000030330	1/2 - 1 Mile ENE
16	CAOG9A000030618	1/2 - 1 Mile North
B17	CAOG9A000030499	1/2 - 1 Mile NW
18	CAOG9A000029471	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 4032295.2s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	CT City of Industry Chestnut Azusa	CLIENT:	Stantec
ADDRESS:	17300 East Chestnut St Rowland Heights CA 91748	CONTACT:	Ryan Mcdaniel
		INQUIRY #:	4032295.2s
LAT/LONG:	34.0056 / 117.9265	DATE:	August 11, 2014 12:47 pm

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Map ID Direction Distance Elevation	Database	EDR ID Number
1 **NW** **1/8 - 1/4 Mile** **Lower**	**CA WELLS**	**CADW50000003979**

Latitude :	34.007493		
Longitude :	117.929776		
Site code:	340075N1179298W001	Casgem sta:	02S10W09Q007S
Local well:	3079M	Casgem s 1:	Observation
County id:	19		
Basin cd:	4-13	Basin desc:	San Gabriel Valley
Org unit n:	Southern Region Office	Site id:	CADW50000003979

2 **West** **1/4 - 1/2 Mile** **Lower**	**CA WELLS**	**CADW50000003978**

Latitude :	34.006084		
Longitude :	117.933475		
Site code:	340061N1179335W001	Casgem sta:	02S10W09Q009S
Local well:	Tony Poli Well	Casgem s 1:	Irrigation
County id:	19		
Basin cd:	4-13	Basin desc:	San Gabriel Valley
Org unit n:	Southern Region Office	Site id:	CADW50000003978

Map ID Direction Distance	Database	EDR ID Number

1
NNE
1/2 - 1 Mile

OIL_GAS **CAOG9A000030430**

Districtnu:	1	Apinumber:	03718627
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Louis H. Didier		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013406		
Glong:	-117.924		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Didier-Hurley	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030430

2
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000030372**

Districtnu:	1	Apinumber:	03718745
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.012093		
Glong:	-117.919655		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Peel	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030372

3
North
1/2 - 1 Mile

OIL_GAS **CAOG9A000030476**

Districtnu:	1	Apinumber:	03718744
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Ark Properties Inc.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014636		
Glong:	-117.926097		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Hurley A	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030476

4
North **OIL_GAS** **CAOG9A000030487**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718628
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Louis H. Didier		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014937		
Glong:	-117.927651		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Didier-Hurley	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030487

5
NE **OIL_GAS** **CAOG9A000030355**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705171
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.011771		
Glong:	-117.916051		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030355

6
NNE **OIL_GAS** **CAOG9A000030515**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718629
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Lewis Guerrieri		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.016494		
Glong:	-117.923519		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Greuter	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030515

7
NE **OIL_GAS** **CAOG9A000030445**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705166
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013712		
Glong:	-117.915721		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Petitfils	Wellnumber:	A-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030445

8
NNW **OIL_GAS** **CAOG9A000030518**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718626
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Petro. Co. Ltd.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.016612		
Glong:	-117.932658		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030518

A9
NNE **OIL_GAS** **CAOG9A000030560**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706369
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018248		
Glong:	-117.92264		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Lautenbach	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030560

10
NNE **OIL_GAS** **CAOG9A000030538**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03718749
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Oil Co.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.017374		
Glong:	-117.919395		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030538

11
NE **OIL_GAS** **CAOG9A000030428**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705172
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.013353		
Glong:	-117.913642		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030428

12
NNW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030586**

Districtnu:	1	Apinumber:	03718750
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Bardeen Oil Co.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018791		
Glong:	-117.930153		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030586

B13
NW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030485**

Districtnu:	1	Apinumber:	03705409
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freudenthal and Myers Expl. Co.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.014935		
Glong:	-117.938401		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Louis H. Didier	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030485

A14
NNE **OIL_GAS** **CAOG9A000030582**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706370
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.018694		
Glong:	-117.92193		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Vanderhoof	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030582

15
ENE **OIL_GAS** **CAOG9A000030330**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705170
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.011338		
Glong:	-117.911136		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Puente C. H.	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030330

16
North
1/2 - 1 Mile

OIL_GAS **CAOG9A000030618**

Districtnu:	1	Apinumber:	03706371
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Elmar Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Walnut
Areaname:	Any Area		
Section:	3		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.01953		
Glong:	-117.923299		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Vanderhoof	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000030618

B17
NW
1/2 - 1 Mile

OIL_GAS **CAOG9A000030499**

Districtnu:	1	Apinumber:	03705410
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freudenthal and Myers Expl. Co.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	9		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.015823		
Glong:	-117.938376		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pearson-Willey	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000030499

18
ESE **OIL_GAS** **CAOG9A000029471**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706130
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	15		
Township:	02S	Range:	10W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.000268		
Glong:	-117.910399		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Butler	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000029471

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
91748	20	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX C
SUPPLEMENTAL ENVIRONMENTAL DATABASE REPORTS

Stantec

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.3
August 11, 2014

Certified Sanborn® Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

8/11/14

Site Name:	**Client Name:**
CT City of Industry Chestnut	Stantec
17300 East Chestnut St	25864-F Business Center Drive
Rowland Heights, CA 91748	Redlands, CA 92374
EDR Inquiry # 4032295.3	Contact: Ryan Mcdaniel

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Stantec were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name:	CT City of Industry Chestnut Azusa
Address:	17300 East Chestnut St
City, State, Zip:	Rowland Heights, CA 91748
Cross Street:	
P.O. #	185803306
Project:	CT CofI Chestnut/Azusa
Certification #	3CC5-4837-A8A9

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results
Certification # 3CC5-4837-A8A9

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

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CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.4
August 11, 2014

EDR Historical Topographic Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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Historical Topographic Map

N	TARGET QUAD NAME: POMONA MAP YEAR: 1894 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

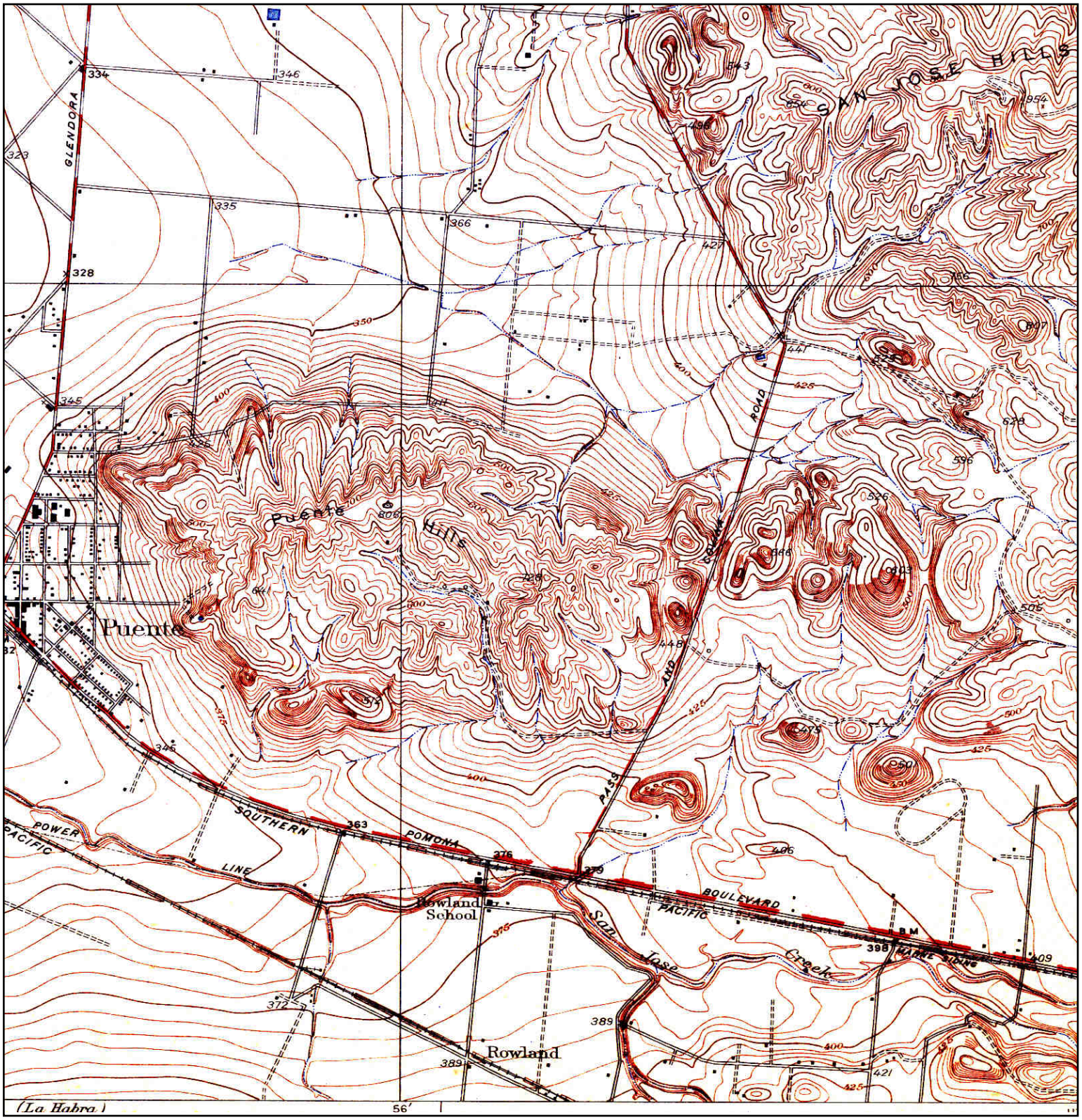
Historical Topographic Map

N	TARGET QUAD NAME: SOUTHERN CA SHEET 1 MAP YEAR: 1901 SERIES: 60 SCALE: 1:250000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

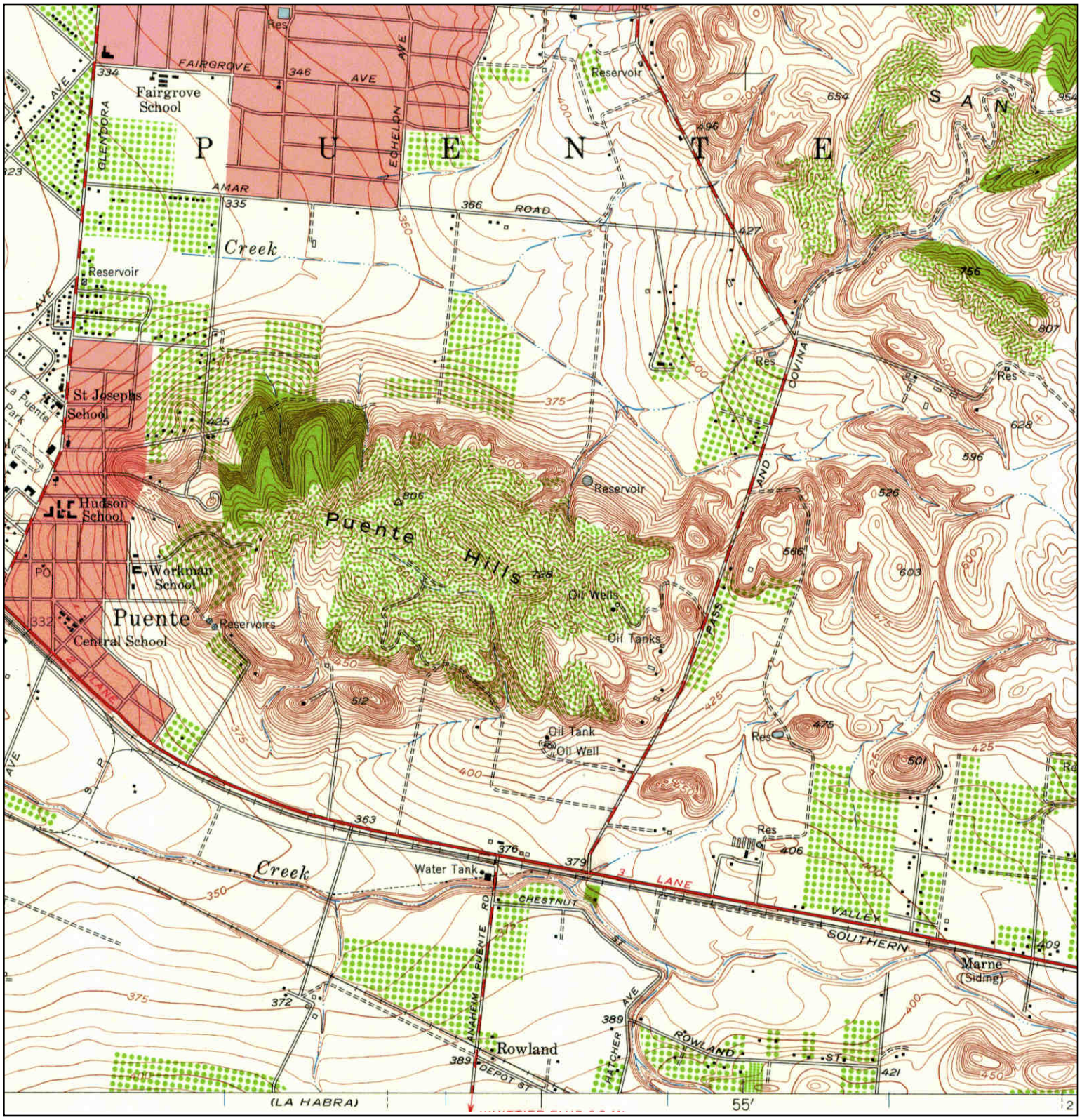
N	TARGET QUAD NAME: POMONA MAP YEAR: 1904 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



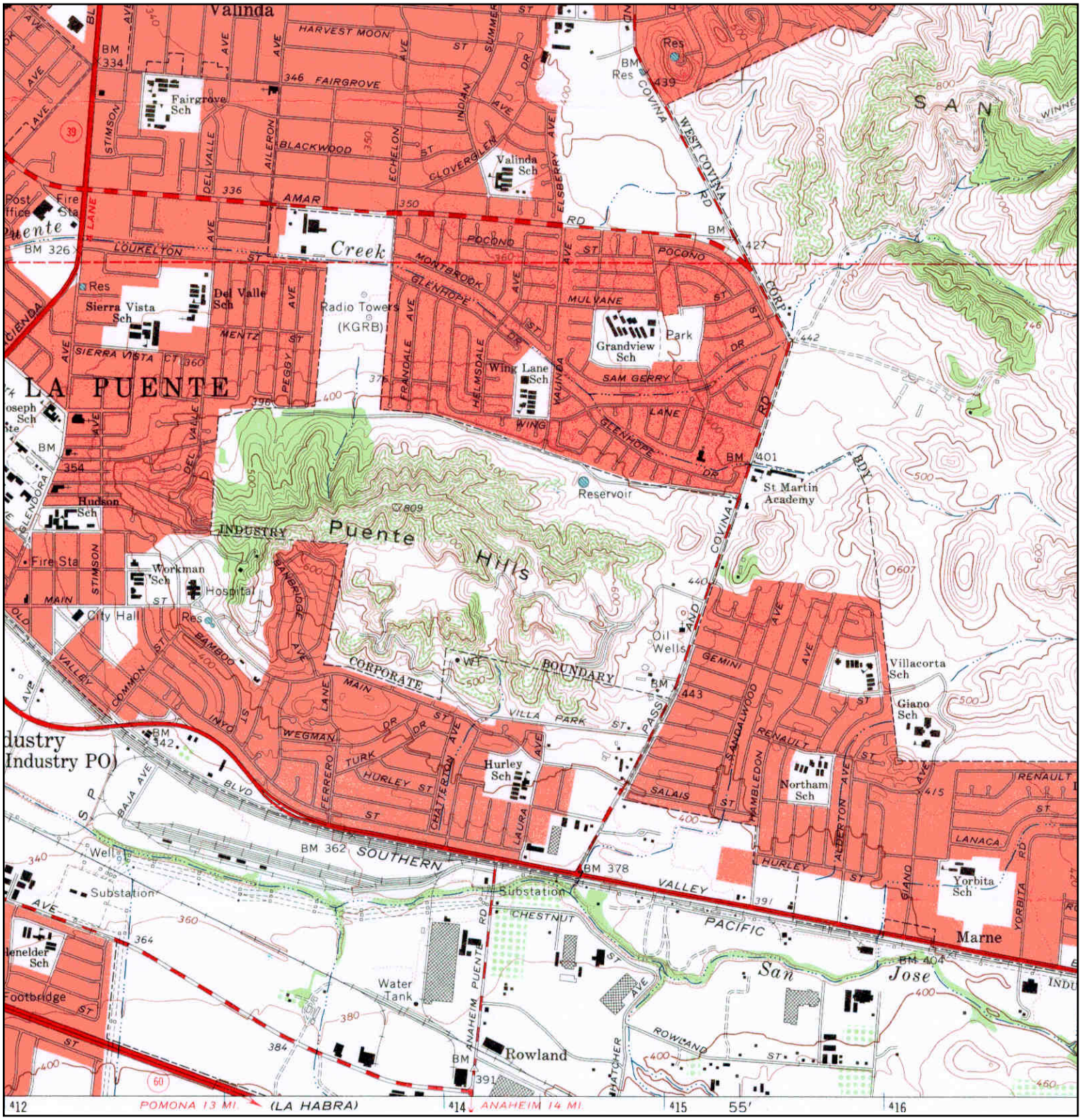
N	TARGET QUAD NAME: PUENTE MAP YEAR: 1927 SERIES: 6 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



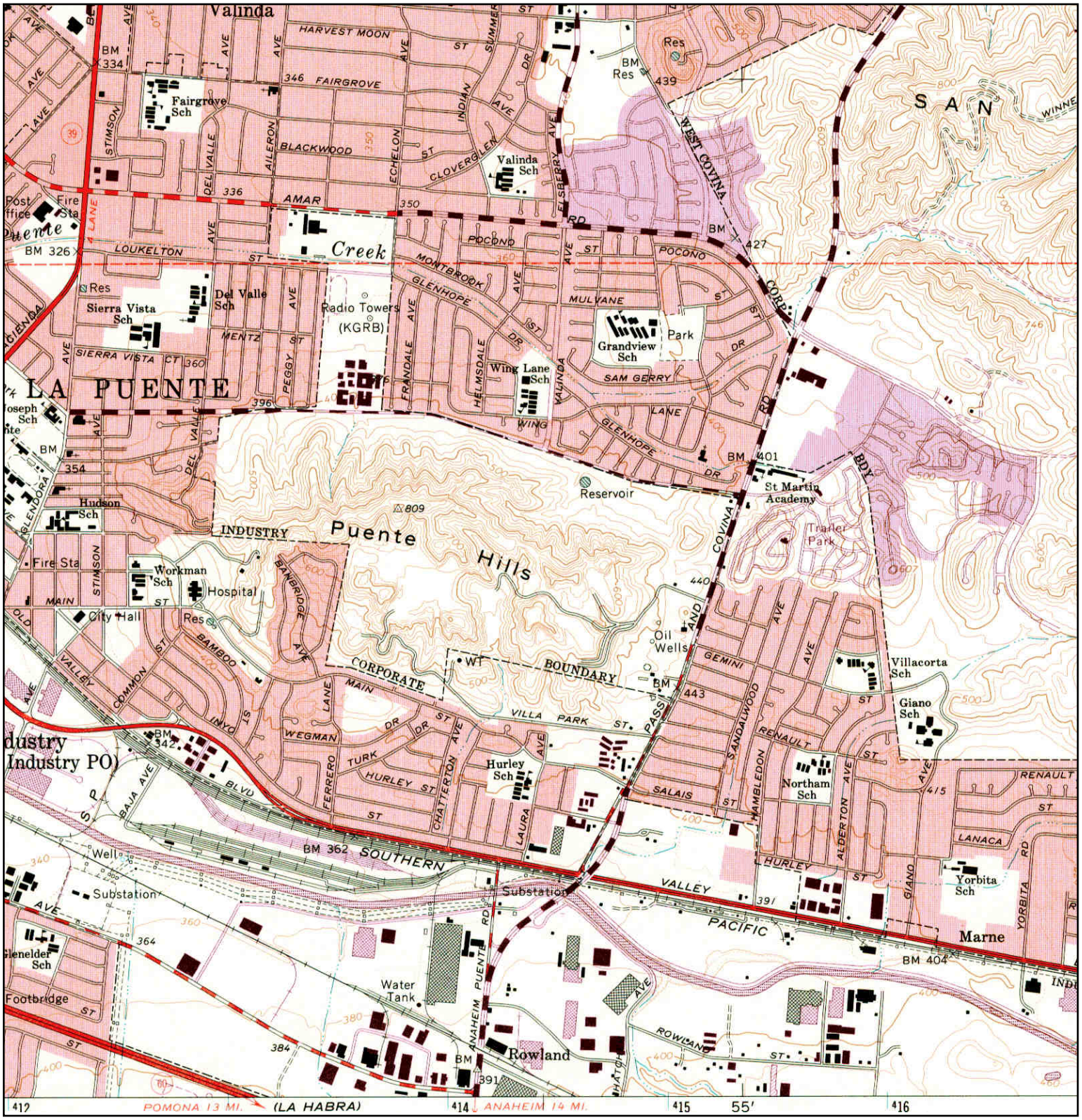
N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1953 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



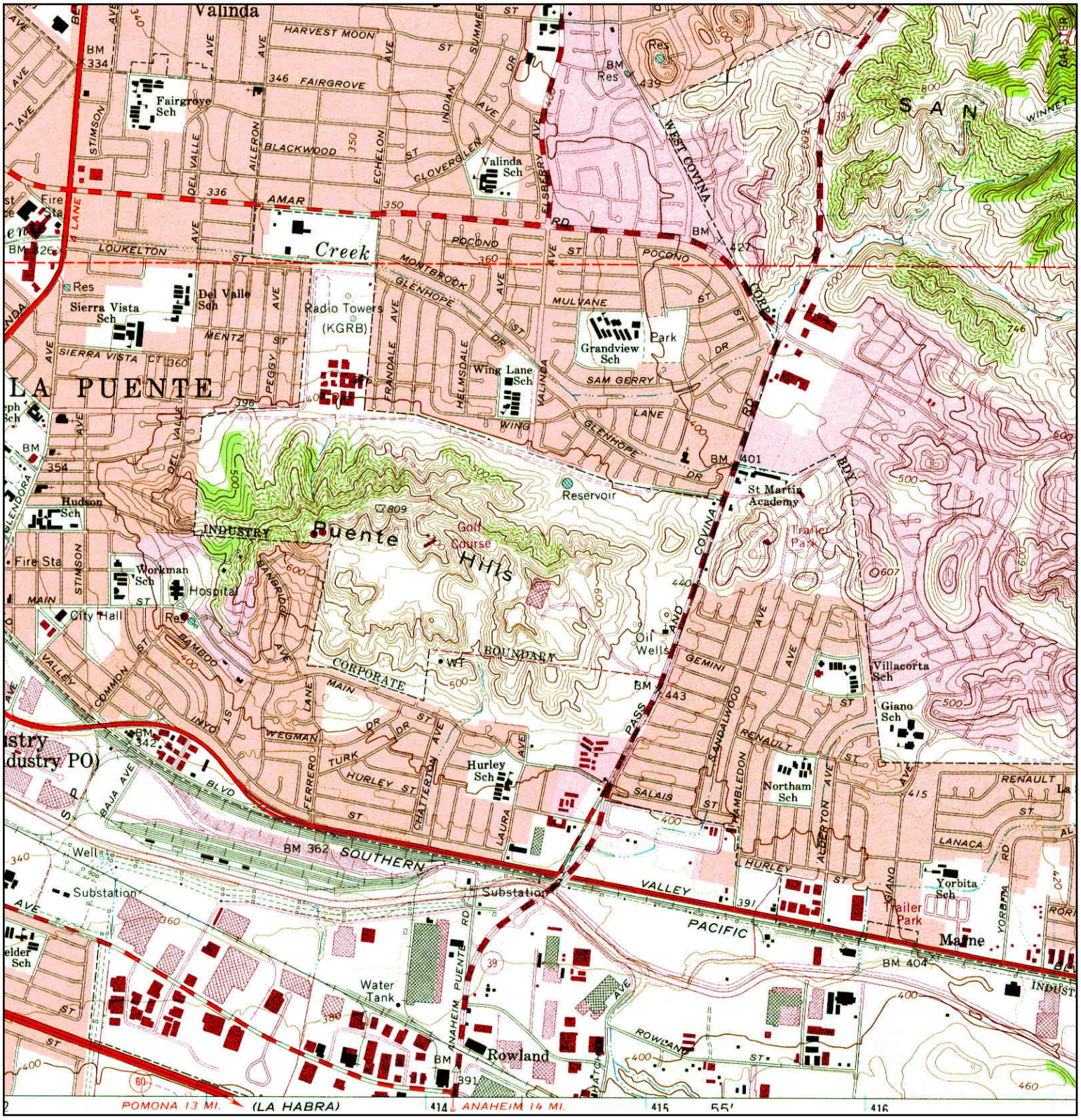
N	**TARGET QUAD** NAME: BALDWIN PARK MAP YEAR: 1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1972 PHOTOREVISED FROM :1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

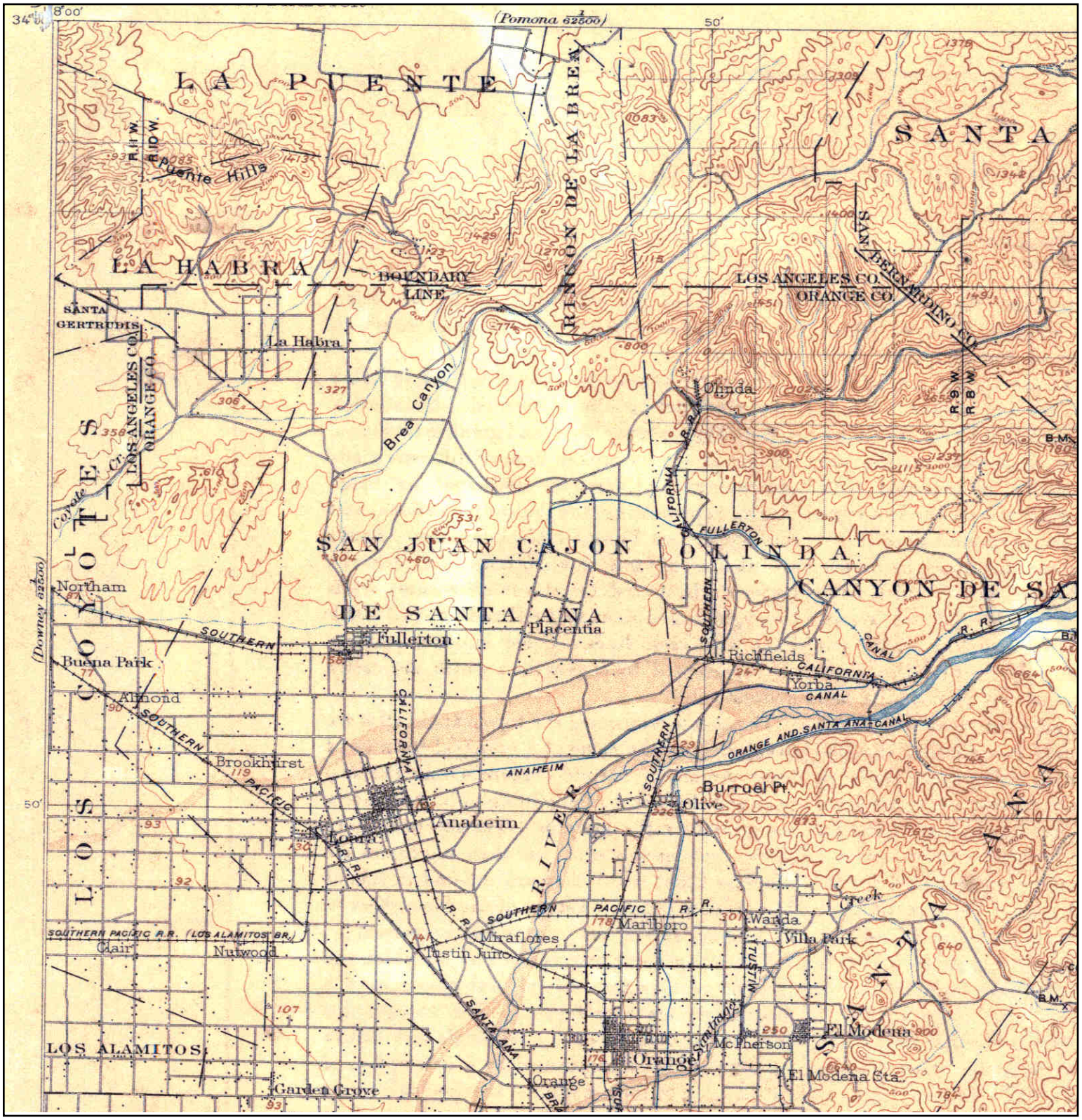


N	TARGET QUAD NAME: BALDWIN PARK MAP YEAR: 1981 PHOTOREVISED FROM :1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

N	ADJOINING QUAD NAME: ANAHEIM MAP YEAR: 1898 SERIES: 15 SCALE: 1:62500	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

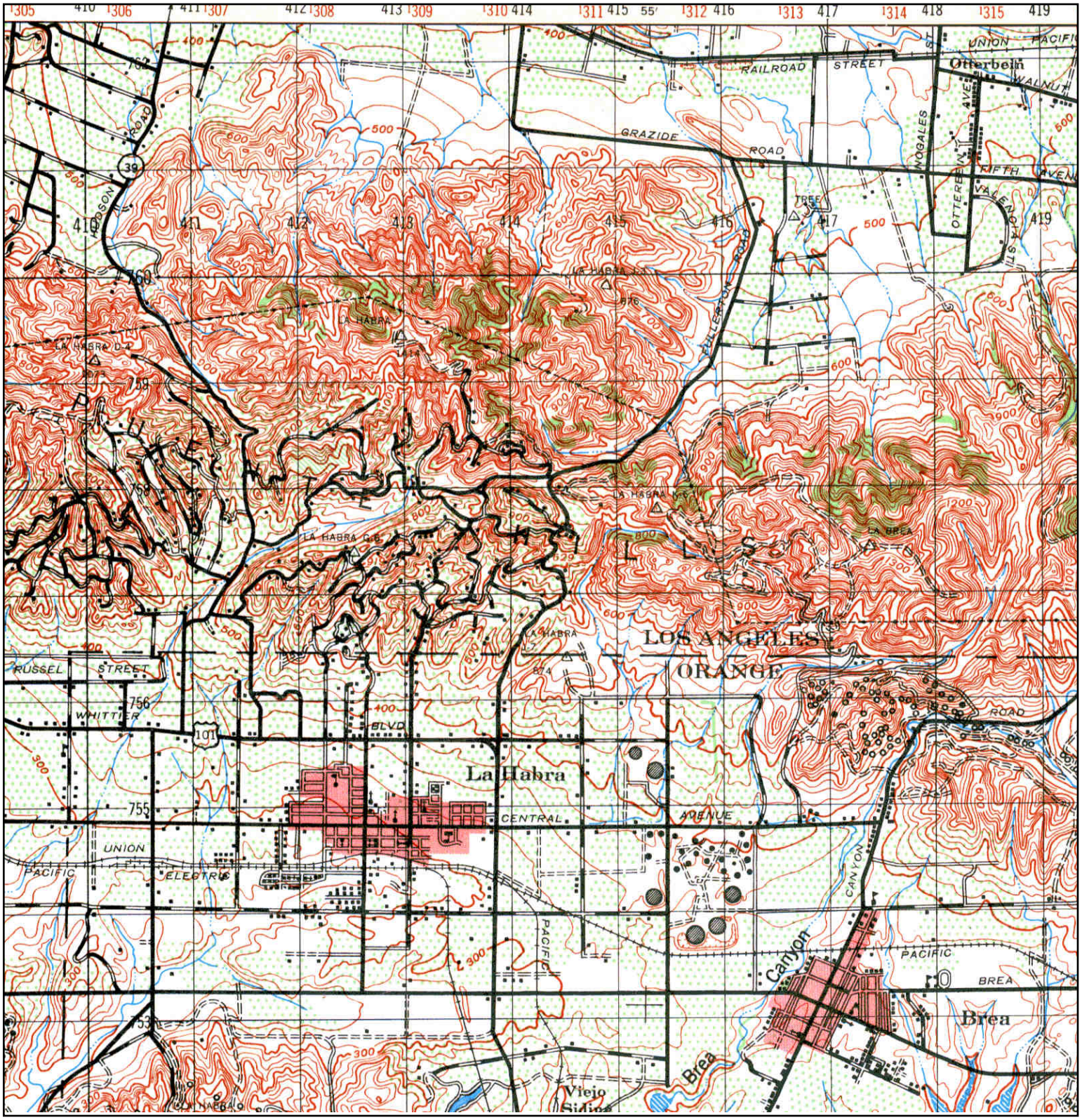


N	ADJOINING QUAD NAME: CORONA MAP YEAR: 1902 SERIES: 30 SCALE: 1:125000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1927 SERIES: 6 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

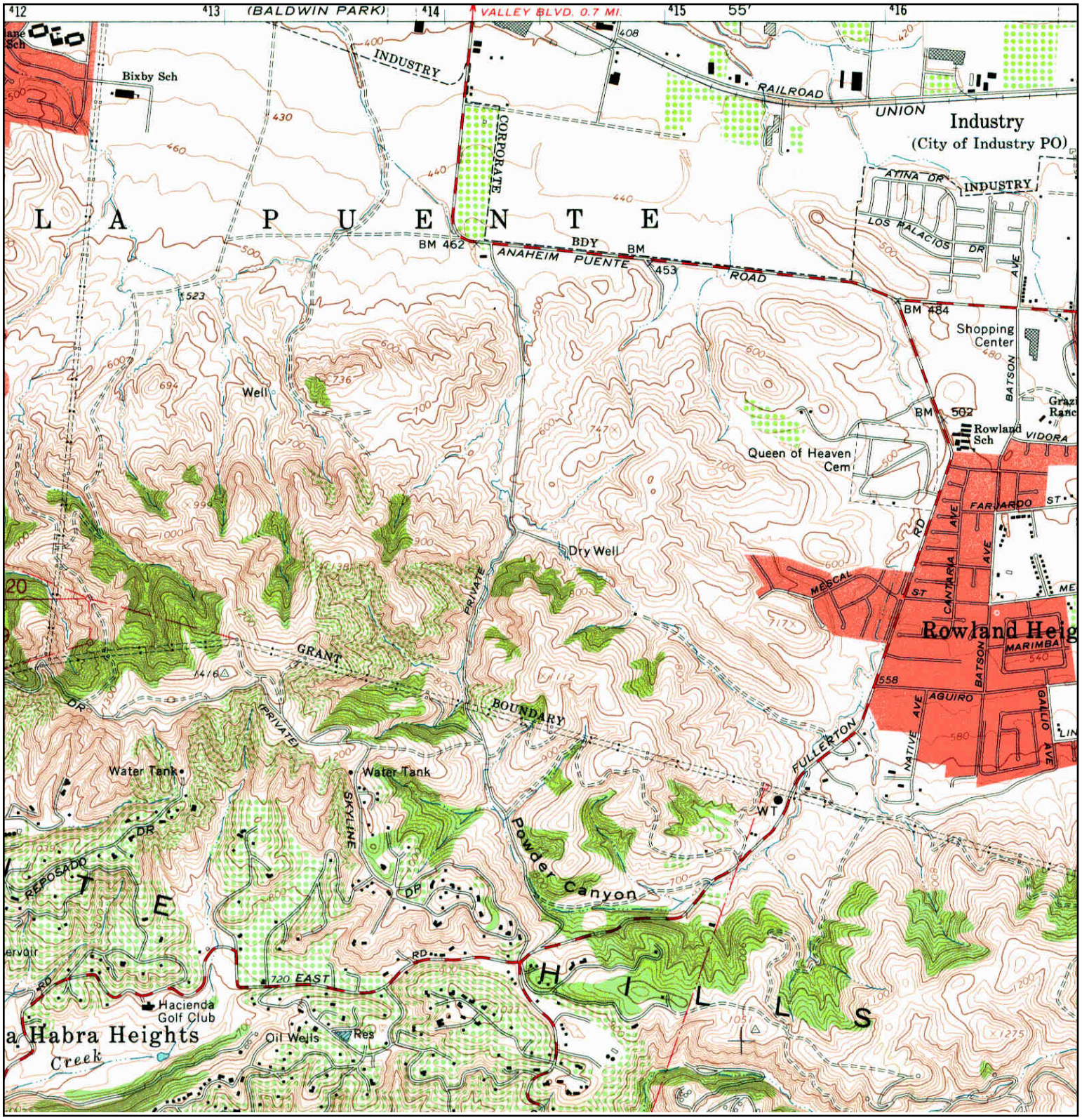


N	ADJOINING QUAD NAME: ANAHEIM MAP YEAR: 1942 SERIES: 15 SCALE: 1:50000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map

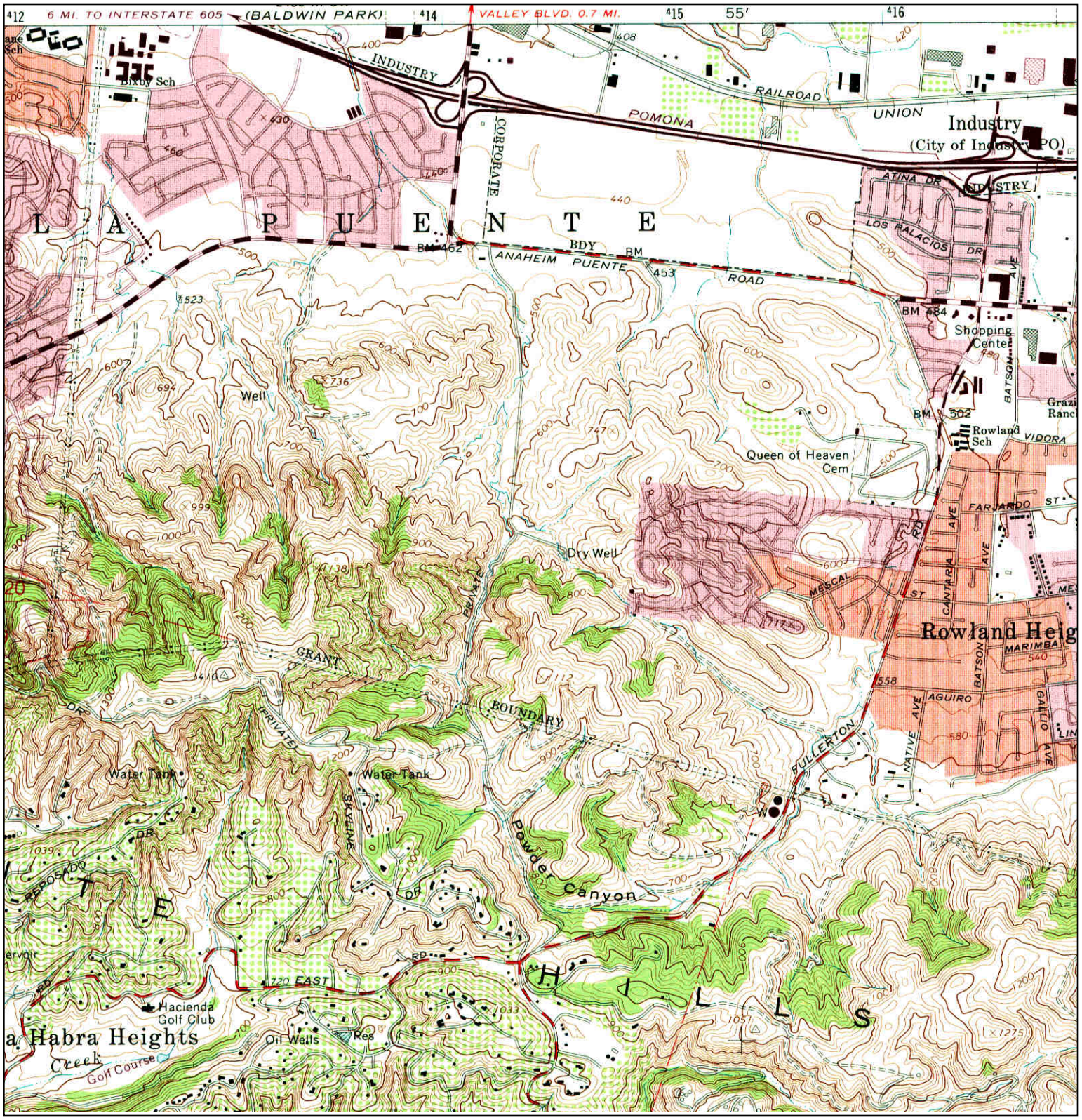
N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1950 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



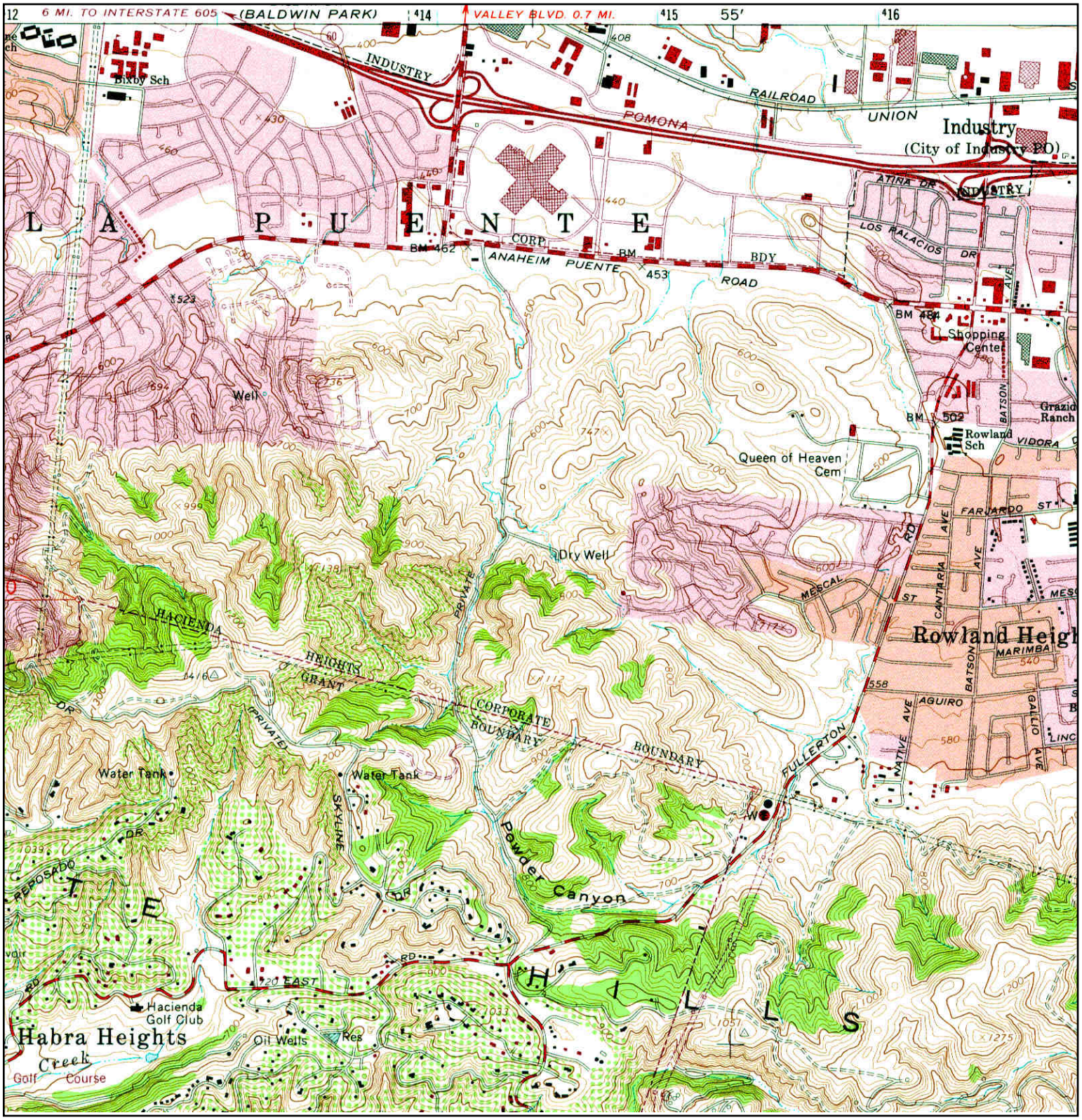
N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1972 PHOTOREVISED FROM :1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

Historical Topographic Map



N	ADJOINING QUAD NAME: LA HABRA MAP YEAR: 1981 PHOTOREVISED FROM :1964 SERIES: 7.5 SCALE: 1:24000	SITE NAME: CT City of Industry Chestnut Azusa ADDRESS: 17300 East Chestnut St Rowland Heights, CA 91748 LAT/LONG: 34.0056 / -117.9265	CLIENT: Stantec CONTACT: Ryan Mcdaniel INQUIRY#: 4032295.4 RESEARCH DATE: 08/11/2014

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.9
August 12, 2014

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

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Date EDR Searched Historical Sources:

Aerial Photography August 12, 2014

Target Property:

17300 East Chestnut St

Rowland Heights, CA 91748

Year	***Scale***	***Details***	***Source***
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	USGS
1938	Aerial Photograph. Scale: 1"=500'	Flight Year: 1938	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1952	Aerial Photograph. Scale: 1"=500'	Flight Year: 1952	USGS
1964	Aerial Photograph. Scale: 1"=500'	Flight Year: 1964	USGS
1970	Aerial Photograph. Scale: 1"=500'	Flight Year: 1970	USGS
1972	Aerial Photograph. Scale: 1"=500'	Flight Year: 1972	USGS
1981	Aerial Photograph. Scale: 1"=500'	Flight Year: 1981	USGS
1989	Aerial Photograph. Scale: 1"=500'	Flight Year: 1989	USGS
1995	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1995	USGS/DOQQ
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP

INQUIRY #: 4032295.9
YEAR: 1928
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1938
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1948
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1952
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1964
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1970
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1972
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1981
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1989
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 1995
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2005
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2009
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2010
= 500'
N
EDR

INQUIRY #: 4032295.9
YEAR: 2012
= 500'
N
EDR

CT City of Industry Chestnut Azusa
17300 East Chestnut St
Rowland Heights, CA 91748

Inquiry Number: 4032295.5
August 14, 2014

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Executive Summary

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City Directory Images

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2013	☑	☑	Cole Information Services
2008	☑	☑	Cole Information Services
2003	☑	☑	Cole Information Services
1999	☑	☑	Cole Information Services
1995	☑	☑	Haines Criss-Cross Directory
1991	☑	☑	Haines Criss-Cross Directory
1986	☑	☑	Haines Criss-Cross Directory
1980	☑	☑	Haines Criss-Cross Directory
1975	☑	☑	Haines Criss-Cross Directory

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FINDINGS

TARGET PROPERTY STREET

17300 East Chestnut St
Rowland Heights, CA 91748

Year	***CD Image***	***Source***
CHESTNUT ST		
2013	pg A1	Cole Information Services
2008	pg A5	Cole Information Services
2003	pg A10	Cole Information Services
1999	pg A14	Cole Information Services
1995	pg A16	Haines Criss-Cross Directory
1991	pg A19	Haines Criss-Cross Directory
1986	pg A22	Haines Criss-Cross Directory
1980	pg A25	Haines Criss-Cross Directory
1975	pg A28	Haines Criss-Cross Directory
1975	pg A29	Haines Criss-Cross Directory

FINDINGS

CROSS STREETS

Year	*CD Image*	*Source*

S AZUSA AVE

2013	pg. A2	Cole Information Services
2008	pg. A6	Cole Information Services
2003	pg. A11	Cole Information Services
1999	pg. A15	Cole Information Services
1995	pg. A17	Haines Criss-Cross Directory
1995	pg. A18	Haines Criss-Cross Directory
1991	pg. A20	Haines Criss-Cross Directory
1991	pg. A21	Haines Criss-Cross Directory
1986	pg. A23	Haines Criss-Cross Directory
1986	pg. A24	Haines Criss-Cross Directory
1980	pg. A26	Haines Criss-Cross Directory
1980	pg. A27	Haines Criss-Cross Directory
1975	pg. A30	Haines Criss-Cross Directory
1975	pg. A31	Haines Criss-Cross Directory

City Directory Images

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2013

16720	3T & ASSOCIATES INC
	ARROW SPEED LINE INC
	COMPUCASE INC
	NOVA WORLD INC
16750	GOLDEN WEST FOOTWEAR INC
16800	CONSOLIDATED FOUNDRIES
	PAC FOUNDRIES
16830	TELEDYNE ANALYTICAL INSTRUMENTS
16900	CARRIER
17217	ERIK MOSS
17251	M G ENGINEERING
17253	MACHINERY SALES CO
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013

879	HOMEY DESIGN INC
883	DEYCE USA INC
885	TRANG INTERNATIONAL TRADING
887	SUN UP INTERNATIONAL CORP
889	APPLE BAGS & MERCHANDISE COMPANY
891	ALLIANCE SEAFOODS INC
	EDDYS INTERNATIONAL TRADING INC
	NEW CENTURY AGRICULTURE INC
893	QUALITY COMPUTER ACCESSORIES INC
	YESING INTL INC
895	WATSON INDUSTRIES INC
	WIN SKI TRANSPORTATION
915	CAOS ENTERPRISE INC
	X TRANS
921	EVERSHINE
925	C & S TRANSPORTATION INC
	FURNITURE BASICS INC
927	BLUE SUN SOLUTIONS LLC
	FUWAN BADA INC
	SUNSHINE PATIO FURNITURE
	TRILINES EXPRESS INC
	UNIOCEAN GROUP LLC
	USA KL
	WILD WEST FOOTWARE CORP
929	AMERIQUEST
	NEWAY INTERNATIONAL INC
	SUPER QUALITY LOGISTICS INC
931	OCONCA INC
	PINKY FOOTWEAR INC
	PROSPEROUS GREEN INC
933	GEO TRANS INC
935	KHIJOTE
937	QUINCO GROUP INC
1015	CARRIER TRANSICOLD
1400	ALL AMERICAN ASPHALT
1418	OUTBACK STEAKHOUSE
1420	JOES CRAB SHACK
1478	ETHAN ALLEN
1480	SITN SLEEP
1482	EXPO FURNITURE
1548	KRISPY KREME DOUGHNUTS
1550	SEARS
	SEARS OPTICAL
1560	AMC PUENTE HILLS 20
1562	AMERICAS TIRE
1576	BUFFALO WILD WINGS GRILL & BAR
1600	24 HOUR FITNESS
	AAA GOLD EXCHANGE
	AEROPOSTALE
	ALL AMERICAN HEARING

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013 (Cont'd)

1600 ASHLKA SHOES
ATHLETIC SHOE WORLD
AUNTIE ANNES
AUTO MATES
BLOOMING BEAUTY SUPPLY & SALON
BOBA TIME
BODY BASICS
BOOKAMP INC
BP COMMUNICATIONS INC
BURLINGTON COAT FACTORY
C & L JEWELRY
CALIFORNIA UNITS LLC
CELLAIRIS
CHINA MAX
CHOW KING FOOD USA
CINNABON
CLAIRES
COSMELAND INC
COTTON ON
DANIELS
DOLL & CO
EVERTRUST BANK
EXCEL SALON & SPA
FOCUS HAIR STUDIO
FOREVER 21
GENESCO
GUESS
HOLLISTER
HOT TOPIC
IPC INTERNATIONAL
IRON PUPPY
JEWELRY JUNCTION
KANG LE HOUSE CENTER
KASSFY SPORTSWEAR
KAY JEWELERS
KELLYS COFFEE & FUDGE
KUDLIKHAN
L&L HAWAIIAN BARBECUE
LEVIKS JEWELERS
LUGGAGE MAN
MARINELLO SCHOOLS OF BEAUTY
MAXS RESTAURANT
METAL CAPSULE
MIRACLE INSTANT SHOE REPAIR
MORNING GLORY
MR DRAIN PLUMBING OF INDUSTRY
MRS FIELDS
NEW FACES PERMANENT MAKEUP
NEW SEASON
OLD NAVY

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2013 (Cont'd)

1600	OMI SALON
	ONEIL PET CENTER INC
	PACSUN
	PAPAYA CLOTHING
	PAYLESS SHOESOURCE
	PERFUME CORNER
	PHONEX
	PIERCING PAGODA
	PUENTE HILLS MALLMANAGEMENT BUSINES
	PURE BLADES
	QUICKVIEW
	RECKLESS BOARDSHOP
	RED RIBBON BAKE SHOP
	ROSS DRESS FOR LESS
	ROUND ONE ENTERTAINMENT INC
	SEES CANDIES
	SHOE 101 OF L A
	SHOES BY GAMBINO
	SILVER OF COURSE
	SKJ USA INC
	SPORTS MANIA
	STREET DREAMS
	STYLES FOR LESS
	SUPERNOVA DANCE SUPPLIES
	SUSANS SHOPPE
	TACOS MEXICO
	THE CHILDRENS PLACE
	TOKYO GRILL PUENTE HILLS
	TOSCANI EXPRESS
	TOYS R US
	TRACKLESS TRAINS
	V GENERATION INC
	VISION SHOES
	VITAMIN WORLD
	WAREHOUSE FURNITURE OUTLET
	WELLS FARGO HOME MORTGAGE
	WETZELS PRETZELS
	WIRELESS THATS IT
	ZALES JEWELERS

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2008

16720	3 T & ASSOCS INC
	3T & AMP ASSOCIATES INC
	AUTOS CONCEPT INC
	NOVA WORLD INC
	PACCO GROUP INC
16800	P A C FOUNDRIES
	STAT MEDICAL OF GEORGIA INC
16830	TELBYNE
	TELEDYNE BROWN ENGINEERING
	TELEDYNE INSTRUMENTS INC
16900	BRYANT GROUP INC
	CARRIER CORP
	U S AIR CONDITIONING DISTRIBUTORS IN
	US AIR CONDITIONING
16950	ADVANCED INCENTIVE TRAVEL
	CARRIER
17251	M G ENGINEERING
17253	MACHINERY SALES CO
17300	SKANSKA
	UTILITY TRAILER MANUFACTURING CO
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC
	PRIME TRANSPORTATION INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008

879	HOMEY DESIGN INC
881	COMPLETE SLEEP SHOP
883	PRO MOTION DISTRIBUTING
	SPO COM
887	SUN UP INTERNATIONAL CORP
889	ROTARY XECRET 7
891	COONIX INC
	KEYCOM ENTERPRISES INC
	POWMAX INC
895	EVERSHINE USA
903	MANDALAY TRADING CORP
915	CLEAR VIEW USA INC
921	DL VAN LINES
	EURASIA USA CORP
	HONG YUN PACKING & MOVING CO
	USCT TRANSPORT INC
925	FURNITURE BASICS INC
927	AHANIX CORP
	AMERICA INTERNATIONAL INC
	JAMITECH CORP
	NATURES GOLD LTD
	PACIFIC HONG INTERNATIONAL
	PACMETALS CORP
	SKYLINE TRADING INC
929	CHARLES LEVY CIRCULATION
937	ACCROSS AMERICA LOGISTICS INC
	C V LOGISTICS WAREHOUSE INC
1015	DIESEL EMISSIONS SPECIALIST
1418	OUTBACK STEAKHOUSE
1420	JOES CRAB SHACK
	LANDRYS RESTAURANTS INC
1478	ETHAN ALLEN HOME INTERIORS
1480	SIT N SLEEP
1482	EXPO FURNITURE
1500	OBA OBA GRILL
	PUENTE HILLS MALL
1548	GREAT CIRCLE FAMILY FOODS LLC
	KRISPY KREME DONUTS
1552	SEARS ROEBUCK & CO
1560	AMC THEATRES PUENTE HILLS
	AMERICAN MULTI CINEMA INC
1562	DISCOUNT TIRE CO INC
	PERFORMANCE MANAGEMENT INC
1600	24 HOUR FITNESS
	5R HEALTH
	ALLSTATE CELLULAR
	ANGLES BEAUTYCARE GROP INC
	ASHIKA SHOES
	ATHLETIC SHOE WORLD
	AZTLAN GALLERY

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008 (Cont'd)

1600 BABY DEPOT AT BURLINGTON COAT FACTOR
BARRETTS JEWELERS
BATH & BODY WORKS
BEARD PAP SWEETS CAFE
BEST IMAGE
BEYOND CO GROUP
BLOOMINGTON BEAUTY
BURLINGTON COAT FACTORY
CABELLO MARCELINO
CAFE VALER
CALIFORNIA FAMILY FASHIONS INC
CAR LENE RESEARCH INC
CARE ONE MEDICAL CENTER
CARMEN DELARA
CARTOON FIELD PUENTE
CAST & CREW
CHLOE ACCESSORIES
COMMUNICATIONS TELSCAPE
CONCRETE JUNGLE
DAVIDS GIFTS & TOBACCO
DEALS ONLY
DECO GECKO
EL GIGANTE BEAUTY COLLEGE
ELECTRONICS BOUTIQUE
ELEGANT HOME FURNISHINGS
EVERTRUST BANK
EXCEL SALON & SPA
EXOTIC SHOES
EYE EXAM 2000
FIREDOG
FOCUS HAIR STUDIO
FOOT LOCKER
FOOT LOCKER RETAIL INC
FUSION GRILL
GAP
GENERAL NUTRITION CENTER
HAPPYLAND BABY & MATERNITY INC
HOT TOPIC
IPC INTERNATIONAL CORP
JASMINE INTIMATES
JEWELRY JUNCTION
JOHNNY ROCKETS
KAY BEE TOY & HOBBY SHOP
KELLYS COFFEE
KIDS BY DESIGN
L & L HAWAIIAN BARBEQUE
LA JOLLA PATIO & MATTRESS
LEVIKS JEWELERS
LINENS N THINGS INC
LUGGAGE MAN

S AZUSA AVE 2008 (Cont'd)

1600 LUXURY PERFUMES
MAKE A FRIEND WORKSHOP
MARINELLO SCHOOLS OF BEAUTY
MAXMART
MIRACLE INSTANT SHOE REPAIR
MODAH
MORNING GLORY
MOTHERHOOD MATERNITY
MRS FIELDS COOKIES
MY BOUTIQUE
NAIL ART
NEXT WAVE
NEXTEL RETAIL STORES INC
NICKELS & DIMES INC
NU AGE WIRELESS
OBA OBA
OHAYO
OM VITHYA & PUISHAN
PACIFIC SUNWEAR CALIFRN INC
PAPAYA CLOTHING
PAT & OSCARS
PETCAMP INC
PHOTO WORLD
PORTRAIT SOLUTIONS
PUENTE HILLS L & L INC
QUIZNOS
ROSS STORES
SAN RIO RAINBOW GATE
SANRIO SURPRISES
SAVOIR FAIRE FASHION BOUTIQUE
SCREAM
SEES CANDIES
SEGA ENTERTAINMENT USA INC
SILVER MUNDO
SOLANO SHOES
SPORTS MANIA
STONEWOOD ART ANCIENT
SUNGLASSES HUT INTERNATIONAL
SWISS WATCH GALLERY 2
T MOBILE
TACOS MEXICO
TERIYAKI PALACE
THE ART GALLERY
THE CHILDRENS PLACE
THE GREAT STEAK & POTATO CO
THE INTERIOR COLLECTIONS
THINGS REMEMBERED
TIC TIME WATCH & JEWELRY SPECIALTY
TODAI PUENTE HILLS LLC
TODAI RESTAURANT

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2008 (Cont'd)

1600	TOKYO GRILL
	TWISTER
	VISION SHOES
	VITAMIN WORLD
	WOMEN PLUS
	YOGURBERRY

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 2003

16610	HOC TA
	MINI MICRO SUPPLIES
16630	TELEDYNE INSTRUMENTS INC
16720	ACCSYS SYSTEMS INC
	AMERICAN ACCSYS SYSTEM INC
	ATLAS MICRO LOGISTIC INC
	COMPUCASE CORP
	MAGIC NOVA
	ORION TECH
	PREMIER POWER PRODUCTS
	SYSTEM4LESS CO
16800	CAST PARTS INC
	PAC FOUNDRIES
16830	TELEDYNE ANALYTICAL INSTRMNT
	TELEDYNE INSTRUMENTS
16900	SCACD INC
	SO CAL AIR COND DIST INC
16950	ADVANCED INCENTIVE TRAVEL
	SOUTHERN CLFRN AIR COND DIST
17251	MG ENGINEERING LLC
17400	DIRECT PAINTING & DECORATING
	HALBERT BROTHERS INC
	PRIME TRANSPORTATION INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003

883	WANGSON BIOTECHNOLOGY GR
	WATSON INDUSTRIES INC
885	SHUN HWA TRADING
	VICTOR TRANG
887	SUN UP INTERNATIONAL CORP
893	QUALITY COMPUTER ACCESSORIES INC
923	PRIME AMERICA FREIGHT SYSTEMS
	PRIMEPAK INC
927	JAMICON CORP
	JAMITECH CORP
	SMART DEPOT
937	HIGH COUNTRY LINENS INC
948	AZUSA RAILROAD 76 SERVICE
1015	CARRIER TRANSICOLD OF SOUTHERN
	KIDRON OF SOUTHERN CALIFORNIA
1418	OUTBACK STEAKHOUSE
1478	ETHAN ALLEN INC
1482	EXPO FURNITURE
1500	PUMPKIN CITY
1548	KRISPY KREME
1552	SEARS AUTO CTR
1560	AMERICAN MULTI CINEMA INC
1562	WINSTON TIRE CO
1600	ALLSTATE CELLULAR
	ANGLES COLORS CUTS & PERMS
	ART STONEWOOD
	ARTESANIA MEXICANA
	ASHIKA SHOES
	AUTO MATES
	BASIC TREND
	BEAUTYREST SIMMONS
	BETTER SPOT ENTERPRISES
	BEVELED BLESSINGS
	BOBBY LAYMAN CHEVROLET
	BORDERS BOOKS & MUSIC
	CARTOON FIELD PUENTE
	CHLOE ACCESSORIES
	CITTA THE NATURE
	CLOTHESTIME
	CO USA
	CREPE CREPE
	DAVIDS GIFTS & TOBACCO
	ELECTRONICS BOUTIQUE
	FAMOUS FOOTWEAR
	FARAMARZ FINE JEWELRY & ANTQ
	FOCUS HAIR STUDIO
	FRED MEYER JEWELRY
	GENERATION Y
	GMWRK STD AT PNT HILLS MALL
	HI E PRODUCTIONS INC

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003 (Cont'd)

1600	HOUSE OF BLUE JEANS
	IPC INTERNATIONAL CORP
	JEWELRY JUNCTION
	JOHNNY ROCKETS
	JOURNEYS
	JUST SPORTS
	KAY BEE TOY & HOBBY SHOP
	KIDS BY DESIGN
	KUPELIAN CO
	L & L HAWAIIAN BARBEQUE
	LA ITALIAN KITCHEN
	LA ITALIAN KITCHEN MANAGEMENT INC
	LEATHERUP CO
	LENSCRAFTERS
	LG DEBON INC
	LIDS
	LILLIAN MAYBERRY
	LINEN NTHINGS
	LUXURY PERFUMES
	MAGIC STEP 8
	MEND IT ASPHALT & CONCRETE
	MOBILE SYSTEMS WIRELESS
	MONGOLIAN GRILL
	MORNING SUN GARDEN
	MOTHERHOOD MATERNITY
	MRS FIELDS COOKIES
	N CRAFT COUNTRY
	NAIL ART
	NEED TO DECORATE
	OLD NAVY CLOTHING CO
	PAPAYA CLOTHING
	PAT & OSCARS
	PHOTO WORLD
	PIT FIRE PIZZA
	PLAY MAKER
	POWER CELL PUENTEHILLS
	PUENTE HILLS FLOWERS & GIFTS
	PUENTE HILLS L & L INC
	PUENTE HILLS MALL SEES CANDIES
	SHARK ATTACK NORTH AMERICA
	SIMPLY FUN
	SOLANO SHOES
	SPEEDY JEWELRY REPAIR
	STEAK & POTATO
	SUNSHINE PLACE
	TERIYAKI PALACE
	THE GLASS ACT
	THE GREAT STEAK & POTATO CO
	THE LOCKER ROOM
	VISION SHOES

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 2003 (Cont'd)

1600	VITAMIN WORLD INC
	WOMEN PLUS
	XSILVER LLC
	ZEES AS SEEN ON TV

Target Street	Cross Street	Source
✓	-	Cole Information Services

CHESTNUT ST 1999

17253 HIROSHI HATANO
17400 HALBERT BROTHERS
HALBERT BROTHERS INCORPORATED

Target Street	Cross Street	Source
-	✓	Cole Information Services

S AZUSA AVE 1999

903	ABRAXAS
915	AMERICAN DEALER ACCESSORIES
948	AZUSA-RAILROAD 76 SERVICE
1560	AMC PUENTE HILLS 20 THEATRE
1562	TRI VALLEY TIRE OUTLETS

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1995

CHESTNUT E 91748
ROWLAND HTS

16610	*MASTER DESIGN FURN	333-2257	3
16620	XXXX	00	
16750	*PORT PLASTICS INC	333-7678	6
16800	*TELEDYNE PICCO	961-0711	
	*TELEDYNE PICCO	961-0713	+4
16830	*TELEDYNE ANALYTICAL	961-9221	6
16900	*CARRIER AIR CONDG	854-4500	1
16950	*PAYNE AIR CONDG	965-3311	
17251	*M G ENGINEERING	913-1562	8
17253	*G S BATTERY INC	964-8348	8
17400	*HALBERT BROTHERS	913-1800	8
	*PRIME TRANSPRTN	854-6330	2

* 11 BUS 1 RES 1 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1995

AZUSA AV S 91744
LA PUENTE

WEALTH CODE 2.8

110	•GUERRERO Ruben	964-5162	
111	★POLARIS EQUITY INC	913-7091	3
116	XXXX	00	
125	XXXX	00	
140	•GUTIERREZ Francisco	913-4800	
144	•HERTEL Dale	964-3108	
150	GONZALEZ Alvarez M	810-3651	3
208	•ARNOLD Dessa	964-5983	
214	FLORES Edw	964-7715	
236	JINZO Isela	912-4232	
248	XXXX	00	
362	★THRIFTY OIL CO	965-9042	0
389	★IMPERL AUTO REPAIR	912-1336	3
391	XXXX	00	
393	★WHITE HOUSE SERVICE	854-1155	+4
401	★ARISTA DENTAL CRMC	913-3629	8
	★HURTADO A DDS	810-8222	0
	★PAC DENTAL OFFICE	810-8222	0
409	XXXX	00	
411	★MATTEOS PIZZA	965-2178	
414	XXXX	00	
421	XXXX	00	
425	XXXX	00	
429	★UNCLE VANS DONUT SH	965-4486	1
433	XXXX	00	
437	★THE OFFICE	964-8616	
442	XXXX	00	
443	★K&B LIQUOR	913-8739	3
445	★BOCA DEL RIO	912-0703	6
447	★THRIFTY OIL CO 306	965-3363	1
	★THRIFTY OIL 306	965-9200	1
450	XXXX	00	
525	★US MC RECRTNG STA	965-3851	8
541	★TACO TOWN	964-5811	
585	★BAMBOO GARDEN	965-2606	1
595	XXXX	00	

ZIP CODE 91748
ROWLAND HTS

948	★AZUSA RR 76 SERVICE	965-1415	3
1015	★CARRIER TRANSICOLD	913-4331	+4
1100	XXXX	00	
1215	XXXX	00	
1238	XXXX	00	

EVEN NUMBERS 91748
ROWLAND HTS

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1995

ODD NUMBERS 91745
HACIENDA HTS

WEALTH CODE 7.3

1605	XXXX	00	
1607	★HACIENDA CNTR SHOE	912-2018	
1607½	★ALTMAN S DDS	965-7445	
	★CHAN MICHAEL DDS	913-0222	3
	★LEHNER JAMES CHIRO	912-9946	1
	★MILANI F DDS	965-7445	
	★VALLEY DENTAL CNTR	965-7445	
	★YE STANLAKE DMD	913-3344	2
1609½	★CARLSON TRVL NETWRK	912-2551	3
	★DANTES TOUR&TRAVEL	912-2551	
1611	★BEST 1 HR FOTO&STDO	912-5280	1
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★NORWEST FINANCIAL	913-1009	3
1617	XXXX	00	
1619	★FANTASTIC SAMS	810-3595	3
1625	★VONS CO PRODUCE	964-5364	
1629	★SWENSONS ICE CREAM	912-2121	
1630	★BENNIGANS	912-5980	9
1631	XXXX	00	
1635	★COLIMA BEAUTY SPLY	965-7888	8
1637	★GREAT EARTH VITAMIN	964-0097	
1639	★DOUGS ANIMAL HOUSE	965-0697	
1655	★LONGS DRUG HCNDA	912-2441	
	★LONGS DRUG HCNDA	964-7904	
	★LONGS DRUG STORES	912-1691	
1669	XXXX	00	
1671	★SUNNYS CLEANERS	913-4777	0
1673	XXXX	00	
1675	★SIRIJIT THAI CAFE	810-9900	2
1677	★A TO Z MAIL SVS INC	854-3554	2
1679	★HAINES FRAMING&GLRY	965-5747	8
1681	XXXX	00	
1683	★TOKYO LOBBY REST	912-0908	
1687	★SUMITOMO BANK OF CA	912-2501	
1695	★COCOS FAMILY REST	912-4141	
1696	★UNOCAL SELF SRV STA	912-3150	
1697	★EL TORITO RSTRNT	965-3391	2

ZIP CODE 91745
HACIENDA HTS

WEALTH CODE 7.3

1850.....	BUILDING		
	★ADULT&CHILD ALLERGY	810-5450	3
	★ADVANCED MDCL GROUP	913-6487	3
	★C A L PATIENT SV CT	965-1757	+4
	★CHEN ANTHONY MD	912-5335	+4
	★CHEN JAS MD	912-1155	9
	★CHEN YUAN FEI MD	912-5335	
	★CHUNGEFUNG J MD	913-2822	0
	★COLIMA MEDICAL CLNC	964-2880	1
	★D M G MRI	964-1645	+4
	★DENGROVE JOAN MD	964-6012	9
	★DERMATOLOGY CLINIC	964-9509	1
	★DEWHIRST JAMES H MD	964-7300	0
	★EVERGREEN PUENTE	965-8202	3
	★FLANDERS ERIC MD	964-3040	6
	★GIORDANO JOS MD	912-6888	0
	★GU JANE S MD	964-2880	
	★GU RON Y MD	964-2880	
	★HAN ABRAHAM MD	810-5998	+4
	★INTERHEALTH CORP	965-1893	3
	★ITHACA MEDICAL GRP	912-5335	+4
	★KPADUWA J MD FACOG	912-3344	0
	★LEIDY PHILIP	913-7242	1
	★LIAO BENEDICT MD	810-8618	2
	★LIM ROSIE C MD	964-3040	3
	★LO GARLAN MD	912-6888	0
	★LO GARLAN MD	698-1775	2
	★LOWE OARIONA DDS	854-9530	3
	★MCCARTHY JOHN D MD	912-5767	0
	★MEISTER JOAN MD	964-6012	9
	★NUBIAN DISTRIBUTION	913-5995	+4
	★PUENTE HLS FMLY CRE	810-3659	
	★PUENTE HLS MDCL CTR	964-5835	2
	★PUENTE HLS PHARMACY	912-3311	9
	★PUENTE HLS RDLGY	913-1665	2
	★PUENTE HLS URGNT CR	810-3659	
	★PURDOM KENNETH R MD	912-2223	8
	★ROSSOPOULOS E DDS	854-9530	3
	★RYAN JUANITA	913-7242	1
	★SALIB HANI I MD	964-3040	1
	★SHEN JEN YEE MD	964-9509	0
	★SHINDEL NEIL M MD	964-6697	0
	★SHU VINCENT MD	964-3121	1
	★VOUIS STEVE J MD	913-0309	0
	★VOUIS STEVE J MD	913-8961	2
	★WODKA RICHARD MD	810-3659	0
	★WONG STEPHEN C MD	810-5450	3
	★WU PETER MD	964-3040	+4
1850.....			
1905	★COURTYARD MARRIOTT	965-1700	0
★	99 BUS 28 RES	9 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1991

CHESTNUT E 91748
ROWLAND HTS

16610	★RACHLIN FURN OF CA	333-2257	6
16620	★ALMAC FELT	968-5687	6
16750	★PORT PLASTICS INC	333-7678	6
	★PORT PLASTICS INC	721-8674	9
16800	★TELEDYNE PICCO	961-0711	2
16830	★TELEDYNE ANALYTICAL	961-9221	6
16950	★PAYNE AIR CONDG	965-3311	
	★WALSH CONSTR CO	912-8159	9
17251	★M G ENGINEERING	913-1562	8
17253	★G S BATTERY INC	964-8348	8
	★G S BATTERY INC	598-5877	9
17400	★HALBERT BROTHERS	913-1800	8
	★L A WATER TREATMENT	912-5411	

★ 13 BUS 0 RES 0 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1991

AZUSA AV S 91744
LA PUENTE

110	GUERRERO Ruben	964-5162	
111	★PETROLEUM IND CNSLT	913-7091	6
116	XXXX	00	
125	XXXX	00	
140	GUTIERREZ Francisco	913-4800	2
	SANDOVOL Josea	964-9589	8
144	HERTEL Dale	964-3108	
150	GARCIA Raquel	964-0755	+0
208	ARNOLD Dessa	964-5983	1
214	FLORES Edw	964-7715	
236	JINZO Isela	912-4232	3
248	XXXX	00	
362	★THRIFTY OIL CO	965-9042	+0
389	★COMNTY ATO&TRCK RPR	964-1488	
	★UNION STEEL PRODS	965-4632	+0
391	★COMNTY TRANSMISSION	964-1365	
393	★AZUSA AVE AUTO PRTS	964-6501	
401	★ARISTA DENTAL CRMC	913-3629	8
	★FABRIC WAREHOUSE	964-2117	
	HURTADO A DDS	810-8222	+0
	★PAC DENTAL OFFICE	810-8222	+0
409	★DRAPERIA STORE	965-0688	
	★DRAPERIA STORE DIV	595-8666	7
	★STAR DRAPERIES MFG	965-0688	1
411	★MATTEOS PIZZA	965-2178	
415	★MOVIE TIME	964-8585	8
417	XXXX	00	
419	★LOUIS HARDWARE	965-6691	
421	★HAIR BY MARY HELEN	964-2908	3
	★HAPPY SHEARS BY PAM	810-6172	5
425	★AMIGO TRAVEL&SERV	964-9216	7
429	★VANS DONUT SHOP	965-4486	4
433	★INDUSTRY HLLS CRPT	912-4945	+0
437	★THE OFFICE	964-8616	
442	XXXX	00	
445	★BOCA DEL RIO	912-0703	6
447	★CIRCLE K STORE 7857	965-3363	+0
450	XXXX	00	
525	★US MC RECRTNG STA	965-3851	8
541	★TACO TOWN	964-5811	2
585	★HAPPY FAMILY REST	965-2606	7
595	XXXX	00	

ZIP CODE 91748
ROWLAND HTS

948	★TONYS UNION 76	965-1415
1100	XXXX	00
1215	XXXX	00
1238	XXXX	00

EVEN NUMBERS 91748
ROWLAND HTS

ODD NUMBERS 91745
HACIENDA HTS

1605	★BANK AM CHCKNG&SVNG	914-7631	8
	★BANK AM NEW ACCOUNT	369-7978	+0
1607	★HACIENDA CNTR SHOE	912-2018	3
1607½	★ALTMAN S DDS	965-7445	
	★MILANI F DDS	965-7445	
	★VALLEY DENTAL CNTR	965-7445	
1609½	★DANTES TOUR&TRAVEL	912-2551	
1611	★ATL FISH&CHIPS	964-5114	
1611½	★PRONTO DONUTS	964-9003	
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★EMPIRE AMER FED BNK	965-1904	7
1617	★ARTHUR R HALE DDS	912-5391	
	★HALE ARTHUR R DDS	912-5391	
1619	★YOGURT MILL 2	913-8714	6

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1991

AZUSA AV S 91745 CONT

1625	★VONS GROCERY	964-5364	
1629	★SWENSENS ICE CREAM	912-2121	
1630	★BENNIGANS	912-5980	9
1631	★RANDOLPHS HALLMARK	912-2116	
1635	★COLIMA BEAUTY SPLY	965-7888	8
1637	★GREAT EARTH VITAMIN	964-0097	2
1639	★DOUGS ANIMAL HOUSE	965-0697	1
1655	★LONGS DRUG HCNDA	912-2441	
	★LONGS DRUG HCNDA	964-7904	1
	★LONGS DRUG PRSCRPTN	912-1691	4
1669	★TRUST SAVINGS BANK	913-2011	8
1671	★SUNNYS CLEANERS	913-4777	+0
1673	CAFE Romano	912-9922	+0
1675	★VIDEO FLICKS	810-6292	5
1677	XXXX	00	
1679	★HAINES FRAMING&GLRY	965-5747	8
1681	XXXX	00	
1683	★TOKYO LOBBY	912-0908	1
1687	★SUMITOMO BANK OF CA	912-2501	
1695	★COCOS FAMILY REST	912-4141	
1696	★UNOCAL CORP	912-3150	
1697	★QUE PASA RESTAURANT	965-3391	
1850	BUILDING		
	★BRITTO JOHN A MD	913-8660	9
	★CERNI MARY DO	912-1288	+0
	★CHEN JAS MD	912-1155	9
	★CHUNGEFUNG J MD	913-2822	+0
	★DENGROVE JOAN MD	964-6012	9
	★DEWHIRST JAMES H MD	964-7300	+0
	★FIGHTLIN R S MD INC	912-3755	9
	★FLANDERS ERIC MD	964-3040	8
	★GIORDANO JOS MD	912-6888	+0
	★INTERHEALTH CORP	965-5555	+0
	★JAHNG G MD	913-4779	+0
	★KPADUWA J MD FACOG	912-3344	+0
	★LO GARLAN MD	912-6888	+0
	★MACLEOD JAMES H MD	912-7587	
	★MCCLOUD JAMES H MD	912-7587	
	★MEISTER JOAN MD	964-6012	9
	★PIERANDOZZI JOHN MD	913-7227	+0
	★PUENTE HLS FMLY CRE	810-3659	+0
	★PUENTE HLS MDCL LAB	964-3599	+0
	★PUENTE HLS PHARMACY	912-3311	9
	★PURDOM KENNETH R MD	912-2223	8
	★SARGENT DENNIS J MD	913-7227	+0
	★SHAH MUKESH MD	965-1961	+0
	★SHEN JEN YEE MD	964-9509	+0
	★SHINDEL NEIL M MD	964-6697	+0
	★VOUIS STEVE J MD	913-0309	+0
	★WODKA RICHARD MD	810-3659	+0
1850			
1905	★COURTYARD MARRIOTT	965-1700	+0

★ 89 BUS 22 RES 28 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1986

CHESTNUT E 91748
ROWLAND HTS

16610	*RACHLIN FURN OF CA	333-2257	+6
16620	*ALMAC FELT	968-5687	+6
16750	*PORT PLASTICS INC	333-7678	+6
16800	*TELEDYNE PICCO	961-0711	2
16830	*TELEDYNE ANALYTICAL	961-9221	+6
16900	*CARRIER AIR COND	965-2441	
	*CARRIER AIR CONDTNG	965-2441	
16950	*PAYNE AIR CONDG	965-3311	
17400	*L A WATER TREATMENT	912-5411	0

* 9 BUS 0 RES 4 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1986

AZUSA AV S 91744
LA PUENTE

110	GUERRERO RUBEN	964-5162	
111	★C&C ENGINEERING CO	912-2467	5
	★PETROLEUM IND CNSLT	913-7091	+6
125	XXXX	00	
140	GUTIERREZ FRANCISCO	913-4800	2
144	HERTEL DALE	964-3108	
150	XXXX	00	
208	ARNOLD DESSA	964-5983	1
214	FLORES EDW	964-7715	
236	JINZO ISELA	912-4232	3
248	XXXX	00	
362	★BEST CAL GAS LTD	965-9042	2
389	★COMNTY ATO&TRCK RPR	964-1488	
391	★COMNTY TRANSMISSION	964-1365	
393	★AZUSA AVE AUTO PRTS	964-6501	
401	★BILES KENNITH DDS	912-5478	2
	★FABRIC WAREHOUSE	964-2117	
	★HAJJAR GEO DDS	912-5478	
	★INDUSTRY HL DENTAL	912-5478	2
	★MCHALE NANCY DDS	912-5478	
	★SHARP LEE DDS	912-5478	5
409	★DRAPERIA STORE	965-0688	9
	★STAR DRAPERIES MFG	965-0688	1
411	★MATTEOS PIZZA	965-2178	
413	GLEASON WM	965-3435	+6
	PAYAN RENE T	964-4720	+6
	SAENZ JAMIE	913-8812	+6
	★VISTA BROKERS	810-8899	5
415	★MOVIE TIME	964-8585	4
419	★LOUIS HARDWARE	965-6691	
421	★HAIR BY MARY HELEN	964-2908	3
	★HAPPY SHEARS BY PAM	810-6172	5
	TARAZONA CONNIE	913-6928	+6
425	★PRINCESS NAILS	912-3565	+6
429	★VANS DONUT SHOP	965-4486	4
433	★LA PUENTE CHCK CSHG	913-2999	5
	★WESTRN UNION	913-2999	+6
437	★THE OFFICE	964-8616	
442	XXXX	00	
445	★BOCA DEL RIO	912-0703	+6
447	★GO LO SELF SERVICE	965-9090	
450	XXXX	00	
515	★IVY GARDEN RSTRTN	369-6603	+6
541	★TACO TOWN	964-5811	2
585	★SILVER LK CHNS REST	965-2606	+6

ZIP CODE 91748
ROWLAND HTS

948	★TONYS UNION 76	965-1415	0
1100	★L A CROWN INTL	965-3456	4
	★MURRAY MINT	965-8659	4
	★RUSSELL S ACT CA	965-8355	+6
1215	XXXX	00	
1238	XXXX	00	

EVEN NUMBERS 91748
ROWLAND HTS

ODD NUMBERS 91745
HACIENDA HTS

1605	★BANK AM ATMTD TELLR	961-6331	3
1607	★HACIENDA CT SH RPR	912-2018	3
1607½	★ALTMAN S DDS	965-7445	9
	★MILANI F DDS	965-7445	9
	★PASKO DENNIS DDS	965-7445	0
	★VALLEY DENTAL CNTR	965-7445	9
1609	★HACIENDA HTS OPTMTC	912-2517	4
	★WATANABE TERUO OD	912-2517	9
	★YOSHINAGA P OD	912-2517	4
1609½	★DANTES TOUR&TRAVEL	912-2551	9
1611	★ATL FISH&CHIPS	964-5114	0
1611½	★PRONTO DONUTS	964-9003	
1613	★BO BO CHINESE REST	964-0211	
	★BOBO CHINESE REST	964-0211	
1615	★PAC THRIFT&LOAN	965-1904	2
1617	★ARTHUR R HALE DDS	912-5391	0
	★HALE ARTHUR R DDS	912-5391	0
1619	★YOGURT MILL 2	913-8714	+6
1625	★VONS MRKT HCND BKRY	965-5325	8
	★VONS MRKT HCND GRCY	964-5364	8
	★VONS MRKT HCND MEAT	964-9263	8
1629	★SWENSENS ICE CREAM	912-2121	9
1630	★HOWARD JOHNSONS	964-0222	3
1631	★RANDOLPHS HALLMARK	912-2116	9
1635	XXXX	00	
1637	★GREAT EARTH VITAMIN	964-0097	2
1639	★DOUGS ANIMAL HOUSE	965-0697	1
1655	★LONGS DRUG HCNDA	912-2441	8
	★LONGS DRUG HCNDA	964-7904	1
	★LONGS DRUG PRSCRPTN	912-1691	4
1669	XXXX	00	
1671	★LEWIS CLEANERS	964-8363	9

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1986

..AZUSA AV S 91745 CONT..

1673	XXXX	00	
1675	*VIDEO FLICKS	810-6292	5
1677	*COLIMA BEAUTY SPL	965-7888	9
1679	*ANTHONYS HAIR SALON	965-8476	1
	*HAIR BY JON PIERRE	965-8476	9
1681	XXXX	00	
1683	*TOKYO LOBBY	912-0908	1
1687	*SUMITOMO BANK OF CA	912-2501	8
1695	*COCOS FAMILY RSTRNT	912-4141	9
1696	*UNION OIL CO	912-3150	0
1697	*QUE PASA RESTAURANT	965-3391	0
	*QUE PASA RESTAURANT	912-6200	1

* 74 BUS 21 RES 12 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1980

CHESTNUT 91745
HACIENDA HTS

CITY OF INDUSTRY AREA

16610	ALMAC FELT	968-5687	4
	CROWN CADCO FRNTR	333-2257	3
16900	CARRIER AIR CONDTNG	965-2441	4
	CARRIER COMPANY	912-4491	9
	CARRIER MACHINE SYS	965-2441	
	E T S C O LTD	965-1688	9
	ELLIOTT CO	965-1688	
	ILG INDUSTRIES DIV	965-2441	+0
16950	PAYNE SALES	965-3311	2

ZIP CODE 91748
ROWLAND HTS

17205	XXXX	00	
17400	CHROMALLOY AMERICAN	912-5411	+0
	L A WTR TRTMNT DIV	912-5411	+0

★ 11 BUS 1 RES 3 NEW

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1980

AZUSA AV S 91744 LA PUENTE

110	GUERRERO REMBERTO	964-5162	7
111	BENS SMITH CONSTR	965-6366	+0
	FISCHBACH&MOORE	912-2427	+0
	PASCAL&LUDWIG INC	912-5053	+0
116	XXXX	00	
125	CLYDE W WOOD&SONS	912-4402	+0
	PASCAL&LUDWIG INC	965-0941	7
144	HERTEL DALE	964-3108	
150	GARCIA CRISTOBAL	965-3070	+0
202	CASTRO JESUS	912-2129	9
208	ARNOLD DESSA	961-5983	+0
214	FLORES EDW	964-7715	2
236	MANIACI SAM	965-6570	7
248	KUNKLE B L	964-2979	
389	COMMUNTY AUTO RPR	964-1488	4
391	COMMUNTY TRNSMSN SV	964-1365	5
393	AZUSA AVE AUTO PRTS	964-6501	6
401	AZUSA VLY FMLY DNTL	912-5478	+0
	FABRIC WAREHOUSE	964-2117	7
	PASION EDWARDO DDS	912-5478	+0
409	DRAPERIA STORE	965-0688	9
411	MATTEOS PIZZA	965-2178	5
414	XXXX	00	
415	CENTURY 21 D WILSON	912-4571	+0
	CENTURY 21 LA PNTE	965-0631	8
419	LOUIS HARDWARE	965-6691	6
421	TAURO TAMALES	965-6893	+0
425	TAURO TAMALES	912-7983	+0
429	AMBER BAKERY REST	965-4486	8
	LORI LUS FINE FOODS	965-4486	4

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1980

AZUSA AV S 91744 CONT..

433	XXXX	00
437	THE OFFICE	964-8616
442	GARCIA FRANCISCO	964-4009 2
445	BAKERS DRIVE IN	964-4111
447	CONWAY AUTOMOTIVE	912-7272+0
	GO LO SELF SERVICE	965-9090 7
450	MARTINEZ ADRIAN	912-6659 +0
563	PROGRESSV HAIR DSGN	964-1198+0
565	SUNIL IMPORTS	912-2014+0
569	NATALIE CLOTHING SH	912-8152+0
573	ANDERSON L J MD	964-6256+0
	PUENTE PLAZA MED	964-6256+0
585	THREE STARS COFFEE	965-9104+0
591	CASA DE MUSICA	965-9757+0
595	PHILS LIQUOR	964-1712+0

ZIP CODE 91748
ROWLAND HTS

948	TONYS UNION 76	965-1415+0
1100	ADVANCED CHEM TECH	965-8355 5
	CALIF COATINGS	964-0667+0
	EAST PACKAGING CO	965-0891 9
	POLY DRUM DIV ACT	965-8355 5
	TASER SYSTEMS INC	965-8355 5
1215	DANIEL JIM ARCO	965-5439 4
	JIM DANIEL ARCO	965-5439 4
1238	H P TOOL SUPPLY	965-2502 8
1242	HENRY P TRUCK RNTL	336-6694+0
1246	H P SAFE MFG CO	964-3478 5
1605	BANK OF AM HCNDA HT	961-6331+0
1607	KAZARI WEST	912-2488 9
1607½	ALTMAN S DDS	965-7445 9
	PASKO JOHN DDS	965-7445 +0
	VALLEY DENTAL CENTE	965-7445 9
	MILANI F DDS	965-7445 9
1609	WATANABE TERUO	912-2517 9
1609½	DANTES TOUR&TRAVEL	912-2551 9
1611	ATL FISH&CHIPS	964-5114+0
1611½	PRONTO DONUTS	964-9003 9
1613	LUSK REALTY	912-2571 9
1615	WATSON PHTGRY EAST	964-1283 9
1617	ARTHUR R HALE DDS	912-5391+0
	HALE ARTHUR R DDS	912-5391+0
1619	HACIENDA COIN GLLRY	912-2046 9
1625	VONS GROC HACNDA	964-5364 8
	VONS GROC HACNDA HT	964-9263 8
	VONS GROC HACNDA HT	965-5325 8
1629	SWENSENS ICE CREAM	912-2121 9
1631	RANDOLPHS HLLMRK HS	912-2116 9
1635	FASHION EXPRESS	965-6093+0
1637	GREAT EARTH DIS VIT	912-4554+0
1639	ARCHIES HS PETS 3	965-0697 9
1655	LONGS DRUG ST	912-2441 8
	LONGS DRUG STORE	912-1691 8
1669	SOUNDTOWN LTD	912-4422 9
1671	LEWIS CLEANERS	964-8363 9
1673	SOUTHERN CA OFC SPL	965-0670+0
	SOUTHERN CAL OFC SP	965-0670+0
1675	SPORTS FEET	964-6439 9
1677	COLIMA BEAUTY	965-7888 9
1679	HAIR BY JON PIERRE	965-8476 9
	JON PIERRE HAIR SLN	965-8476 9
1680	XXXX	00
1681	HACIENDA CLOCK CHOP	965-4544 9
1683	ROMA ITALIAN DINING	912-2511 8
1687	SUMITOMO BANK P HLS	912-2501 8
1695	COCOS FAMOUS HMBGR	912-4141 9
1696	UNION OIL CO	912-3150+0
1697	QUE PASA RESTAURANT	965-3391+0
NO #	MOULDER BROTHERS	912-1850+0

★ 79 BUS 18 RES 36 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1975

CHESTNUT 91749 LA PUENTE

CITY OF INDUSTRY
AREA

16610*ALMAC FELT&SUPPLY 968-5687 4

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

CHESTNUT ST 1975

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..CHESTNUT                    91749 CONT..
      *CADILLAC FURNITR CO333-2257 3
16900*CARRIER AIR CONDTNG965-2441 4
      *CARRIER LOS ANGELES965-2441
      *CARRIER MACHINERY  965-5901+5
      *ELLIOTT CO         965-1688
      *ILG INDSTR RGNL OFC965-3731+5
16950*PAYNE SALES        965-3311 2
17300*UTILITY TRAILER MFG965-8473+5
17400*CHROMALLOY AMER CRP964-3433+5
      *L A WATER TREATMENT964-3433 3
      *  11 BUS    0 RES    4 NEW
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Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1975

AZUSA AV 91744 LA PUENTE

110	XXXX	00
116	BARAJAS EMILIO	965-3629+5
122	ALVARADO QUIRINO V	964-2988
123	DOTSON R N	965-2236+5
	*HILLSIDE STHRN BAPT	964-6730 3
144	HERTEL DALE	964-3108
147	HELTEN RICHARD L	964-2085 2
	*INDUSTRY PK RIDING	964-9280 3
169	SACKETT CINDY	964-1895 4
202	MORENO JESUS	964-4584 4
208	ARNOLD DESSA	964-5983
214	FLORES EDW	964-7715 2
220	CRESPO ISRAEL	965-3254 3
226	XXXX	00
236	XXXX	00
237	GRUETER HAROLD J	964-1418 2
	*GRUETER SWISS DAIRY	964-1418
242	XXXX	00
248	KUNKLE BEN L	964-2979
323	XXXX	00
328	ALVAREZ JOSE	964-0480+5
331	*MOBILE HOUSING INC	965-1628+5
333	*COVINA HLS MBL HSNG	965-5018 3
	*MOBILE HOUSING INC	965-5018 3
362	*DENZERS BROS TOW	964-1855+5
	*GULF OIL SERV STN	965-9042+5
363	DONALD R KISSEL	964-0804 3

Target Street	Cross Street	Source
-	✓	Haines Criss-Cross Directory

S AZUSA AVE 1975

```
..AZUSA AV                91744 CONT..
  387  XXXX                 00
  389*COMMNTY ATO&TRK RPR964-1488 4
  391*COMMUNITY TRNSMSN   964-1365+5
  393*K&E AUTOMOTIVE      965-3180+5
  401*TOMS FURNITURE SLS 965-4618 4
  402 MELICHER GENE       964-0466 4
  408  XXXX                 00
  409*COMAR INTERIORS     968-8131+5
  411*MATTEOS PIZZA       965-2178+5
  413*HALMARK DISTRIBUTOR965-5016+5
  414  XXXX                 00
  419*ABBEY SALES&SERVICE965-8605+5
  420  XXXX                 00
  421  XXXX                 00
  425*PENTJAK SILAT DFNSE964-9093 4
  429*LORI LUS FINE FOODS965-4486 4
  433*ALL IN THE FMLY CLN965-6913+5
  437*THE OFC             964-8616
  440*ST MARTHAS CONVENT 965-1467
  441*SNIDERS PLAZA MEATS965-1219 2
  442 GARCIA FRANCISCO    964-4009 2
  444*CATHOLIC CHURCH     965-1819 2
     *ST MARTHAS CATH SCH964-1093
  445*BAKERS DRIVE IN     964-4111
     *STOP N GO MARKETS   964-9127
      TROSTLE E           968-6770+5
  447*GULF OIL SERV STN   964-4468+5
  505*SHEARHART ARCO      964-8996
  507*HACIENDA HTS HONDA 968-6461
  517  XXXX                 00
  550*RUDY&RAYS PRODUCE   965-9051+5
  551 KING CHAS           336-3574+5
  605*DAVES SERVICE       964-6221
  804  XXXX                 00
  942*AZUSA WESTERN INC   964-2361 2
  948*GINO A UNION STN    965-1415
     *GINOS UNION STN     965-1415
 1020  XXXX                 00
 1040*SILVERCOTE PRODUCTS965-3427+5
 1100*A C T PACKAGING CO 965-8355+5
     *ACT PACKAGING CO    965-8355+5
     *ADVANCD CHEM TCHLGY965-8355+5
     *POLY DRUM DIV       965-8355+5
     *TASER SYSTEMS INC   965-8355+5
 1215*DANIEL JIM ARCO     965-5439 4
     *JIM DANIEL ARCO     965-5439 4
 1220 PARRIOTT SAM        964-1411 2
 1240  XXXX                 00
 1242*HENRY PAUL TRK&EQPT336-6094 3
 1246*H P SAFE MFG CO     964-3478+5
 1554*BANK AMER NT&SA     333-4581+5
 1680*PAS FDRL SVNGS&LOAN965-5858+5
     *  46 BUS   33 RES   26 NEW
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APPENDIX D
SUPPLEMENTAL DOCUMENTATION

Stantec

Stantec

PHASE I ESA USER'S QUESTIONNAIRE

In order to qualify for protection from land owner liability under CERCLA as an *innocent landowner, bona fide prospective purchaser,* or *contiguous property owner*, ASTM standard practice E1527-05 and the federal AAI rule (40 CFR 312) require that the User of the Phase I ESA report provide certain information (if available) to the Environmental Professional completing the assessment. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. Information that is not or cannot be provided to the Environmental Professional may be identified as a "data gap" in the Phase I ESA report.

Please answer the following questions as completely as possible. Attach additional pages as needed. Return the completed questionnaire to Stantec along with the executed Authorization For services form.

1. Property Information

Property Name: Utility Trailer Manufacturing

Property Address: 17300 East Chestnut / 942 South Azusa Ave

City: City of Industry State CA Zip

Property Owner Name: City of Industry

Property Owner Phone #: _____

2. Contact For Site Access

Name: Dave Ball / Mark Bellucomini

Company/Organization/Title: GT Realty

Phone # 714-812-2759 E-Mail Address: dball@ctrinvestors.com

3. Environmental Cleanup Liens. Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law?

_____ Yes ___X___ No

If yes, describe or attach details of the lien _____

4. Activity and Land Use Limitations. Are you aware of any activity and use limitations, such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded as applicable to the property as a result of environmental contamination, investigation, cleanup, or related matters?

_____ Yes ___X___ No

If yes, describe or attach details of the limitations _____

5. Specialized Knowledge or Experience. As the User of this ESA, do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property, such that you would have specialized knowledge about chemicals and processes used by this type of business?

_____ Yes ___X___ No

If yes, describe or attach details of your specialized knowledge or experience _____

_____

6. Relationship of Purchase Price to Fair Market Value of Property. Does the purchase price being paid for this property reasonably reflect the fair market value of the property?

___X___ Yes _____ No

If you conclude that there is a difference, do you have any reason to believe that the reduced purchase price may be related to contamination known or believed to be present at the property?

_____ Yes, I have reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property?

___X___ No, I have no reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property?

_____ Not applicable. User is not involved in a purchase of the property.

7. Commonly Known or Reasonably Ascertainable Information. Are you aware of commonly known or reasonably ascertainable information about the property that would help the Environmental Professional to identify conditions indicative of releases or threatened releases of hazardous substances or petroleum products? For example:

Do you know the past uses of the property?

___X___ Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

Do you know of chemicals, hazardous substances or petroleum products that are present or once were present at the property?

___X___ Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

Do you know of spills or other releases of chemicals, hazardous substances or petroleum products that have taken place at the property?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec. 20, 2001

_____ No

Do you know of any environmental cleanups that have taken place at the property?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec 20, 2001

_____ No

8. The Degree of Obviousness of Contamination. E1527-05 and the federal AAI rule (40 CFR 312.31) require that the Phase I ESA consider the degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation. Based on your knowledge and experience related to the property, are there any *obvious* indictors that point to the presence or likely presence of contamination at the property?

X Yes (describe) See Gradient Engineers Phase I site assessment dated Dec. 20, 2001

_____ No

9. Availability of Previous Environmental Reports. Are you aware of previous environmental site assessment reports, other environmental reports, documents, correspondence, etc. concerning the property and its environmental condition?

X Yes (describe) See Gradient Engineers Phase I Site Assessment dated Dec. 20, 2001

_____ No

Signature: [signature]

Name (printed): Marc S. Bellhouini

Title: EVP

Date: 9-8-14

Appendix C Traffic Impact Study

Appendix

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RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

LETTER OF TRANSMITTAL

TO: CT REALTY INVESTORS
65 Enterprise, Suite 150
Aliso Viejo, CA 92656

ATTN: Mr. David Ball

DATE: August 25, 2015
JOB NO.: 1421-2015-03
SUBJECT: CT Industry Center
Traffic Impact Study (Updated 08/25/2015)
City of Industry

WE ARE FORWARDING:

	By Messenger	X	By E-Mail
	By Blueprinter		By Fedex

NUMBER OF COPIES	DESCRIPTION
1	PDF copy of report for your use

SENT FOR YOUR		STATUS		PLEASE NOTE	
	Approval		Preliminary		Revisions
	Signature		Revised		Additions
X	Review		Approved		Omissions
	File		Released		Corrections

REMARKS:
Attached is the CT Industry Center Traffic Impact Study, City of Industry

Please call me at (949) 474-0809 extension 205 if you have any questions.

BY: Robert Kahn

Robert Kahn, P.E.
Principal

COPIES TO:

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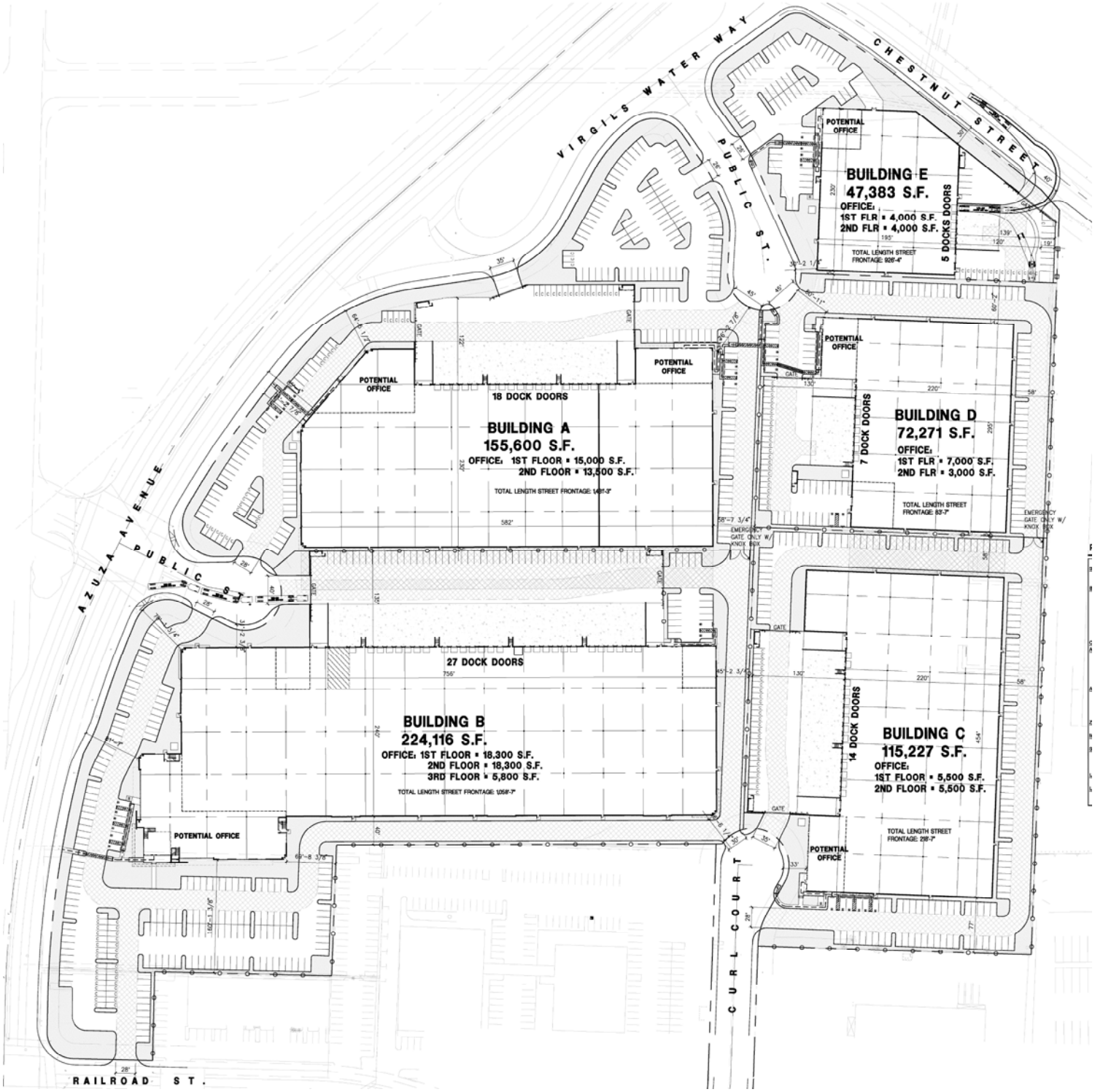
JN:1421-2015-03

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

CT INDUSTRY CENTER
TRAFFIC IMPACT STUDY
(UPDATED 08/25/2015)
City of Industry, California



RK engineering group, inc.

RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

August 25, 2015

Mr. David Ball
CT REALTY INVESTORS
65 Enterprise, Suite 150
Aliso Viejo, CA 92656

Subject: CT Industry Center Traffic Impact Study (Updated 08/25/2015), City of Industry

Dear Mr. Ball:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this traffic impact study for the proposed CT Industry Center located in the City of Industry. The proposed project will develop a total of 614,597 square feet of building space. This includes 509,697 square feet of warehouse land use and 104,900 square feet of office land use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation. Vehicular access to the site will be provided via six (6) driveways.

The purpose of this traffic impact study is to review existing and future conditions with and without the proposed development. Future conditions include Year 2017 traffic conditions with cumulative developments.

Based upon this review, the project can be accommodated within the planned circulation system, if the recommended improvements are implemented. The study recommendations are included in the "Findings and Recommendations" section of this report.

RK Engineering Group, Inc. is pleased to assist CT REALTY INVESTORS on the proposed warehouse development and looks forward to working with you again in the future. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
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JN:1421-2015-03

CT INDUSTRY CENTER
TRAFFIC IMPACT STUDY
(UPDATED 08/25/2015)
City of Industry, California

Prepared for:

CT REALTY INVESTORS
65 Enterprise, Suite 150
Aliso Viejo, CA 92656

Prepared by:

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1.0 Introduction

A. Purpose of Report and Study Objectives

The purpose of this traffic impact study is to evaluate the CT Industry Center from a traffic circulation standpoint. The proposed development is located within the City of Industry; however, the project traffic is expected to impact study area intersections within Caltrans jurisdictions. Therefore, this traffic impact study will focus on the impacts in regards to the City of Industry and Caltrans traffic guidelines. The scope of work for the study was approved by the City of Industry.

Study objectives include: (1) documentation of Existing traffic conditions in the vicinity of the site; (2) evaluation of Existing Plus Project traffic conditions; (3) evaluation of Project Buildout (Year 2017) Without and With Project traffic conditions; and (4) determination of on-site and off-site improvements and system management actions needed to achieve City of Industry and Caltrans level of service requirements.

B. Site Location and Study Area

The project is located near the south east corner of Azusa Avenue and Chestnut Street in the City of Industry. Exhibit A illustrates the site location and traffic analysis study area. Project access will come from Azusa Avenue, Virgil Waters Way, Chestnut Street, and Railroad Street as shown in the site plan provided in Exhibit B. The study area includes the following intersections:

<Table shown on following page>

North-South Street	East-West Street
Azusa Avenue	Salais Street
Azusa Avenue	Hurley Street
Hurley Street	Valley Boulevard
Anaheim and Puente Road	Chestnut Street
Virgil Waters Way	Chestnut Street
Azusa Avenue	Anaheim and Puente Road
Azusa Avenue	Railroad Street
Curl Court	Railroad Street
Chestnut Street	Railroad Street
Azusa Avenue	Gale Avenue
Azusa Avenue	CA-60 Westbound Ramps
Azusa Avenue	CA-60 Eastbound Ramps

C. Development Project Description

The proposed project will develop five (5) buildings totaling 614,597 square feet of building area. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The site plan is provided in Exhibit B. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation.

The project is proposed for completion by Year 2017 and has been analyzed in one (1) complete phase. The project will have two (2) full access point to Virgil Waters Way, one (1) full access point to Chestnut Street, one signalized (1) full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

2.0 Analysis Methodology

The methodologies used to assess the operation of the signalized study area intersections are both the Intersection Capacity Utilization (ICU) methodology and the 2000 Highway Capacity Manual (Transportation Research Board, 2000) (HCM) methodology. Traffix software was used to calculate the ICU and HCM methodology at the study intersections.

The ICU Methodology is used to analyze the signalized study area intersections within the City of Industry's jurisdiction, and HCM is used to analyze the City's unsignalized study area intersections. The HCM methodology is also used to analyze the two (2) signalized freeway ramp intersections, per Caltrans methodology requirements.

A. ICU Methodology

To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

1. Saturation Flow Rate:

   Saturation flow value of 1,600 vehicles per lane per hour for all through and turn lanes; saturation flow value of 2,880 vehicles per lane per hour for dual turn lanes.

2. Clearance Internal and Cycle Time:

   A clearance interval factor of 10% (0.10) is applied to the ICU calculations. The cycle time is 100 seconds.

3. Level of Service Ranges:

   The following thresholds are used in assigning a letter value to the resulting Levels of Service.

<Table shown on following page>

LOS	CRITICAL VOLUME TO CAPACITY RATIO
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

4. Peak-Periods:

Weekday peak-hour analysis periods are defined as follows:

7:00 AM to 9:00 AM
4:00 PM to 6:00 PM

5. Peak-Hour:

The highest one-hour period in both the AM and PM peak periods, as determined by four (4) consecutive 15-minute count periods are used in the ICU calculations. Both AM and PM peak hours are studied.

6. Peak-Hour Data Consistency:

Variations in peak-hour volumes can affect LOS calculations because they vary from day to day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays or weekends. The traffic count worksheets for this study are included in Appendix A.

7. Right Turn Movements:

If the distance from the edge of the outside through lane is sufficient and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this "unofficial" right turn lane. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as

well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios that are greater than the normal through/left turn critical movements.

B. HCM Methodology

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

For signalized intersections, average control delay per vehicle is used to determine the level of service. For intersections with stop control on the minor street only, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street, and the level of service is determined based on the worst individual movements or movements sharing a single lane.

1. Ideal Flow Rate:

Ideal flow value of 1,900 vehicles per lane per hour for all lanes.

2. Lost Time

A lost time of four (4) seconds per phase was utilized.

3. Level of Service Ranges:

The following thresholds are used in assigning a letter value to the resulting Levels of Service.

<Table shown on following page>

LOS	Average Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 - 10.00	0.00 - 10.00
B	10.01 - 20.00	10.01 - 15.00
C	20.01 - 35.00	15.01 - 25.00
D	35.01 - 55.00	25.01 - 35.00
E	55.01 - 80.00	35.01 - 50.00
F	>80.01	>50.01

C. Acceptable Level of Service

The following thresholds of significance is used to determine if project-related traffic will cause an impact at the study area intersections:

- For non-CMP signalized intersections: the Intersection Capacity Utilization (ICU) value under "with project" conditions is 0.901 or greater (LOS E or F) and the ICU increase attributable to the project is 0.020 or greater.
- For CMP signalized intersections: the ICU value or Intersection Capacity Utilization Value (V/C) under "with project" conditions is 1.001 or greater (LOS F) and the ICU or V/C increase attributable to the project is 0.020 or greater.
- For non-CMP unsignalized intersections: the intersection operates at LOS E or F.
- For CMP unsignalized intersections: the intersection operates at LOS F.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project, and bring the LOS to pre-project conditions.

For this study, both the ICU and HCM methodologies have been utilized to analyze the signalized and unsignalized study area intersections.

3.0 Area Conditions

A. Study Area

The study area includes the following intersections:

North-South Street	East-West Street
Azusa Avenue	Salais Street
Azusa Avenue	Hurley Street
Hurley Street	Valley Boulevard
Anaheim and Puente Road	Chestnut Street
Virgil Waters Way	Chestnut Street
Azusa Avenue	Anaheim and Puente Road
Azusa Avenue	Railroad Street
Curl Court	Railroad Street
Chestnut Street	Railroad Street
Azusa Avenue	Gale Avenue
Azusa Avenue	CA-60 Westbound Ramps
Azusa Avenue	CA-60 Eastbound Ramps

B. Los Angeles County Congestion Management Program (CMP)

In June 1990, the passage of the Proposition 111 gas tax increase required California's urbanized areas – areas with populations of 50,000 or more – to adopt a Congestion Management Program (CMP). The goals of Los Angeles County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion, provide a mechanism for coordinating land use and development decisions that support the regional economy, and determine gas tax fund eligibility.

The proposed project is within close proximity to the CMP Arterial highway of Azusa Avenue and the CA-60 freeway. However, since the CMP intersections are within the Caltrans jurisdiction, the freeway ramps are analyzed with Caltrans requirements. Therefore, the project is not required to perform a CMP Transportation Impact Analysis.

C. Existing Traffic Controls and Intersection Geometrics

Exhibit C identifies the existing roadway conditions for the study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

D. Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study area intersections are shown on Exhibit D. These volumes are based upon manual AM (7:00AM to 9:00AM) and PM (4:00PM – 6:00PM) peak hour turning movement counts collected for RK in March 2015. RK ensured local schools were in session and operating on a normal schedule.

Due to the high level of truck traffic in the area, truck axle classification factors were applied to the base existing traffic counts to account for the heavy trucks. Large trucks generally occupy more space on the roadway than a typical passenger vehicle. In order to show the equivalent impacts of the trucks at the study area intersections, an adjustment factor was used to convert truck traffic into passenger car equivalents (PCE). The PCE factors used for this project are based on County of San Bernardino standards and are as follows:

<Factors shown on following page>

Vehicle Type	PCE Factor
Passenger Car	1.0
2 Axle Trucks	1.5
3 Axle Trucks	2.0
4+ Axle Trucks	3.0

The traffic count worksheets are included in Appendix A.

RK conducted 24-Hour Two-Way average daily traffic (ADT) volume counts at four (4) locations along Azusa Avenue. The ADT count worksheet is provided in Appendix A, and the counts are provided in Exhibit D.

The non-surveyed ADT volumes on study area roadways were calculated based upon the following formula:

ADT = 12 x (PM peak hour traffic volume)

This formula is consistent with the volumes surveyed.

E. Existing Level of Service

Existing intersection level of service calculations are shown in Table 1.

For Existing traffic conditions, all the study area intersections are currently operating at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

<Table shown on following page>

Existing Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Gale Avenue	0.859	0.929	D	E

The ICU and HCM calculation worksheets for existing conditions are provided in Appendix B.

F. General Plan Circulation Element

Exhibit E-1 shows the City of Industry's General Plan Roadway Classification Plan. The following roadways are located within the study area and are classified in the general plan, with the remaining roadways considered local streets:

- Major Highway: Azusa Avenue, Valley Boulevard
- Secondary Highway: East Gale Avenue
- Collector Street: Salais Street, Hurley Street, Chestnut Street, Anaheim and Puente Road, Railroad Street, West Gale Avenue

Exhibit E-2 provides the City's Street Cross Section dimensions for the various street classifications.

G. Public Transit Service

The City of Industry's General Plan Public Transit Plan is provided in Exhibit E-3. Public transit services in the study area are provided by the following routes:

- Foothill Transit: Routes 280, M-194, 281, 285, 497, 495, 493
- Metro Line 194

- Metrolink: Riverside Line
- Amtrak Sunset Limited / Texas Eagle
- Union Pacific Rail

H. Bicycling

The City of Industry's General Plan Bicycle and Pedestrian Plan is provided in Exhibit E-4. As can be seen in the exhibit, there are no bicycle or pedestrian paths near the study area.

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4.0 Projected Traffic

A. Project Traffic Conditions

1. Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The traffic generation for the project is based upon the specific land uses that have been planned for the development. The proposed project will develop a total of 614,597 square feet of building space. This includes 509,697 square feet of warehouse land use and 104,900 square feet of office land use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. Therefore, the office use is combined with the warehouse use for purposes of trip generation.

Trip generation rates for the proposed development are shown in Tables 2 and 3 are from the *Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition*. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

This project is expected to attract heavy vehicle traffic due to the specific operational characteristics of the site. This would be mainly the hauling of freight by large mutli-axle trucks. As previously mentioned, large trucks generally occupy more space on the roadway, and therefore, in order to show the equivalent impacts of the trucks at this site, the project trip generation has been converted to passenger car equivalents (PCE). The *City of Fontana Truck Trip Generation Study for Heavy Warehouse Uses, August 2003* was used to estimate the heavy vehicle mix for this project. The PCE factors used for this project are based on County of San Bernardino standards and are as follows:

<Table shown on following page>

Vehicle Type	PCE Factor	Vehicle Mix
Passenger Car	1.0	0.7957
2 Axle Trucks	1.5	0.0346
3 Axle Trucks	2.0	0.0464
4+ Axle Trucks	3.0	0.1233

The adjusted PCE trip generation rates are shown on Table 2. Both peak hour and daily project trip generation for the proposed project, with PCE's, are shown in Table 3.

The project is projected to generate an adjusted PCE total of 2,867 trip-ends per day, with 243 vehicles per hour during the AM peak hour and 259 vehicles per hour during the PM peak hour.

2. Trip Distribution and Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment, and recreational opportunities, the proximity to the regional freeway system, and the existing distribution of peak hour traffic volumes. In addition, the truck trip distribution for the project was influenced by the site layout, such as truck access points and loading dock locations. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community.

Trip distribution patterns for this study have been based upon near-term conditions, based upon those highway facilities that are either in place or will be contemplated over the next few years, which represents the buildout occupancy for the proposed development. Detailed routing assumptions are included in Exhibits F-1 through F-4.

The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and proposed arterial highway and local street systems that would be in place by the time of initial occupancy of the site.

3. Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic reducing potential of public transit and other modes is significant. However, the traffic projections in this study are "conservative" in that public transit and alternative transportation may be able to reduce the traffic volumes. Thus no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

4. Project Peak Hour Traffic Volumes

Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit G.

B. Existing Plus Project Traffic Volumes

Existing Plus Project traffic volumes have been determined by combining existing traffic volumes with project traffic volumes. The AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit H.

C. Background Traffic

1. Method of Projection

To assess Project Buildout (Year 2017) traffic conditions, existing traffic is combined with other planned development within the vicinity of the project site.

2. Cumulative Developments Traffic

The City of Industry has provided RK with a list of developments within the study area that were known at the time this study was prepared. Exhibit I shows the locations of the cumulative projects. It should be noted that there are two (2) projects listed in the City of Industry cumulative list that are not included in this analysis. This is due to the fact that the two (2) projects are not approved and do not have applications processed. The cumulative projects that should be included in this analysis are expected to be in operation before the proposed project opens in 2017. For this reason, two (2) of the six (6) projects listed from the City of Industry are not included.

Table 5 includes the trip generation for the other developments, based on the known project descriptions. Project information and trip distribution for the other developments are shown in Appendix C. Cumulative development peak hour and daily traffic volumes are included on Exhibit J.

Due to the location of the project site, RK asked the City of La Puente and the City of West Covina for a list of cumulative developments in addition to the City of Industry. Neither Cities had developments within a two (2) mile radius of the project site. Therefore, developments from either City were not included in this analysis.

3. Background Traffic Growth Rate

Project Buildout is planned for the Year 2017. RK has utilized the Los Angeles County 2010 CMP report to properly estimate an appropriate growth rate. The project study area in located in the West Covina region of the CMP analysis. Based on Exhibit D-1, the general traffic volume growth factors, the West Covina area is expected to grow 8.3% from 2015 to 2035. This equates to less than half a percent per year. The relevant CMP information has been included in Appendix D.

Based on the CMP growth rates, RK has assumed a background traffic growth rate of 1% per year, to be conservative. Therefore, 2% of growth has been assumed for Project Buildout (Year 2017) conditions.

D. Project Buildout (Year 2017) Without Project Traffic Volumes

In order to assess Project Buildout (Year 2017) Without Project traffic conditions, the background growth and other developments traffic volumes were added to the existing peak hour intersection traffic counts. Project Buildout (Year 2017) Without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit K.

E. Project Buildout (Year 2017) With Project Traffic Volumes

In order to assess Project Buildout (Year 2017) With Project traffic conditions, the project traffic, the background growth and other developments traffic were added to the existing peak hour intersection traffic counts. Project Buildout (Year 2017) With Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit L.

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5.0 Traffic Analysis

A. Capacity and Level of Service Improvement Analysis

1. Level of Service for Existing Plus Project Conditions

Intersection levels of service for the existing network with the proposed project are shown on Table 5. As shown on Table 5, ICU and HCM calculations are based on the existing intersection geometrics.

For Existing Plus Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersection:

Existing Plus Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Gale Avenue	0.866	0.950	D	E
-With Mitigation		0.885	0.886	D	D

ICU and HCM calculation worksheets for Existing Plus Project conditions are provided in Appendix E.

2. Level of Service for Project Buildout (Year 2017) Without Project

Intersection levels of service for the existing network with background growth in the Year 2017 are shown in Table 6. As shown in Table 6, ICU and HCM calculations are based on the existing intersection geometrics.

For Project Buildout (Year 2017) Without Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

Project Buildout (Year 2017) Without Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Hurley Street	0.913	0.914	E	E
Azusa Avenue	Gale Avenue	0.889	0.959	D	E

ICU and HCM calculation worksheets for Project Buildout (Year 2017) Without Project conditions are provided in Appendix F.

3. Level of Service for Project Buildout (Year 2017) With Project

Intersection levels of service for the existing network with background growth and the proposed project are shown in Table 7. As shown in Table 7, ICU and HCM calculations are based on the existing intersection geometrics.

For Project Buildout (Year 2017) With Project traffic conditions, all the study area intersections are projected to operate at acceptable levels of service (LOS D or better) during peak hours, with the exception of the following intersections:

Project Buildout (Year 2017) With Project Conditions					
North-South Street	East-West Street	V/C Ratio		LOS	
		AM	PM	AM	PM
Azusa Avenue	Hurley Street	0.923	0.921	E	E
Azusa Avenue	Gale Avenue	0.896	0.981	D	E
-With Mitigation		0.882	0.887	D	D

ICU and HCM calculation worksheets for Project Buildout (Year 2017) With Project conditions are provided in Appendix G.

It should be noted that mitigation for Azusa Avenue at Hurley Street is not required. This significance thresholds for non-CMP signalized intersections require an ICU increase of 0.020 or greater that can be attributable to the project. As can be seen in Table 8, the Summary Intersection Analysis, the project related ICU increase is 0.010 in the AM peak hour, and 0.007 in the PM peak hour. Therefore, mitigation is not required.

6.0 Findings and Recommendations

A. Intersection Analysis Summary

A summary of the level of service analysis for each condition for the intersections analyzed using the ICU Methodology is included in Table 8. Table 9 provides the level of service summary analysis for each condition for the intersections analyzed using the HCM Methodology.

All recommended intersections improvements are listed in Table 10. The recommended intersection improvements represent the minimum necessary improvements to meet level of service requirements.

B. Proposed Mitigation Measures

A summary of the additional roadway improvements that are necessary to meet level of service standards are included in Table 10. The proposed mitigation measures are graphically summarized in Exhibit M.

C. Circulation Recommendations

1. On-Site

I. Construct the on-site circulation system per the detailed site plan. Provide two (2) full access point to Virgil Waters Way, one (1) full access point to Chestnut Street, one signalized (1) full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

II. On-site circulation recommendations, such as stop sign locations, are provided in Exhibit N.

2. Area Wide

I. Complete any remaining half-section street improvements for any roadways adjacent to the site.

II. The necessary off-site intersection improvements needed to meet the City of Industry and Caltrans Level of Service standards are shown in Table 10.

Project recommendations are shown on Exhibit M.

D. Fair-Share Intersection Contribution

The project is not solely responsible for the degradation in level of service at the intersection requiring mitigation. The project should contribute a fair-share percentage for roadway improvements, required to meet City of Industry level of service standards. The project's fair-share traffic contribution represents the project's traffic contribution at each mitigated study area intersection as a percentage of the overall growth in traffic for Project Buildout (Year 2017) With Project conditions.

The project's fair-share intersection contribution for Project Buildout (Year 2017) With Project conditions for the improved intersections is shown in Table 11.

E. Queuing Analysis

An HCM 95th percentile queuing analysis for existing and project opening year (2017) conditions has been completed to evaluate the southbound Azusa Avenue at Anaheim and Puente Road vehicular queues. The analysis was performed using TRAFFIX software. Table 12 provides a queuing summary for the signalized intersection.

As shown in Table 12, for the southbound left-turn movement, adequate vehicular queue storage is currently provided to accommodate the maximum vehicular queue length of 100 feet occurring during the AM peak hour under Existing Plus Project and Project Opening Year (2017) With Project conditions.

The HCM queueing calculation worksheets are provided in Appendix H.

F. Safety and Operational Improvements

Sight distance at the project access points should be designed per City of Industry standards.

As is the case for any roadway design, the City of Industry should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

G. Regional Funding Mechanisms

Participate in any approved transportation or development impact fees required by the City of Industry.

H. Conclusions

Based upon this traffic study for the proposed CT Industry Center project, the project can be accommodated in the City of Industry. This report has followed the City of Industry standards for the preparation of a Traffic Impact Study.

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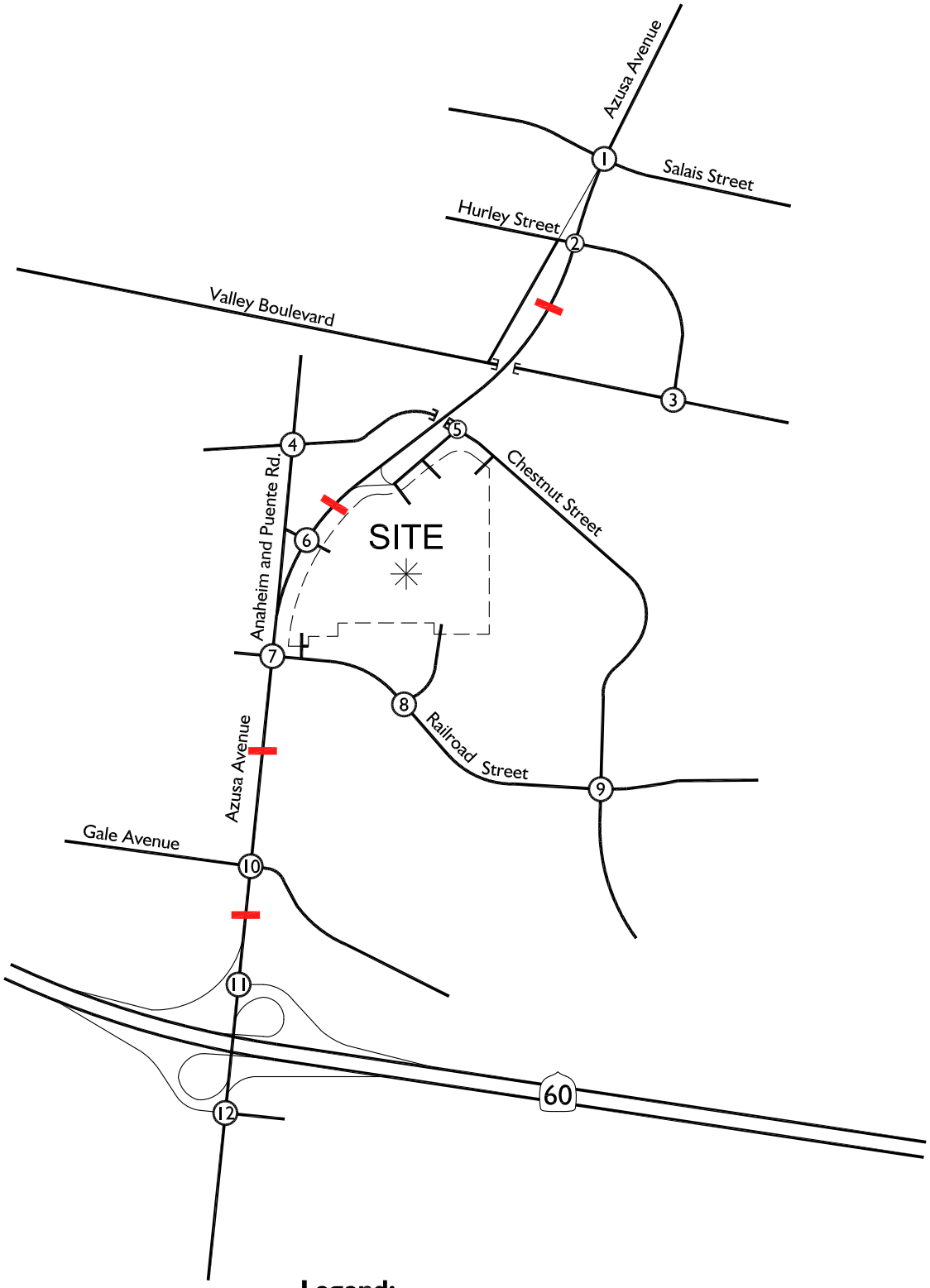
Exhibits

Exhibit A
Location Map



Legend:

(1) = Study Area Intersection

= Study Roadway Segment

N

Exhibit B
Site Plan

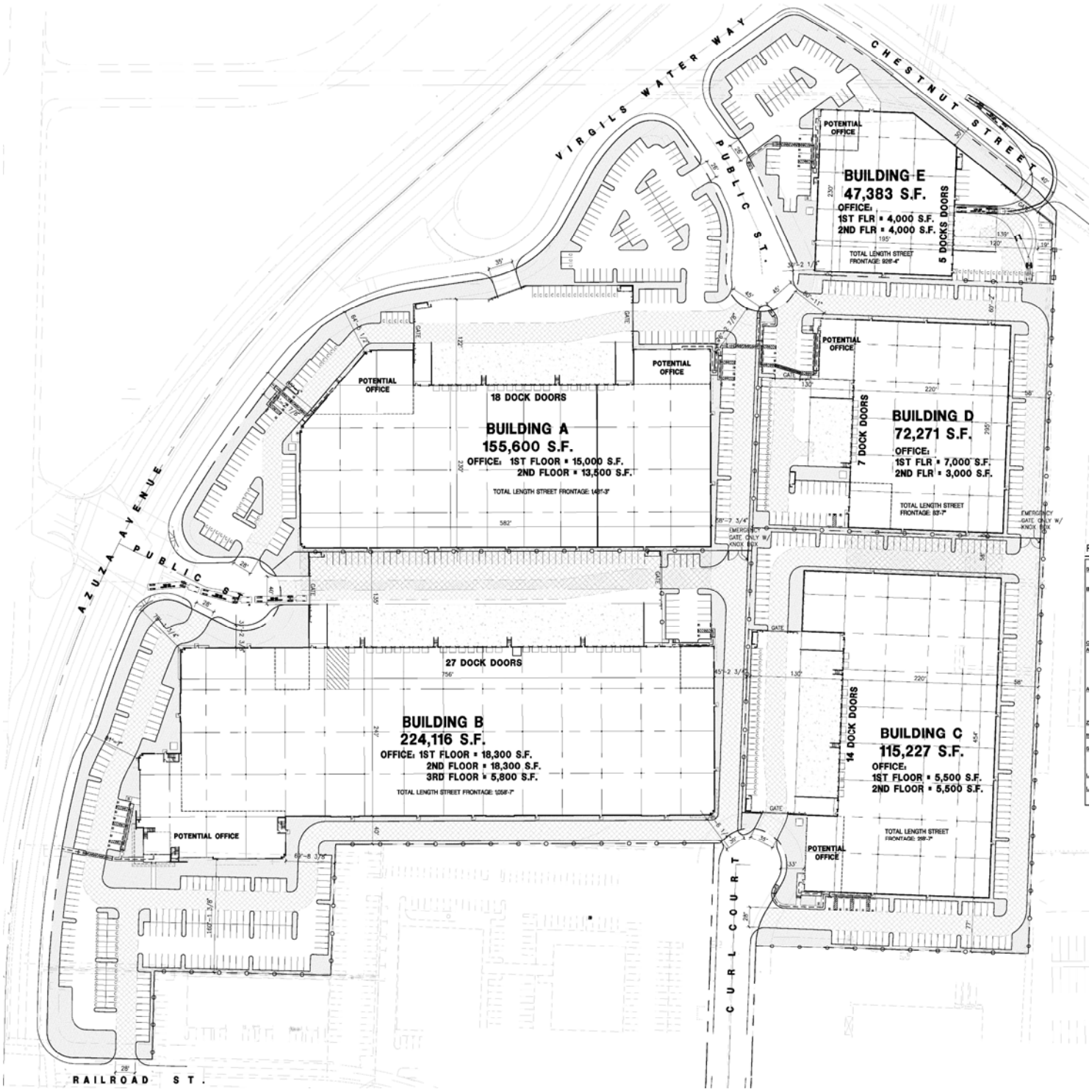
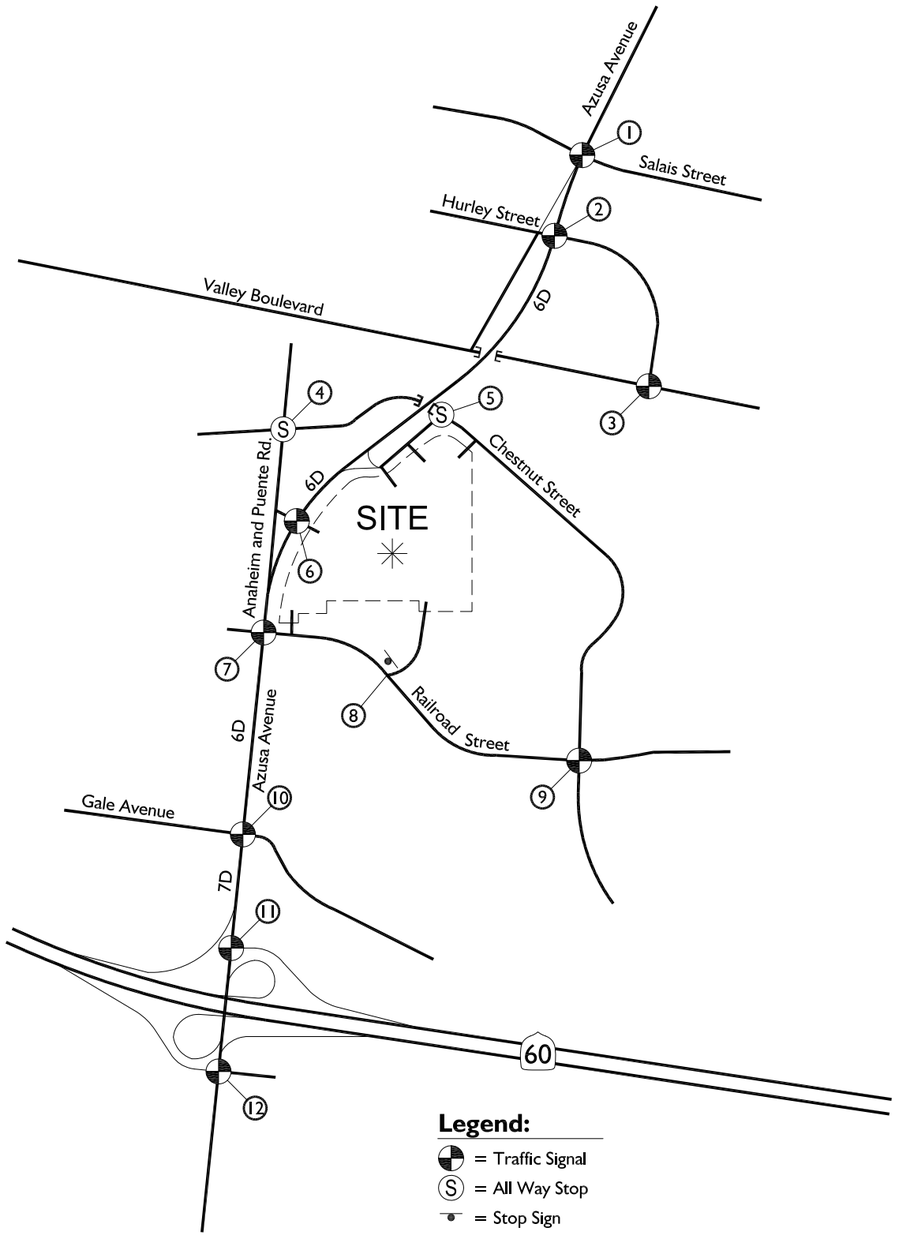


Exhibit C

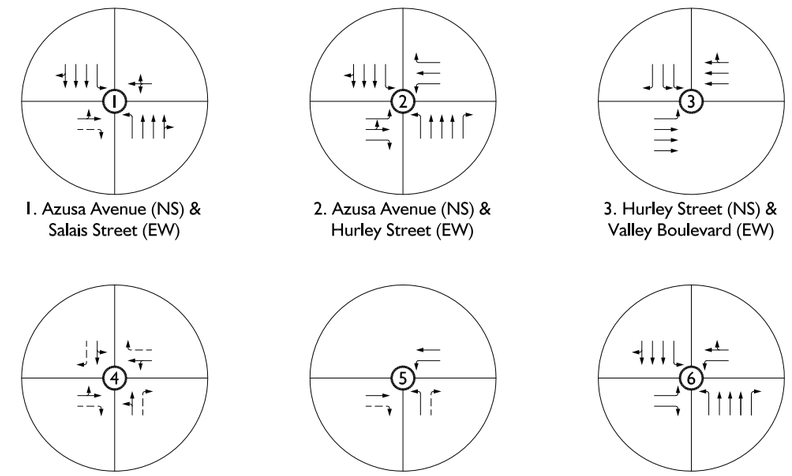
Existing Lane Geometry and Intersection Controls



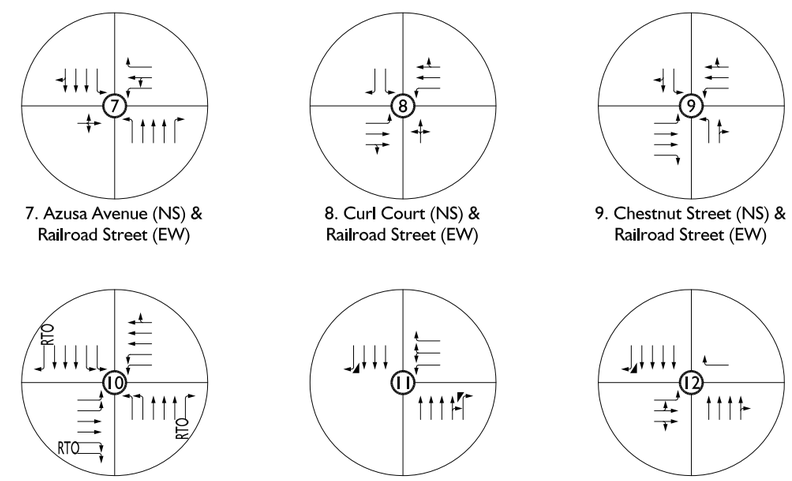
Legend:

- = Traffic Signal
- = All Way Stop
- = Stop Sign
- 4 = Number of Lanes
- D = Divided
- U = Undivided
- RTO = Right Turn Overlap
- = Free Right Turn
- = Defacto Right Turn

N



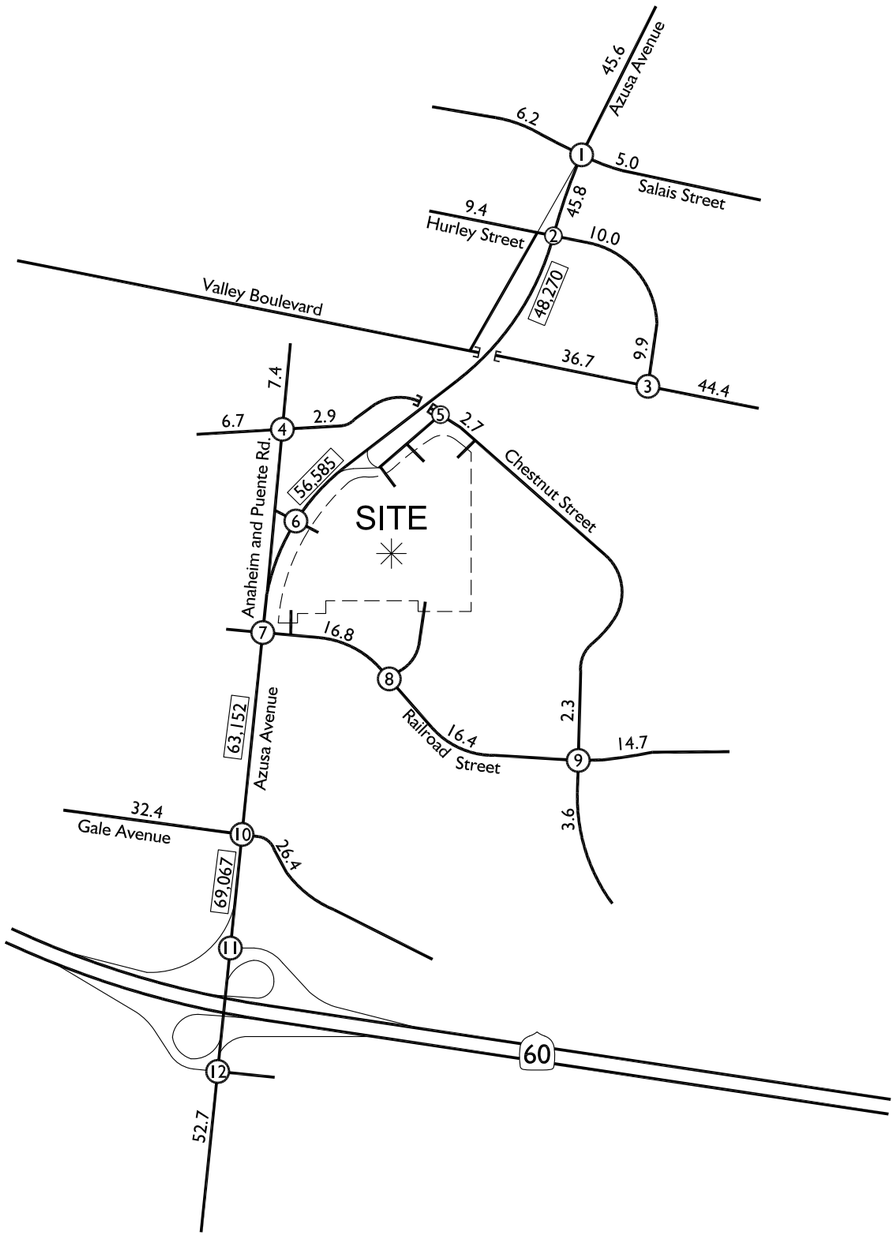
1. Azusa Avenue (NS) & Salais Street (EW)
2. Azusa Avenue (NS) & Hurley Street (EW)
3. Hurley Street (NS) & Valley Boulevard (EW)
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)
5. Virgil Waters Way (NS) & Chestnut Street (EW)
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)

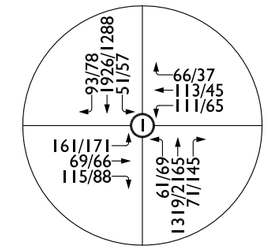


7. Azusa Avenue (NS) & Railroad Street (EW)
8. Curl Court (NS) & Railroad Street (EW)
9. Chestnut Street (NS) & Railroad Street (EW)
10. Azusa Avenue (NS) & Gale Avenue (EW)
11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)
12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

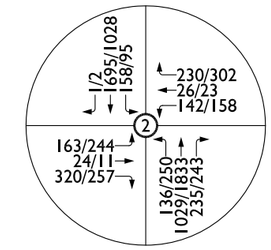
Exhibit D

Existing Traffic Volumes

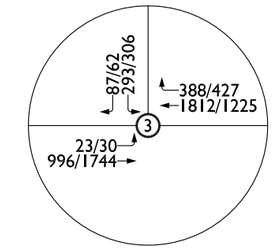




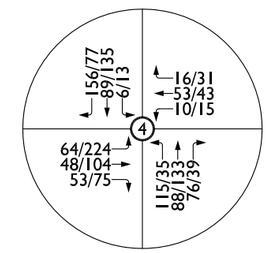
1. Azusa Avenue (NS) & Salais Street (EW)



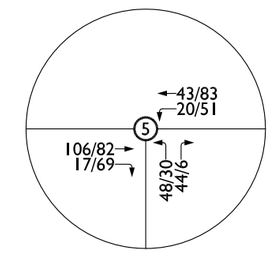
2. Azusa Avenue (NS) & Hurley Street (EW)



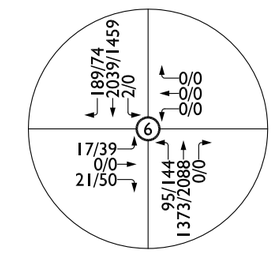
3. Hurley Street (NS) & Valley Boulevard (EW)



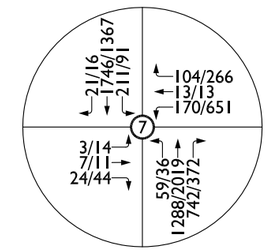
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



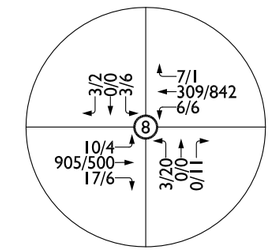
5. Virgil Waters Way (NS) & Chestnut Street (EW)



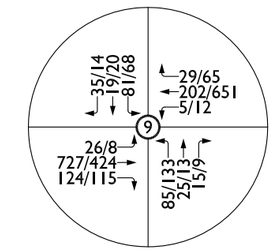
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



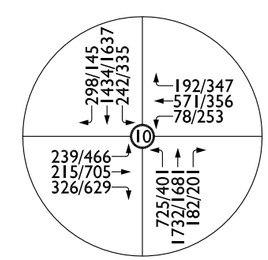
7. Azusa Avenue (NS) & Railroad Street (EW)



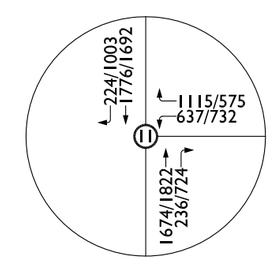
8. Curl Court (NS) & Railroad Street (EW)



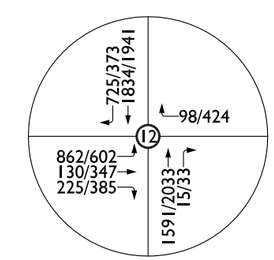
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)



12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes
48,270 = Measured Average Daily Traffic Counted March 19, 2015
10.0 = Estimated Average Daily Traffic (1000s)

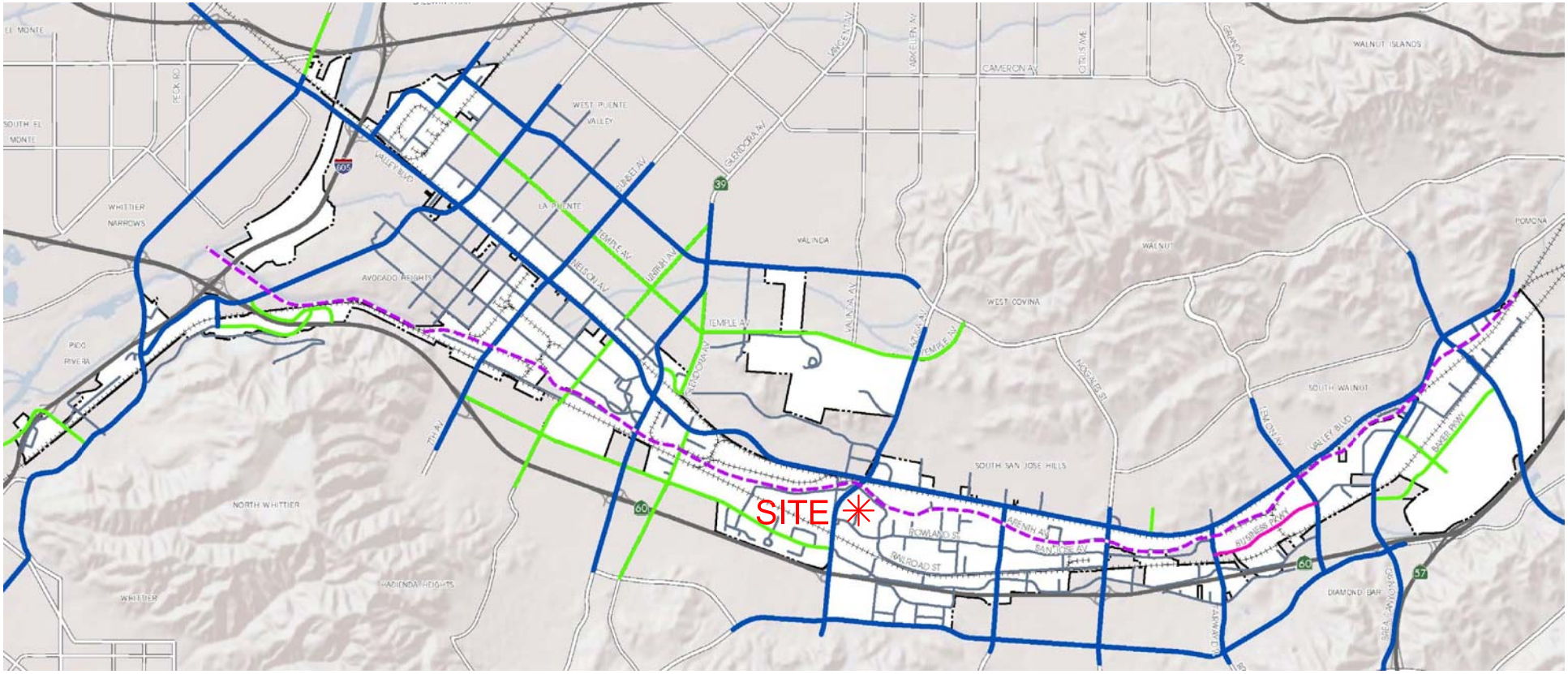
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

N

Exhibit E-1

City of Industry General Plan
Roadway Classification Plan



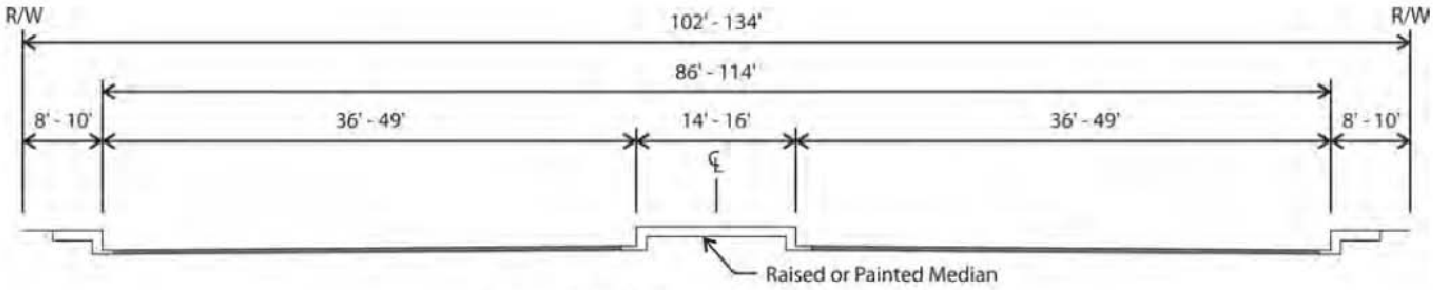
- Conceptual Transportation Corridor
- Major Highway
- Secondary Highway
- Limited Secondary Highway
- Collector Street
- Rail Lines

N

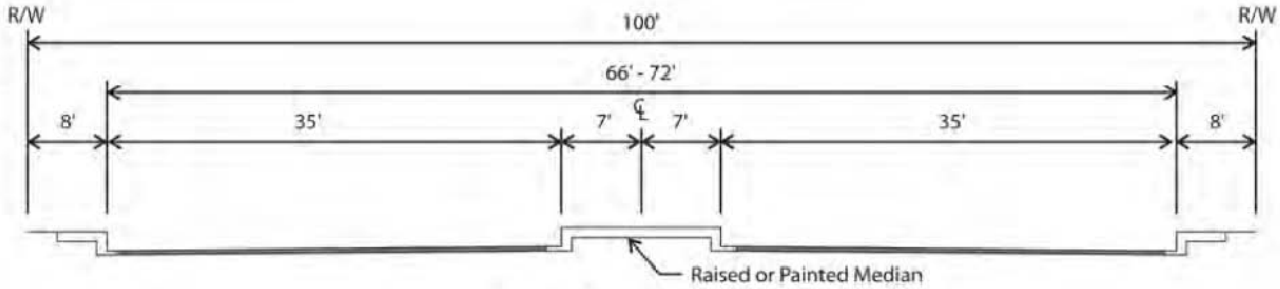
RK engineering group, inc.

Exhibit E-2

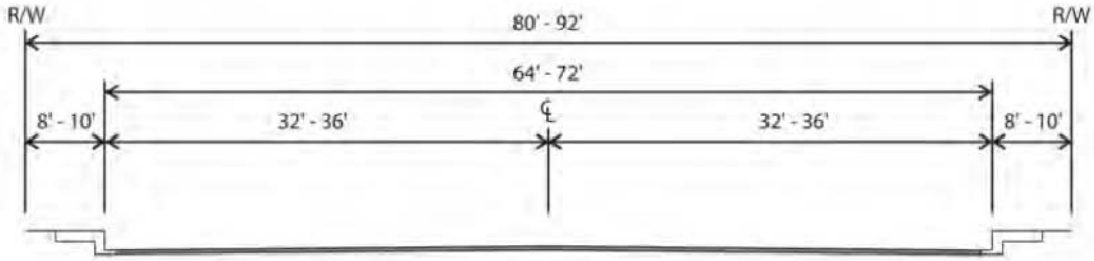
City of Industry General Plan Street Cross Section



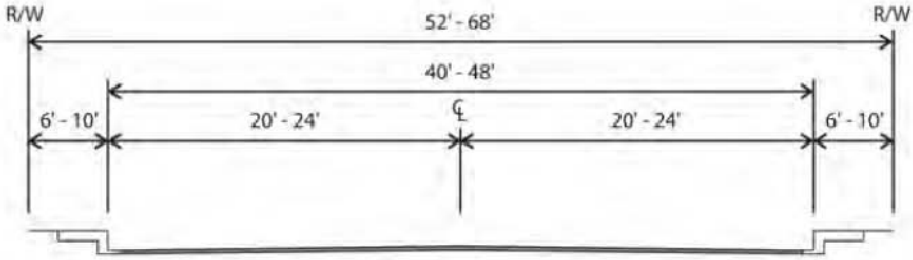
Major Highway (6 Lanes Divided)



Secondary Highway (4 Lanes Divided)



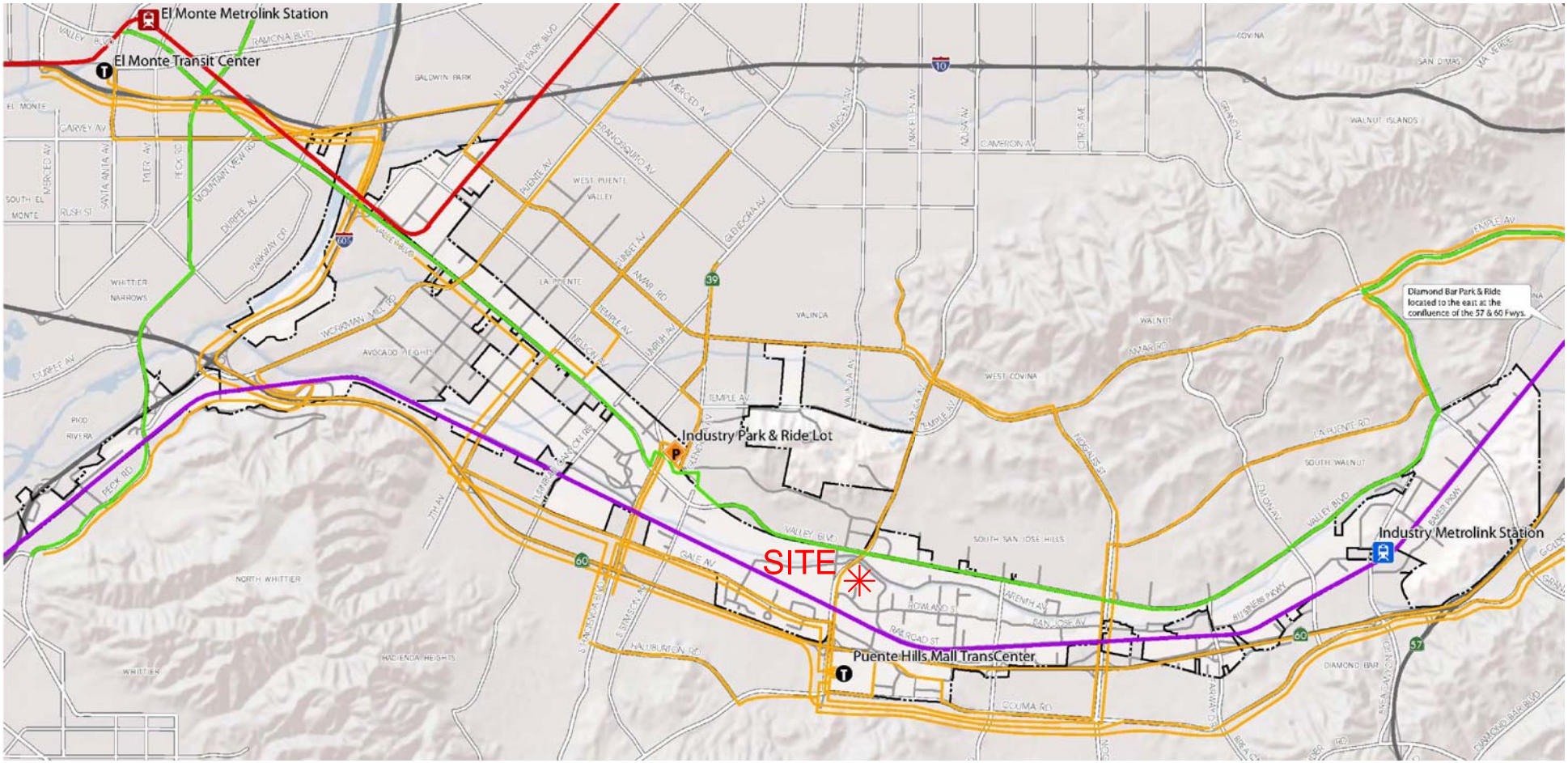
Limited Secondary Highway (4 Lanes Undivided)



Collector (2 Lanes Undivided)

Exhibit E-3

City of Industry General Plan
Public Transit Plan



Foothill Transit Bus Service

Metro Line Bus Service

Metrolink Riverside Line, Amtrak Sunset Limited/Texas Eagle, and Union Pacific

Metrolink San Bernardino Line and Union Pacific

El Monte Metrolink Station

Industry Metrolink Station

Transit Center

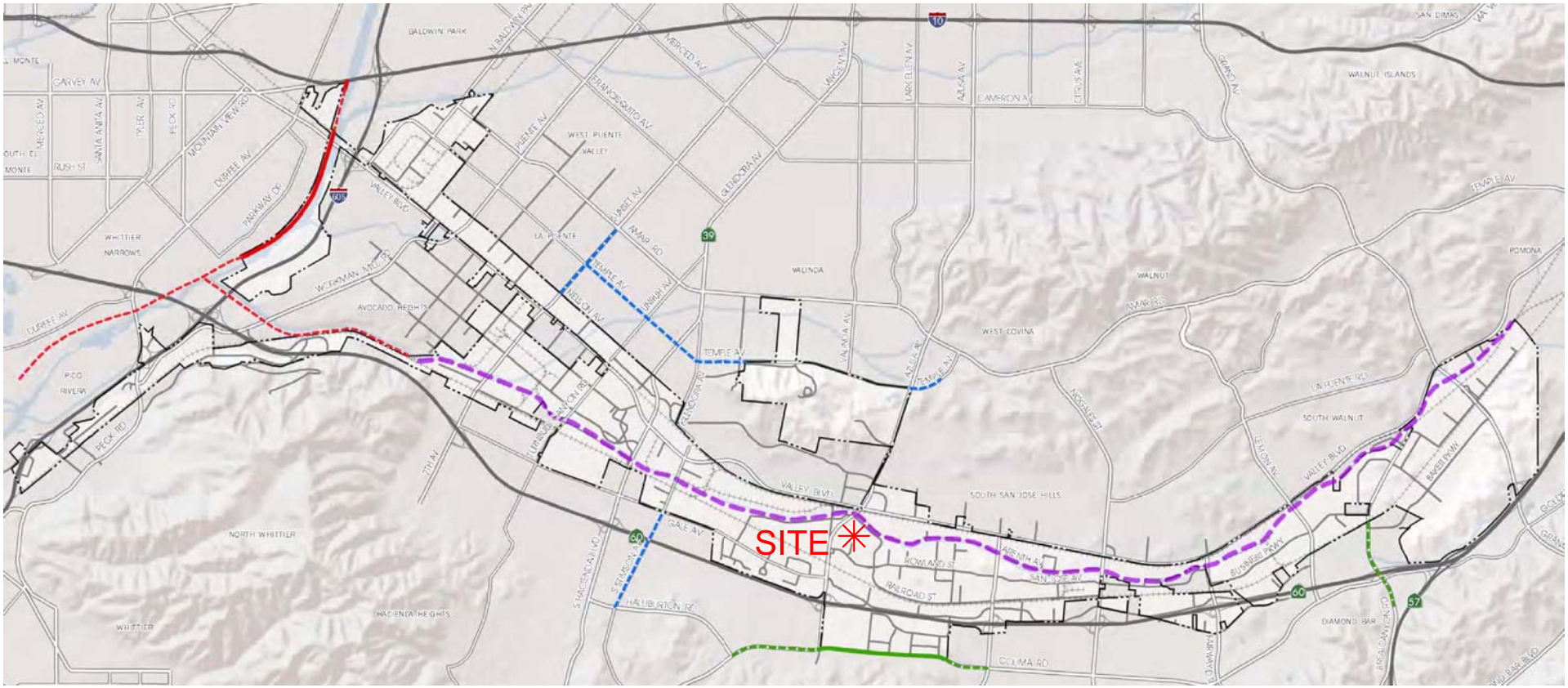
Park and Ride

N

RK engineering group, inc.

Exhibit E-4

City of Industry General Plan
Bicycle and Pedestrian Plan

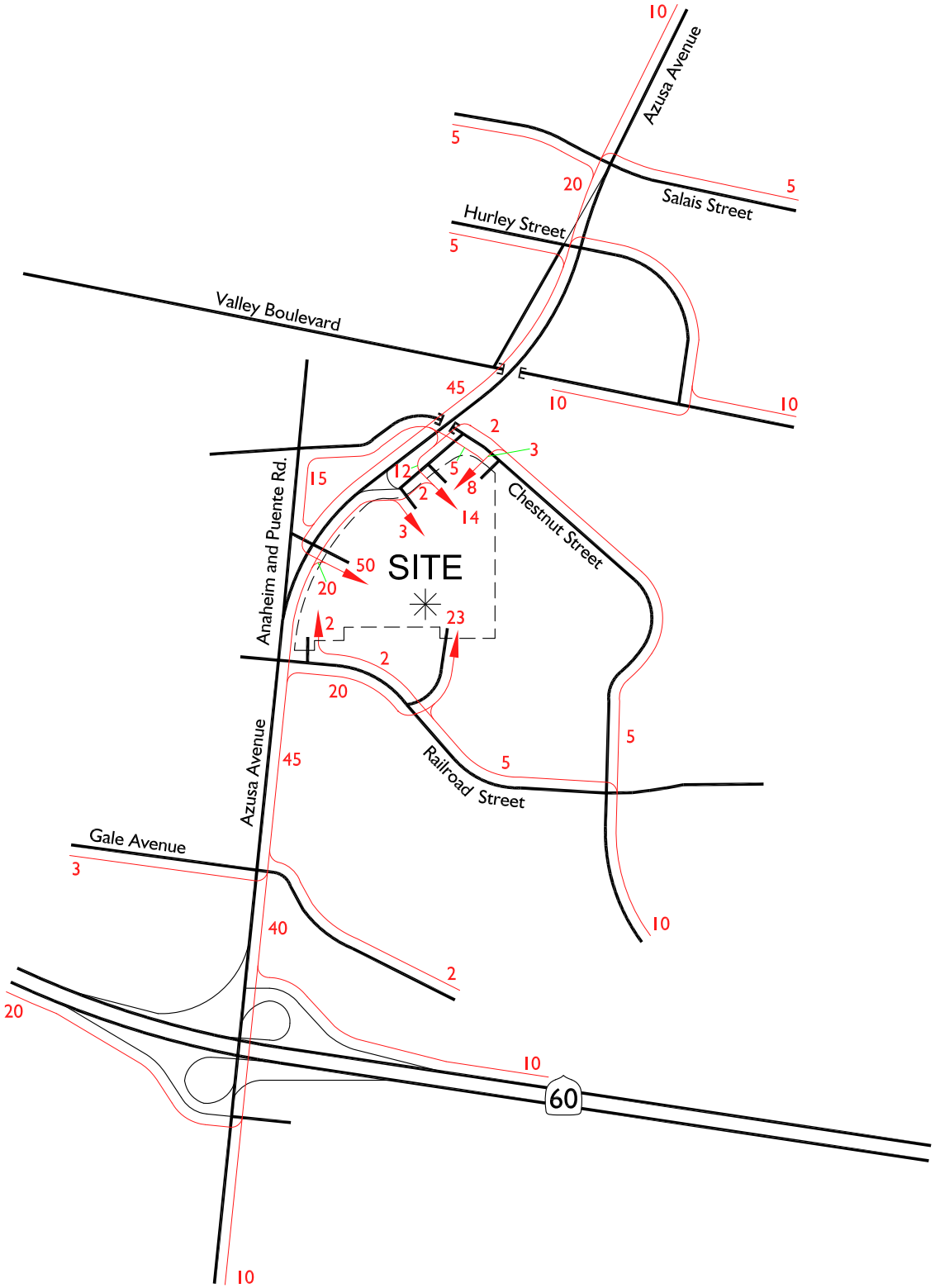


Conceptual Transportation Corridor	Class II Bike Lanes within the City	Rail Lines
Class I Multi Purpose Trail within the City	Class II Bike Lanes outside the City	
Class I Multi Purpose Trail outside the City	Class III Bike Routes outside the City	

N

Exhibit F-1

Project Inbound Trip Distribution
Passenger Vehicle



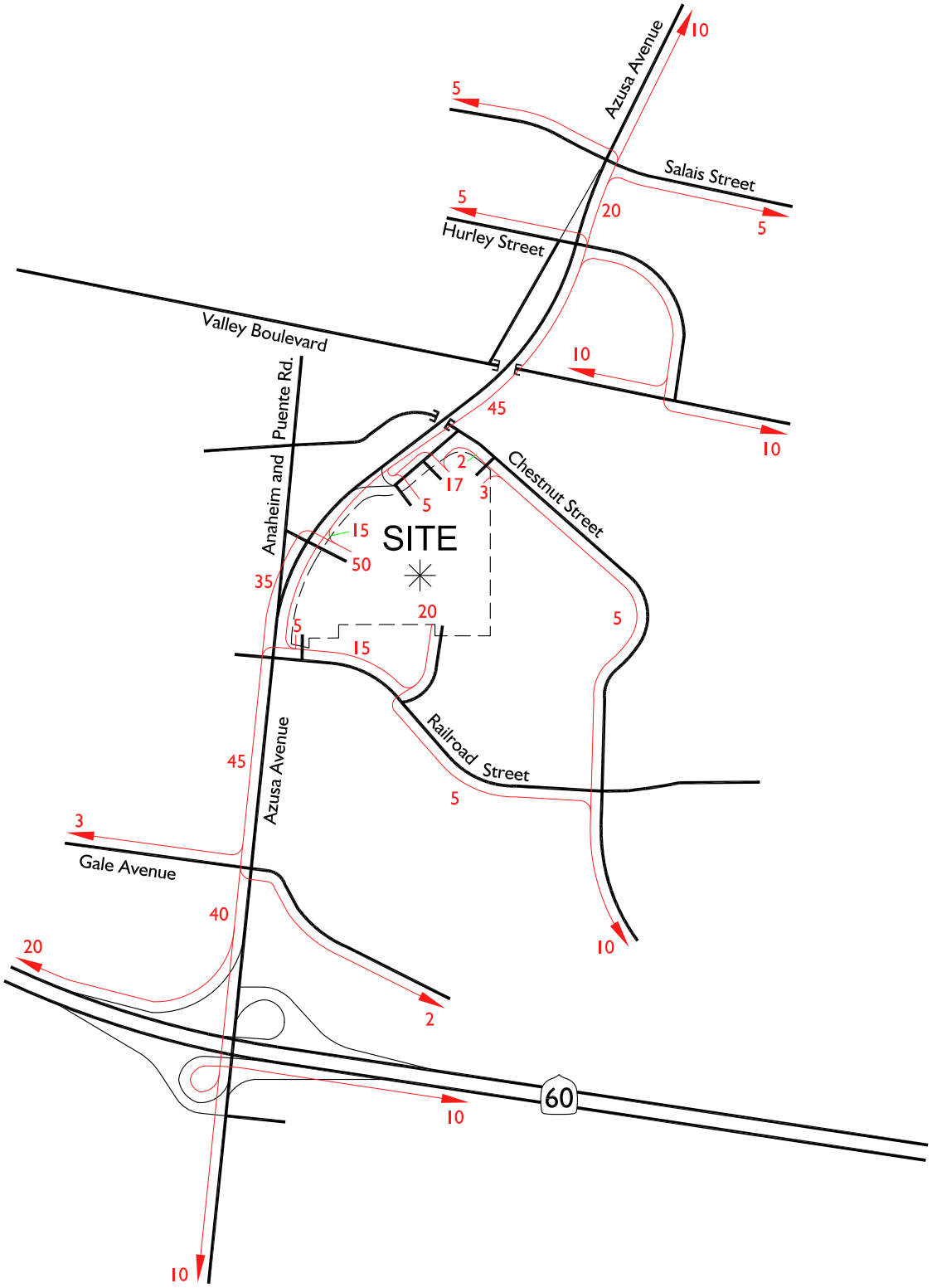
Legend:

10 = Percent to Project

N

Exhibit F-2

Project Outbound Trip Distribution
Passenger Vehicle



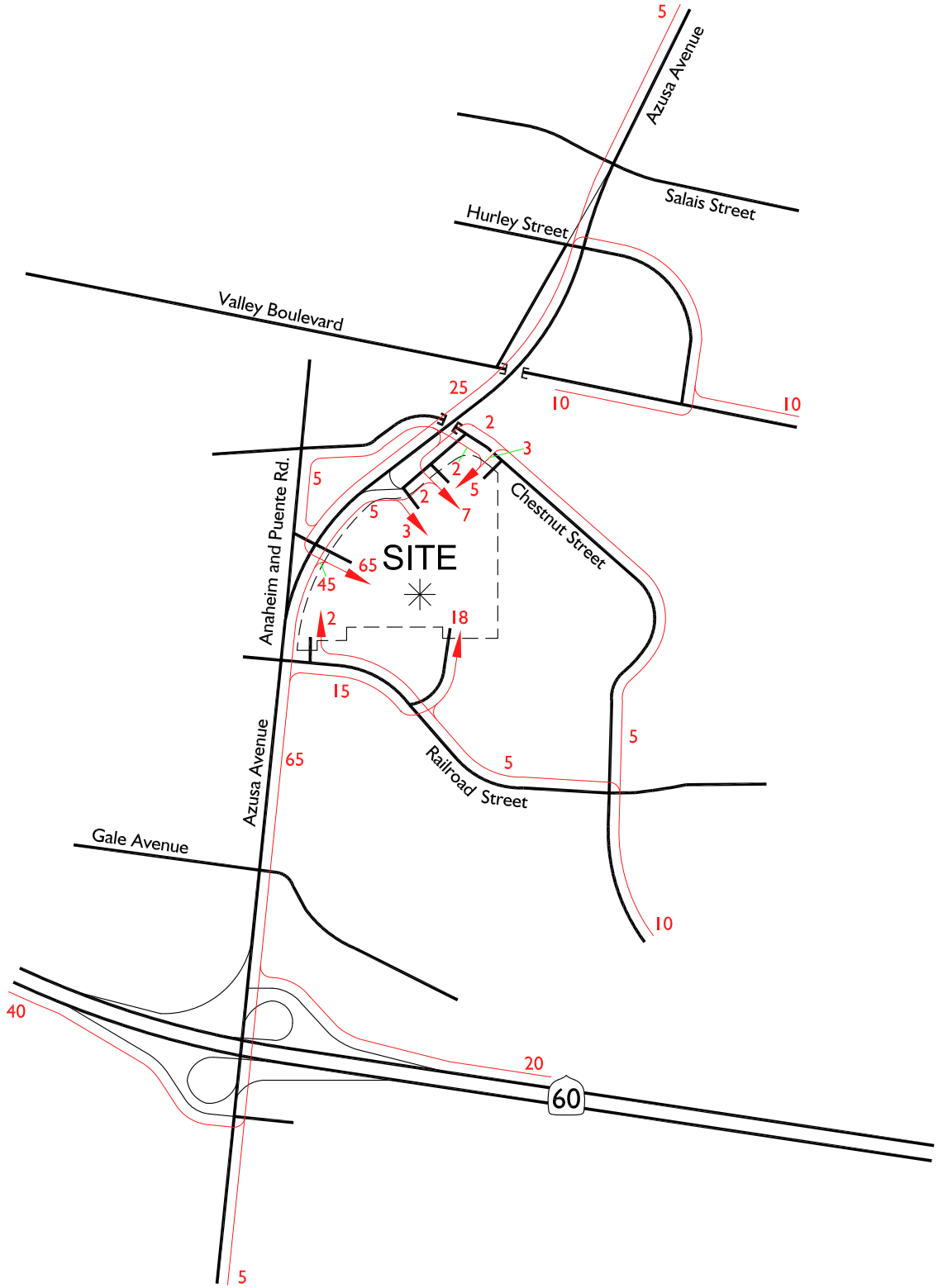
Legend:

10 = Percent from Project

N

Exhibit F-3

Project Inbound Trip Distribution Truck



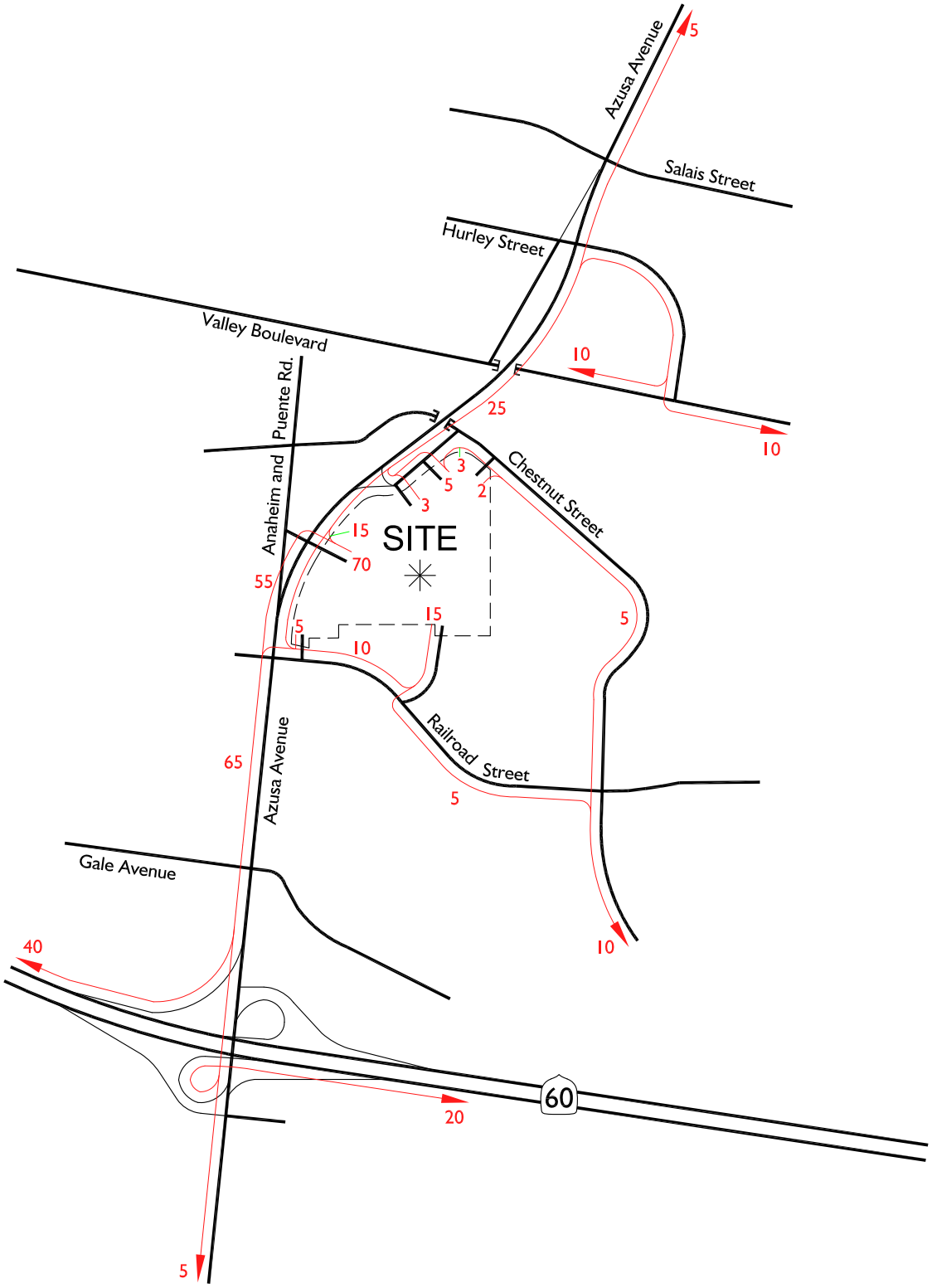
Legend:

10 = Percent to Project

N

Exhibit F-4

Project Outbound Trip Distribution Truck



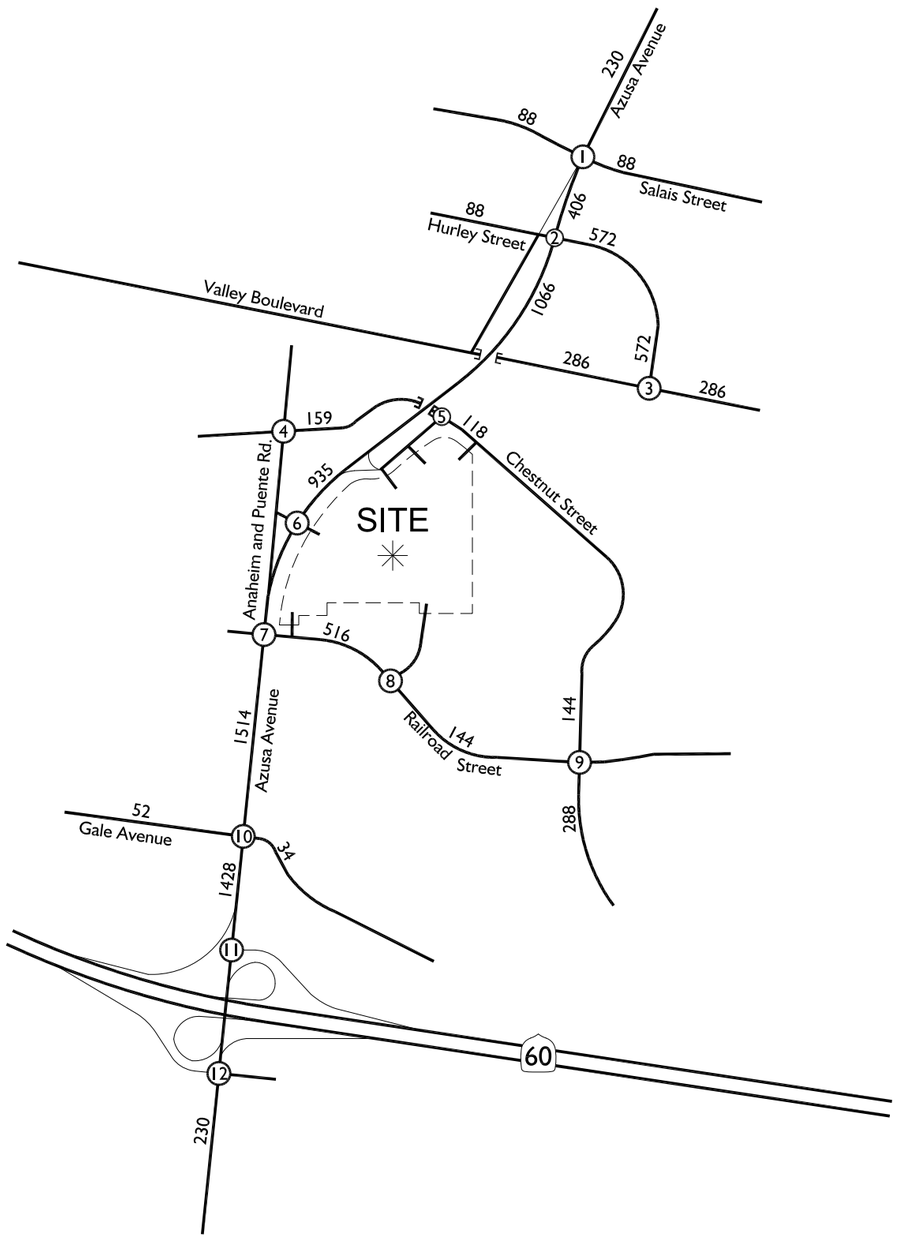
Legend:

10 = Percent from Project

N

Exhibit G

Project Traffic Volumes

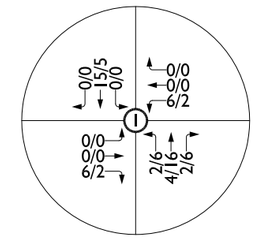


Legend:

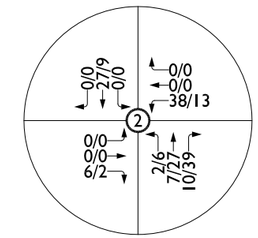
10/20 = AM/PM Peak Hour Volumes

10.0 = Average Daily Traffic

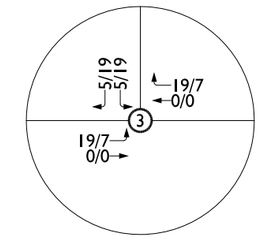
N



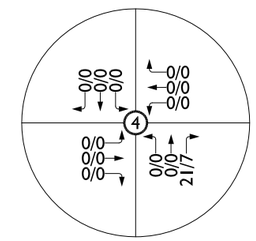
1. Azusa Avenue (NS) & Salais Street (EW)



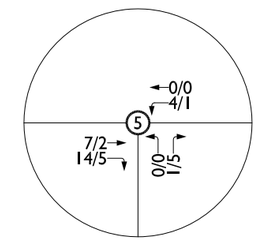
2. Azusa Avenue (NS) & Hurley Street (EW)



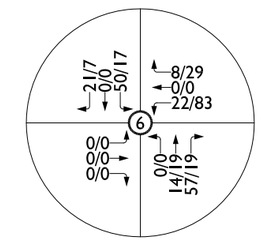
3. Hurley Street (NS) & Valley Boulevard (EW)



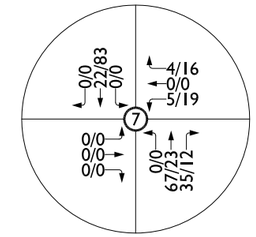
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



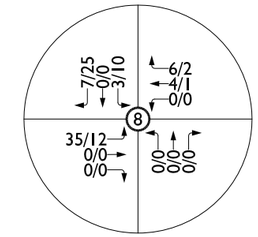
5. Virgil Waters Way (NS) & Chestnut Street (EW)



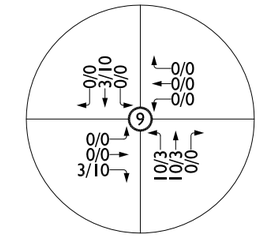
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



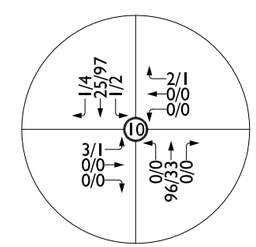
7. Azusa Avenue (NS) & Railroad Street (EW)



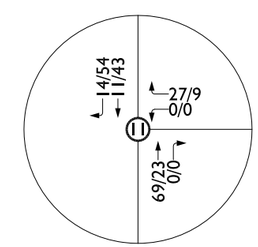
8. Curl Court (NS) & Railroad Street (EW)



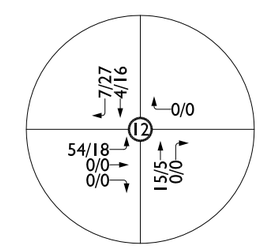
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



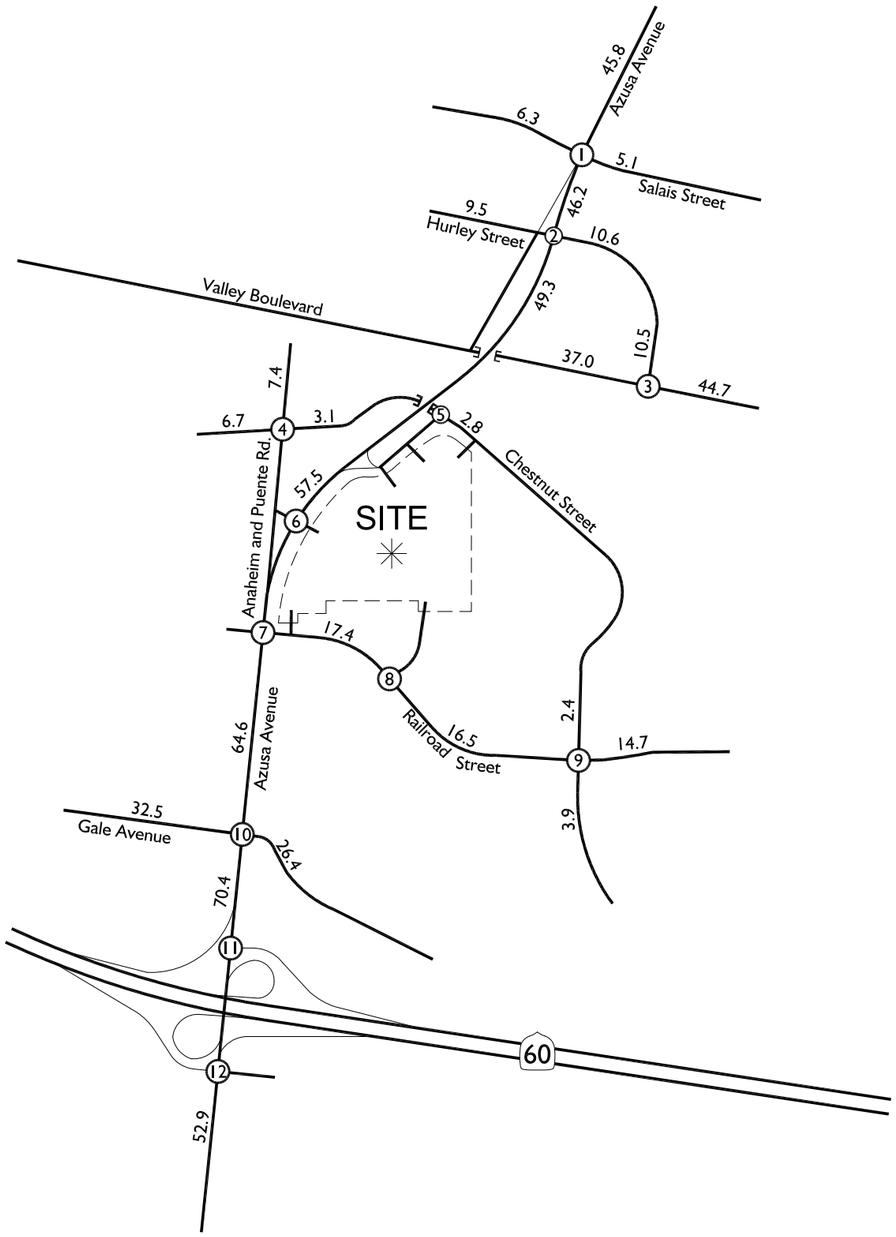
11. Azusa Avenue (NS) & CA-60 WB (EW)

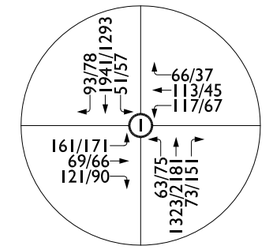


12. Azusa Avenue (NS) & CA-60 EB (EW)

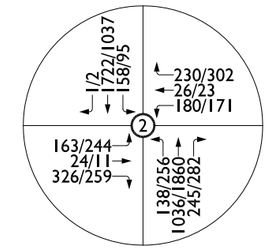
Exhibit H

Existing Plus Project Traffic Volumes

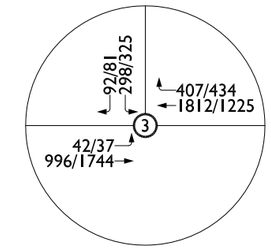




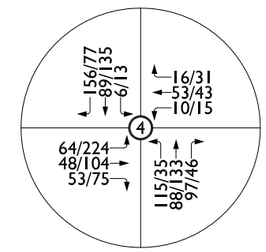
1. Azusa Avenue (NS) & Salais Street (EW)



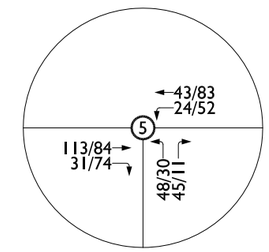
2. Azusa Avenue (NS) & Hurley Street (EW)



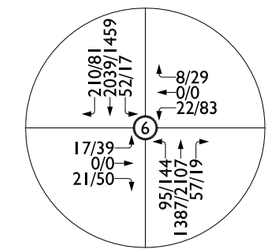
3. Hurley Street (NS) & Valley Boulevard (EW)



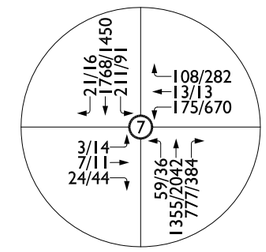
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



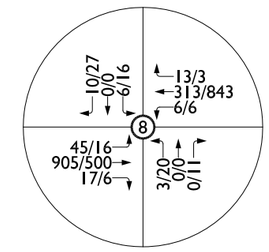
5. Virgil Waters Way (NS) & Chestnut Street (EW)



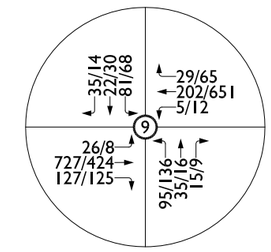
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



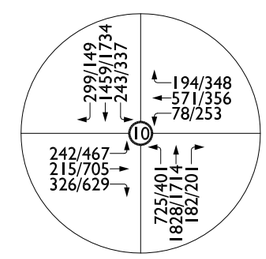
7. Azusa Avenue (NS) & Railroad Street (EW)



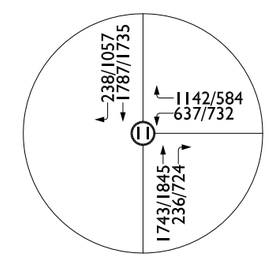
8. Curl Court (NS) & Railroad Street (EW)



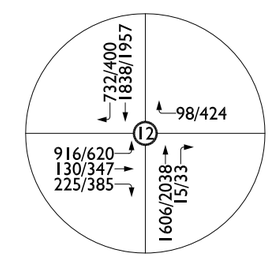
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 Westbound Ramps (EW)



12. Azusa Avenue (NS) & CA-60 Eastbound Ramps (EW)

Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

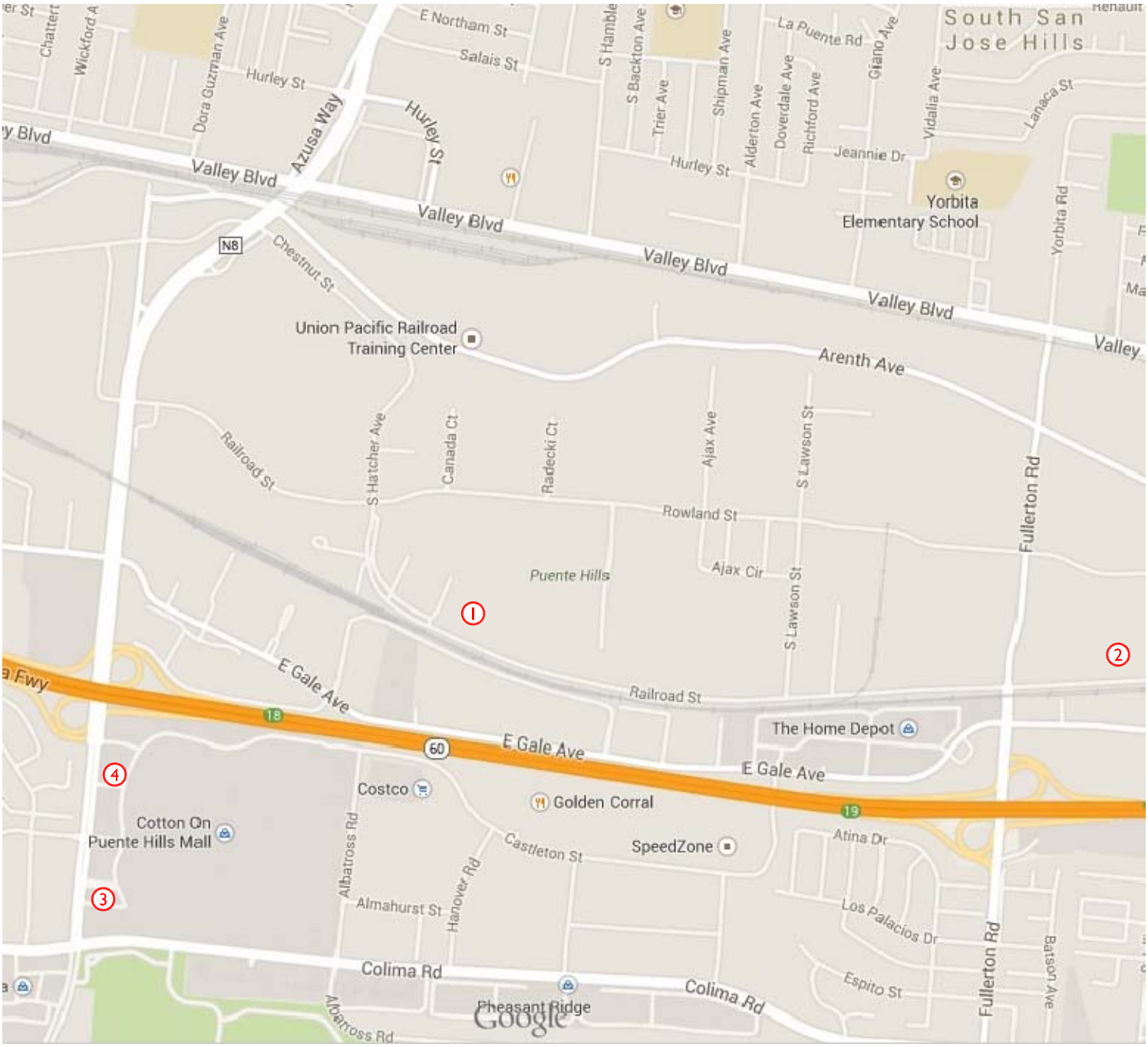
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

N

Exhibit I

Cumulative Developments Location Map



Zone 1:

1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

Zone 2:

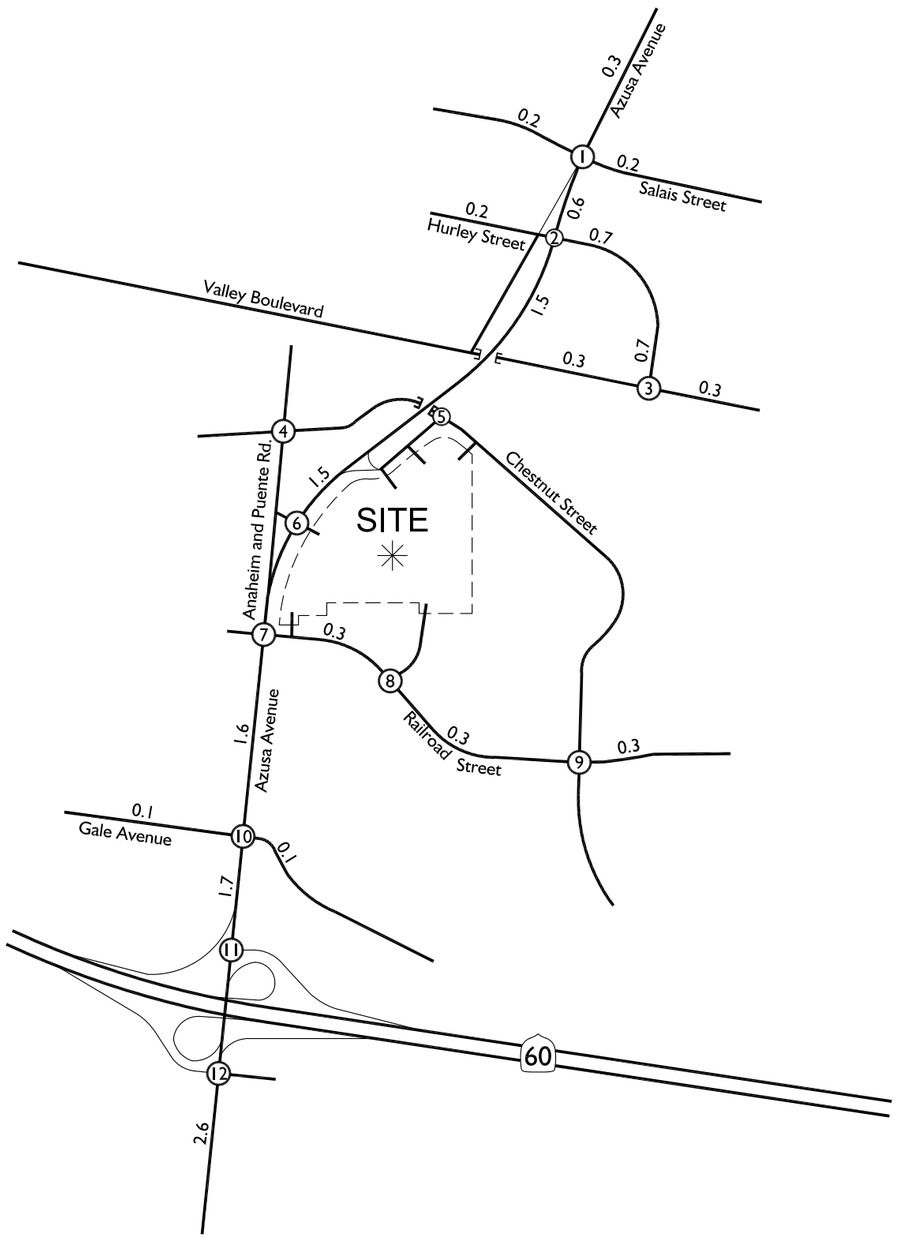
3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

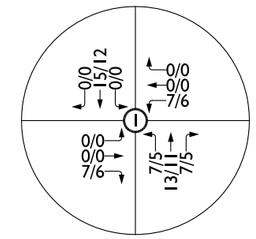
Exhibit J

Cumulative Developments Traffic Volumes

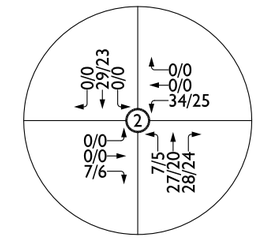


Legend:

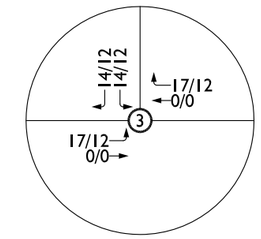
10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000s)



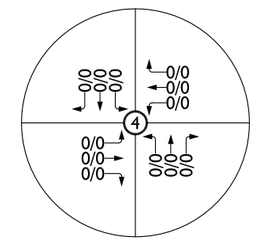
1. Azusa Avenue (NS) & Salais Street (EW)



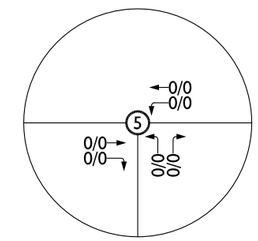
2. Azusa Avenue (NS) & Hurley Street (EW)



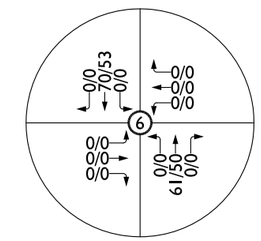
3. Hurley Street (NS) & Valley Boulevard (EW)



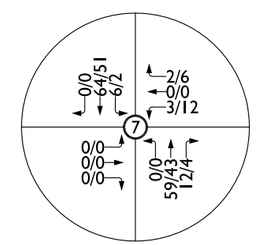
4. Anaheim & Puente Road (NS) & Chestnut Street (EW)



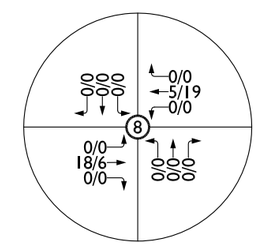
5. Virgil Waters Way (NS) & Chestnut Street (EW)



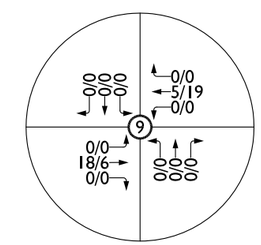
6. Azusa Avenue (NS) & Anaheim & Puente Road (EW)



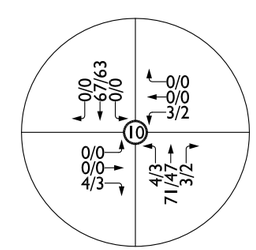
7. Azusa Avenue (NS) & Railroad Street (EW)



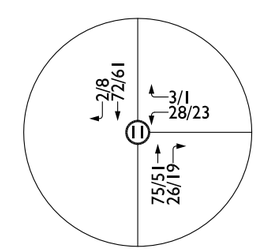
8. Curl Court (NS) & Railroad Street (EW)



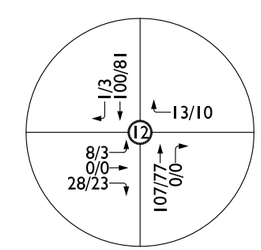
9. Chestnut Street (NS) & Railroad Street (EW)



10. Azusa Avenue (NS) & Gale Avenue (EW)



11. Azusa Avenue (NS) & CA-60 WB (EW)

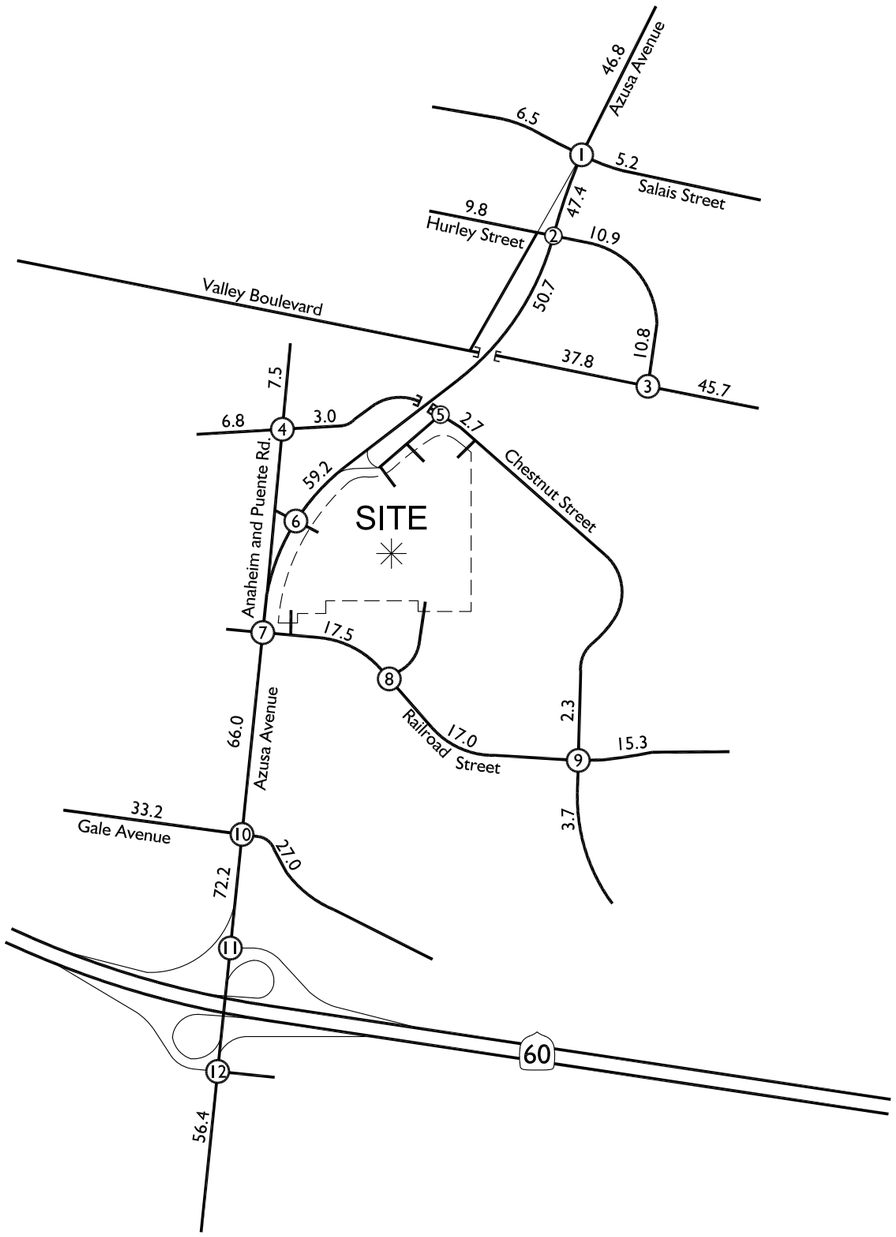


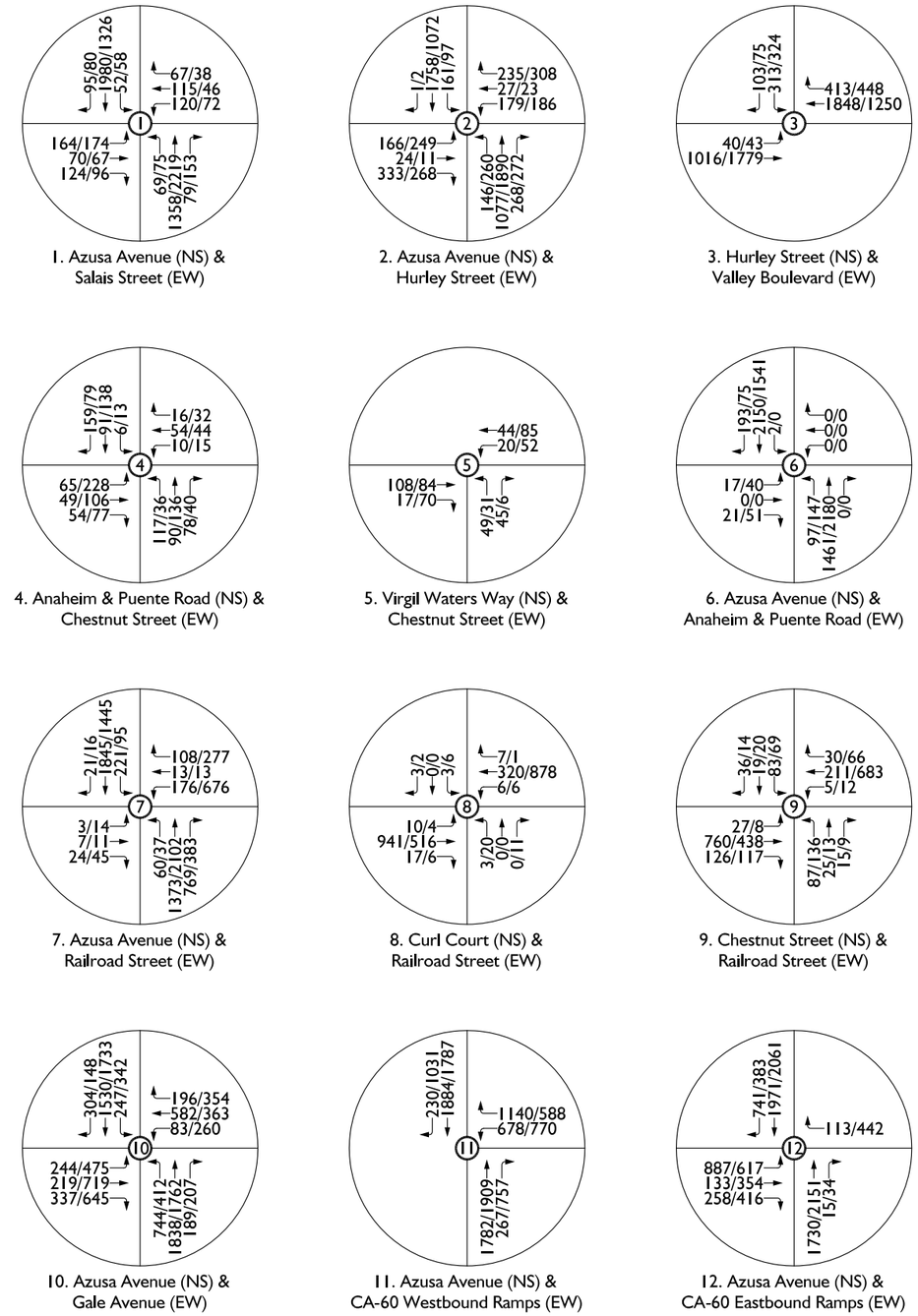
12. Azusa Avenue (NS) & CA-60 EB (EW)

N

Exhibit K

Project Buildout (Year 2017) Without Project Traffic Volumes





Legend:

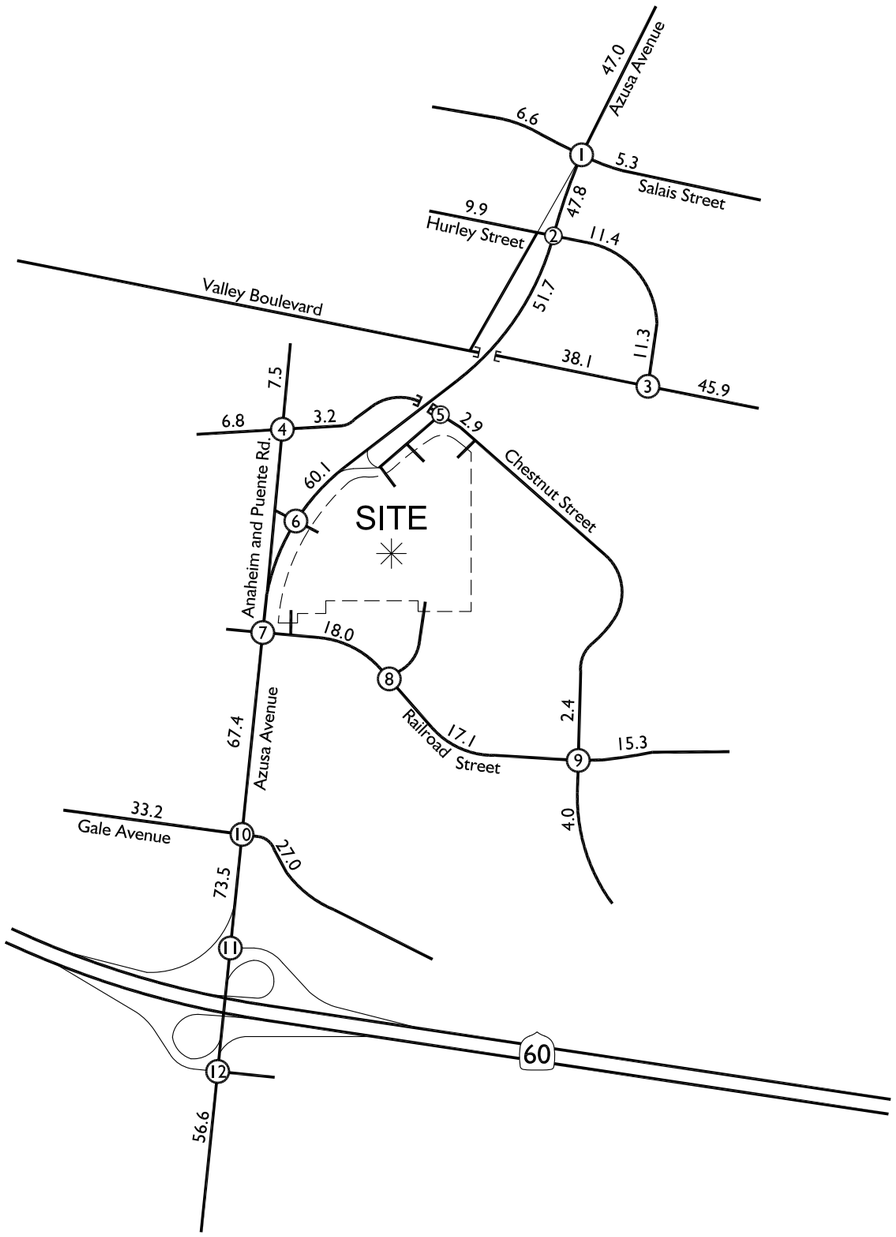
10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

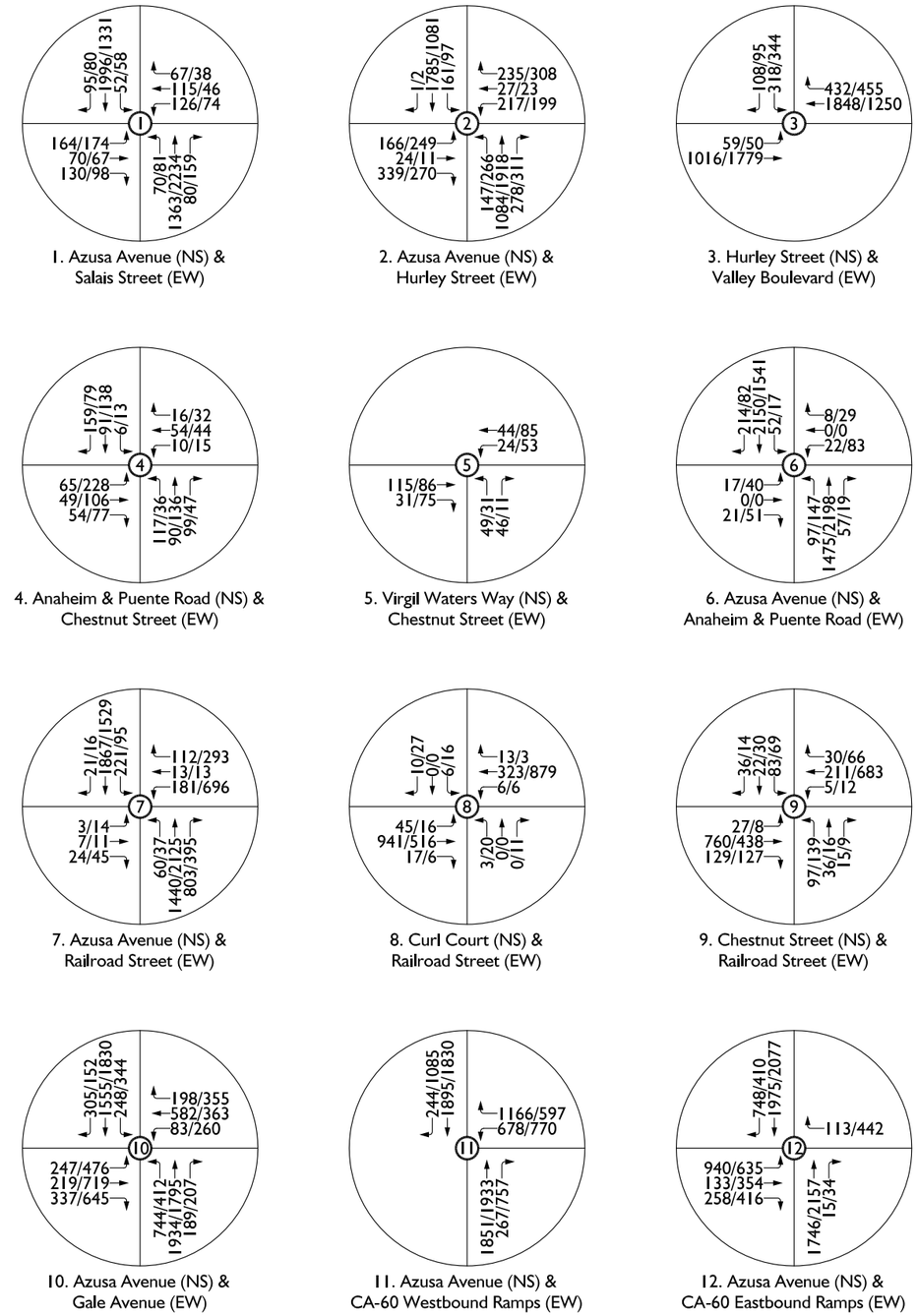
Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

Exhibit L

Project Buildout (Year 2017) With Project Traffic Volumes





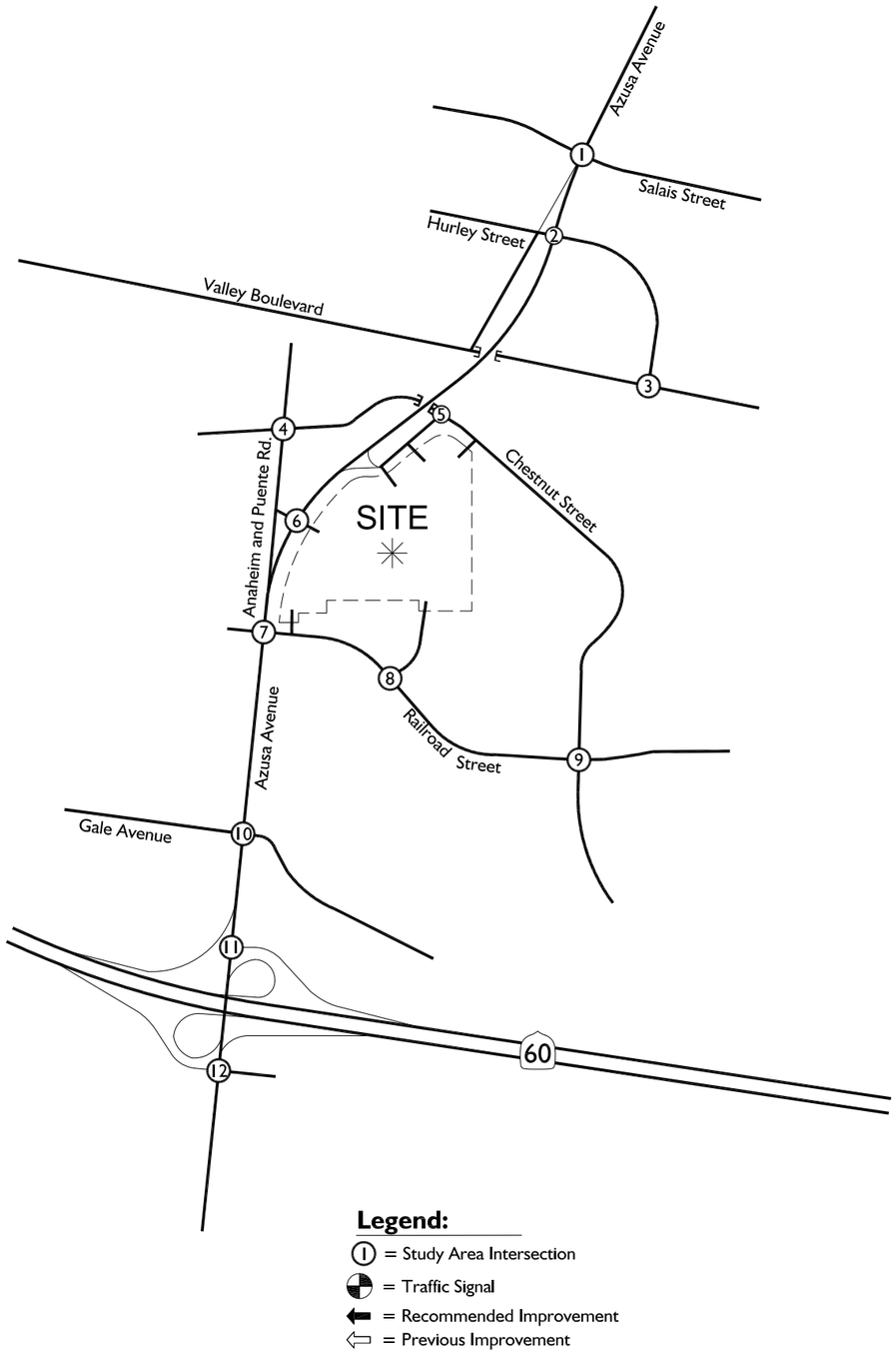
Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Estimated Average Daily Traffic (1000s)

Note:

Existing peak hour volumes include Passenger Car Equivalent (PCE) factors.

Recommendations



Recommendations

A. Intersection Analysis Summary

1. A summary of the level of service analysis for each condition for the intersections analyzed using the ICU Methodology is included in Table 8. Table 9 provides the level of service summary analysis for each condition for the intersections analyzed using the HCM Methodology.

2. All recommended intersection improvements are listed in Table 10.

B. Circulation Recommendations

1. On-Site

   I. Construct the on-site circulation system per the detailed site plan. Provide two (2) full access points to Virgil Waters Way, one (1) full access point to Chestnut Street, one (1) signalized full access point to Azusa Avenue, one (1) right-in / right-out only access point to Railroad Street, and one (1) full access point to Railroad Street. Passenger vehicles and heavy trucks will be able to access the site via all project access points.

2. Area Wide

   I. Complete any remaining half-section street improvements for any roadways adjacent to the site.

   II. The necessary off-site intersection improvements needed to meet the City of Industry and Caltrans Level of Service standards are shown in Table 10.

C. Fair-Share Intersection Contribution

1. The project is not solely responsible for the degradation in level of service at the intersection requiring mitigation. The project should contribute a fair-share percentage for roadway improvements required to meet City of Industry level of service standards.

2. The project's fair-share intersection contribution for Project Buildout (Year 2017) With Project conditions for the improved intersections is shown in Table 11.

D. Safety and Operational Improvements

1. Sight distance at the project access points should be designed per City of Industry standards.

2. As is the case for any roadway design, the City of Industry should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

E. Regional Funding Mechanisms

1. Participate in any approved transportation or development impact fees required by the City of Industry.

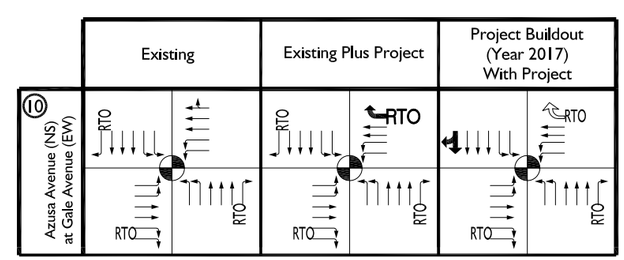
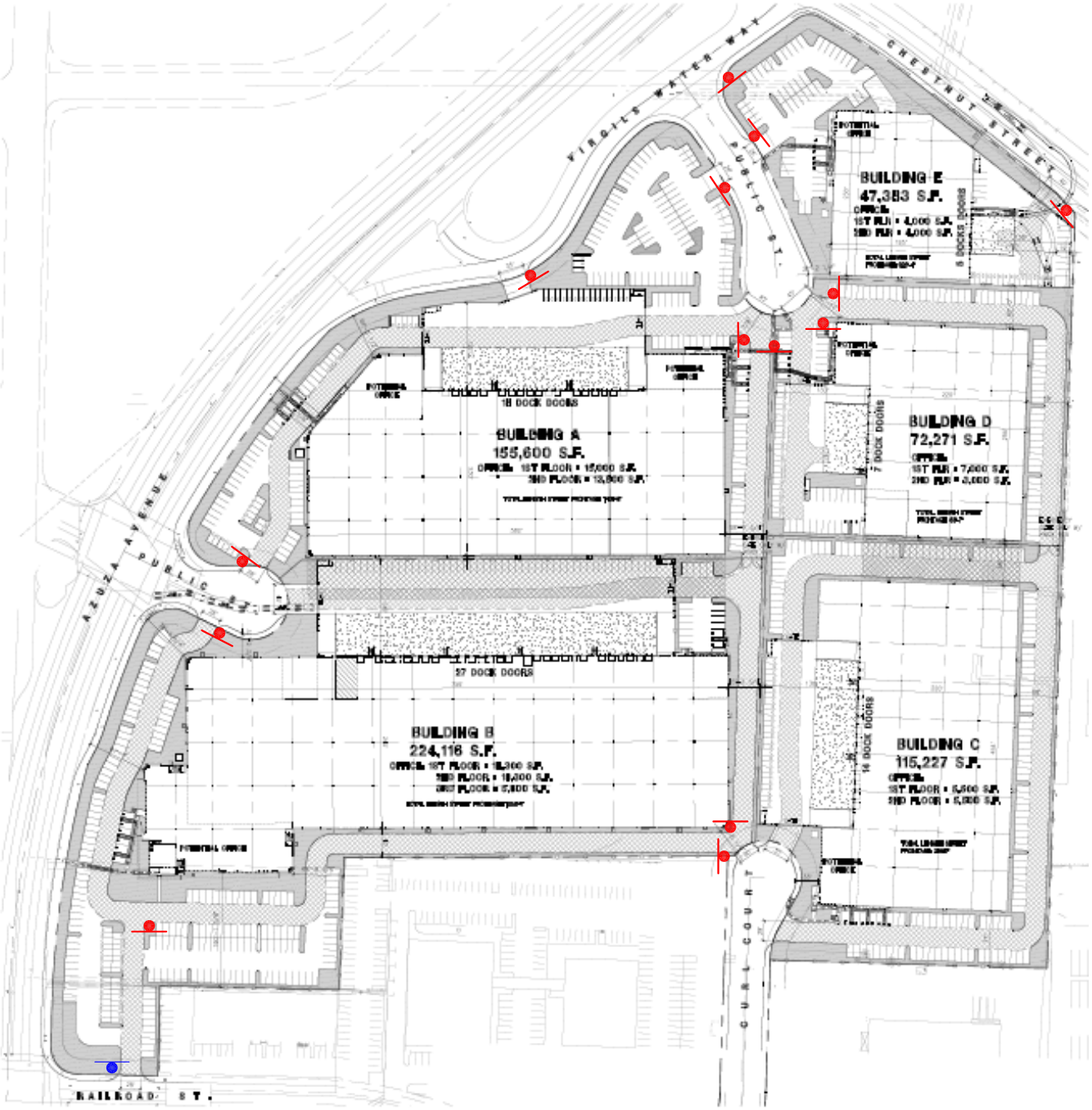


Exhibit N

On-Site Circulation Recommendations



Note:

It is recommended to only have one (1) lane in each direction for the on-site circulation streets.

Legend:

N

= Install stop sign, stop bar, and stop legend

= Install stop sign, stop bar, stop legend, and right turn only sign

Tables

TABLE 1

Intersection Analysis for Existing Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.841	0.816	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.882	0.891	D	D
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.664	0.559	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.634	0.566	B	A
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.782	0.828	C	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.434	0.454	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.859	0.929	D	E

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.0	15.6	A	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	19.7	21.5	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	26.7	21.9	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	20.5	18.8	C	B

1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 2
Warehouse Trip Generation Rates

Land Use	Units[1]	Peak Hour						Daily
		AM			PM			
		In	Out	Total	In	Out	Total	
Warehouse - ITE Code 150	TSF							
Trip Generation Rates[2]		0.237	0.063	0.300	0.080	0.240	0.320	3.560
PCE Inbound/Outbound Splits[3]		79%	21%	100%	25%	75%	100%	--
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[4]		79.57%	79.57%	79.57%	79.57%	79.57%	79.57%	79.57%
PCE Factor[5]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.189	0.050	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks								
Recommended Mix (%)[4]		3.46%	3.46%	3.46%	3.46%	3.46%	3.46%	3.46%
PCE Factor[5]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.012	0.003	0.016	0.004	0.012	0.017	0.185
3-Axle Trucks								
Recommended Mix (%)[4]		4.64%	4.64%	4.64%	4.64%	4.64%	4.64%	4.64%
PCE Factor[5]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.022	0.006	0.028	0.007	0.022	0.030	0.330
4-Axle Trucks								
Recommended Mix (%)[4]		12.33%	12.33%	12.33%	12.33%	12.33%	12.33%	12.33%
PCE Factor[5]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.088	0.023	0.111	0.030	0.089	0.118	1.317
Final Rates (In Passenger Car Equivalents)								
Passenger Cars		0.189	0.050	0.239	0.064	0.191	0.255	2.833
2-Axle Trucks		0.012	0.003	0.016	0.004	0.012	0.017	0.185
3-Axle Trucks		0.022	0.006	0.028	0.007	0.022	0.030	0.330
4-Axle+ Trucks		0.088	0.023	0.111	0.030	0.089	0.118	1.317

Building Size: 614.597 TSF

[1] TSF = Thousand Square Feet

[2] Warehouse Trip Generation Source: ITE Trip Generation, 9th Ed.

[3] Inbound/Outbound Splits per ITE Trip Generation, 9th Ed., 2012

[4] Recommended Vehicle Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003 (Page 21)

[5] Recommended PCE Factor per San Bernardino County CMP, 2005 Update

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Table 3
Project Trip Generation (Passenger Car Equivalents)

ITE TRIP GENERATION									
			Weekday Peak Hour						
			AM			PM			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Warehouse	614.597	TSF	146	39	185	49	148	197	2,188

ITE TRIP GENERATION IN PASSENGER CAR EQUIVALENTS							
	Weekday Peak Hour						
	AM			PM			
Vehicle Mix	In	Out	Total	In	Out	Total	Daily
Warehouse - Passenger Cars	116	31	147	39	117	156	1,741
Warehouse - 2-Axle Trucks (1.5 x)	8	2	10	3	8	11	114
Warehouse - 3-Axle Trucks (2.0 x)	14	4	18	5	14	19	203
Warehouse - 4-Axle+ Trucks (3.0 x)	54	14	68	18	55	73	809
Warehouse Trip Generation	192	51	243	65	194	259	2,867

[1] TSF = Thousand Square Feet

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TABLE 4

Other Developments Trip Generation[1]

Zone	Location	Land Use	ITE Code	Quantity	Units[2]	Peak Hour						Daily
						AM			PM			
						In	Out	Total	In	Out	Total	
1	17651 Railroad Street	Warehouse	150	65.599	TSF	19	4	23	6	20	26	297
	18639 Railroad Street	Warehouse	150	107.000	TSF	32	9	41	12	33	45	484
	Zone 1 Subtotal					51	13	64	18	53	71	781
2	1590 Azusa Avenue	High Turnover / Sit Down Restaurant	932	5.910	TSF	35	29	64	35	23	58	751
	1548 Azusa Avenue	Fast Food Restaurant w/Drive Thru	934	4.632	TSF	107	103	210	79	73	152	2,298
	Zone 2 Subtotal					142	132	274	114	96	210	3,049
CUMULATIVE DEVELOPMENTS TOTAL TRIP GENERATION						**193**	**145**	**338**	**132**	**149**	**281**	**3,830**

[1] Other Developments provided by the City of Industry.

[2] TSF = Thousand Square Feet

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TABLE 5

Intersection Analysis for Existing Plus Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.849	0.821	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.893	0.898	D	D
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.682	0.570	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.655	0.633	B	B
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.806	0.839	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.440	0.456	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.866	0.950	D	E
-With Mitigation Improvements	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.0	**1>**	0.885	0.886	D	D

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.0	15.7	A	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	21.8	22.7	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	27.9	22.1	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	21.2	19.0	C	B

1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 6

Intersection Analysis For Project Buildout (Year 2017) Without Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.867	0.837	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.913	0.914	E	E
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.694	0.581	B	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.659	0.586	B	A
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.808	0.857	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.446	0.467	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.889	0.959	D	E

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.1	16.2	B	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.1	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	20.5	22.6	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	30.1	22.7	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	20.9	19.4	C	B

1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 7

Intersection Analysis For Project Buildout (Year 2017) With Project Conditions

Intersection (ICU Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Critical V/C Ratio[2]		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Azusa Avenue (NS) at:																		
1. Salais Street (EW)	TS	Industry	1.0	2.5	0.5	1.0	2.5	0.5	0.5	0.5	1.0	0.0	1!	0.0	0.875	0.843	D	D
2. Hurley Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.5	0.5	1.0	1.0	1.0	1.0	0.923	0.921	E	E
Hurley Street (NS) at:																		
3. Valley Boulevard	TS	Industry	0.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.0	0.0	2.5	0.5	0.711	0.594	C	A
Azusa Avenue (NS) at:																		
6. Anaheim and Puente Road (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	1.0	0.0	1.0	1.0	0.5	0.5	0.680	0.652	B	B
7. Railroad Street (EW)	TS	Industry	1.0	3.0	1.0	1.0	2.5	0.5	0.0	1!	0.0	1.5	0.5	1.0	0.832	0.868	D	D
Chestnut Street (NS) at:																		
9. Railroad Street (EW)	TS	Industry	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	0.453	0.469	A	A
Azusa Avenue (NS) at:																		
10. Gale Avenue (EW)	TS	Industry	2.0	3.0	1>	2.0	3.0	1>	2.0	2.0	2>	2.0	2.5	0.5	0.896	0.981	D	E
-With Mitigation Improvements	TS	Industry	2.0	3.0	1>	2.0	**3.5**	**0.5**	2.0	2.0	2>	2.0	2.0	**1>**	0.882	0.887	D	D

Intersection (HCM Methodology)	Traffic Control[4]	Jurisdiction	Intersection Approach Lane(s)[1]												Delay[3] (Sec.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:																		
4. Chestnut Street (EW)	AWS	Industry	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	0.5	0.5	1.0	10.1	16.2	B	C
Virgil Waters Way (NS) at:																		
5. Chestnut Street (EW)	AWS	Industry	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	8.2	8.2	A	A
Curl Court (NS) at:																		
8. Railroad Street (EW)	CSS	Industry	0.0	1!	0.0	1.0	0.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	22.8	23.9	C	C
Azusa Avenue (NS) at:																		
11. CA-60 Westbound Ramps (EW)	TS	Caltrans	0.0	3.5	1.5>>	0.0	3.0	1>>	0.0	0.0	0.0	1.5	0.0	1.5	31.9	22.9	C	C
12. CA-60 Eastbound Ramps (EW)	TS	Caltrans	0.0	3.5	0.5	0.0	3.0	1>>	1.5	1.0	0.5	0.0	0.0	1.0	21.7	19.5	C	B

1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

! = Indicates general purpose lane

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

3 Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

4 TS = Traffic Signal
AWS = All Way Stop
CSS = Cross Street Stop

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TABLE 8

Summary Intersection Analysis (ICU Methodology)

Intersection	Traffic Control	Existing Conditions				Existing Plus Project Conditions				Project Increase in V/C Ratio		Significant Impact	
		Critical V/C Ratio[1]		Level of Service		Critical V/C Ratio[1]		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS) at:													
1. Salais Street (EW)	TS	0.841	0.816	D	D	0.849	0.821	D	D	0.008	0.005	NO	NO
2. Hurley Street (EW)	TS	0.882	0.891	D	D	0.893	0.898	D	D	0.011	0.007	NO	NO
Hurley Street (NS) at:													
3. Valley Boulevard	TS	0.664	0.559	B	A	0.682	0.570	B	A	0.018	0.011	NO	NO
Azusa Avenue (NS) at:													
6. Anaheim and Puente Road (EW)	TS	0.634	0.566	B	A	0.655	0.633	B	B	0.021	0.067	NO	NO
7. Railroad Street (EW)	TS	0.782	0.828	C	D	0.806	0.839	D	D	0.024	0.011	NO	NO
Chestnut Street (NS) at:													
9. Railroad Street (EW)	TS	0.434	0.454	A	A	0.440	0.456	A	A	0.006	0.002	NO	NO
Azusa Avenue (NS) at:													
10. Gale Avenue (EW)	TS	0.859	0.929	D	E	0.866	0.950	D	E	0.007	0.021	NO	YES
-With Mitigation Improvements	TS	N/A	N/A	N/A	N/A	0.885	0.886	D	D	0.026	-0.043	NO	NO

Intersection	Traffic Control	Project Buildout (Year 2017) Without Project Conditions				Project Buildout (Year 2017) With Project Conditions				Project Increase in V/C Ratio		Significant Impact	
		Critical V/C Ratio[1]		Level of Service		Critical V/C Ratio[1]		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS) at:													
1. Salais Street (EW)	TS	0.867	0.837	D	D	0.875	0.843	D	D	0.008	0.006	NO	NO
2. Hurley Street (EW)	TS	0.913	0.914	E	E	0.923	0.921	E	E	0.010	0.007	NO	NO
Hurley Street (NS) at:													
3. Valley Boulevard	TS	0.694	0.581	B	A	0.711	0.594	C	A	0.017	0.013	NO	NO
Azusa Avenue (NS) at:													
6. Anaheim and Puente Road (EW)	TS	0.659	0.586	B	A	0.680	0.652	B	B	0.021	0.066	NO	NO
7. Railroad Street (EW)	TS	0.808	0.857	D	D	0.832	0.868	D	D	0.024	0.011	NO	NO
Chestnut Street (NS) at:													
9. Railroad Street (EW)	TS	0.446	0.467	A	A	0.453	0.469	A	A	0.007	0.002	NO	NO
Azusa Avenue (NS) at:													
10. Gale Avenue (EW)	TS	0.889	0.959	D	E	0.896	0.981	D	E	0.007	0.022	NO	YES
-With Mitigation Improvements	TS	N/A	N/A	N/A	N/A	0.882	0.887	D	D	-0.007	-0.072	NO	NO

[1] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume capacity ratios and levels of service are shown for intersections controlled by traffic signals.

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TABLE 9

Summary Intersection Analysis (HCM Methodology)

Intersection	Traffic Control	Existing Conditions				Existing Plus Project Conditions				Change in Delay		Significant Impact	
		Delay[1] (Seconds)		Level of Service		Delay[1] (Seconds)		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:													
4. Chestnut Street (EW)	AWS	10.0	15.6	A	C	10.0	15.7	A	C	0.0	0.1	NO	NO
Virgil Waters Way (NS) at:													
5. Chestnut Street (EW)	AWS	8.1	8.2	A	A	8.1	8.2	A	A	0.0	0.0	NO	NO
Curl Court (NS) at:													
8. Railroad Street (EW)	CSS	19.7	21.5	C	C	21.8	22.7	C	C	2.1	1.2	NO	NO
Azusa Avenue (NS) at:													
11. CA-60 Westbound Ramps (EW)	TS	26.7	21.9	C	C	27.9	22.1	C	C	1.2	0.2	NO	NO
12. CA-60 Eastbound Ramps (EW)	TS	20.5	18.8	C	B	21.2	19.0	C	B	0.7	0.2	NO	NO

Intersection	Traffic Control	Project Buildout (Year 2016) Without Project Conditions				Project Buildout (Year 2016) With Project Conditions				Change in Delay		Significant Impact	
		Delay[1] (Seconds)		Level of Service		Delay[1] (Seconds)		Level of Service					
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Anaheim and Puente Road (NS) at:													
4. Chestnut Street (EW)	AWS	10.1	16.2	B	C	10.1	16.2	B	C	0.0	0.0	NO	NO
Virgil Waters Way (NS) at:													
5. Chestnut Street (EW)	AWS	8.1	8.2	A	A	8.2	8.2	A	A	0.1	0.0	NO	NO
Curl Court (NS) at:													
8. Railroad Street (EW)	CSS	20.5	22.6	C	C	22.8	23.9	C	C	2.3	1.3	NO	NO
Azusa Avenue (NS) at:													
11. CA-60 Westbound Ramps (EW)	TS	30.1	22.7	C	C	31.9	22.9	C	C	1.8	0.2	NO	NO
12. CA-60 Eastbound Ramps (EW)	TS	20.9	19.4	C	B	21.7	19.5	C	B	0.8	0.1	NO	NO

[1] Analysis Software: Traffix, Version 8.0. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

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TABLE 10

Recommended Intersection Improvements[1,2]

Intersection	Existing Plus Project Recommended Improvements	Project Buildout (Year 2017) With Project Recommended Improvements
Azusa Avenue (NS) 10. Gale Avenue (EW)	- Convert Westbound thru lane into a right turn lane - Install Westbound Right Turn Overlap Phase	- [Convert Westbound thru lane into a right turn lane][3] - [Install Westbound Right Turn Overlap Phase][3] - Restripe southbound approach to provide a shared thru-right, three thru lanes, and two left turn lanes - Due to southbound approach restriping, traffic signal modification shall be performed to remove the southbound right turn overlap phase - Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four (4) southbound lanes

1 Recommended improvements consist of the minimum necessary improvements at an intersection to improve Level of Service to D or better.

2 Project shall contribute a fair-share, as outlined in Table 11.

3 [ ] = Improvement required in previous phase.

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TABLE 11

Project Fair-Share Intersection Contribution[1]

Intersection	Existing Traffic		Year 2017 With Project Traffic		Growth in Traffic		Project Traffic		Project % of Year 2017 With Project Growth in Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Azusa Avenue (NS)										
10. Gale Avenue (EW)	6,234	7,156	6,639	7,557	405	401	128	138	31.6%	34.4%

[1] Project Fair-Share Contribution represents the project's traffic contribution at each study area intersection as a percentage of the overall growth in traffic for Year 2017 conditions. This table is for informational purposes only and is not tied to mitigation.

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Table 12
Intersection Queuing for Azusa Avenue at Anaheim and Puente Road[1]

Existing Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	1	0	25	0	Yes

Existing Plus Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	4	3	100	75	Yes

Project Opening Year (2017) Without Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	1	0	25	0	Yes

Project Opening Year (2017) With Project Conditions							
Intersection / Movement	Number of Lanes	Storage or Link Distance Per Lane (feet)	95th Percentile Queue Per Lane (cars)		95th Percentile Queue Per Lane (feet)		Adequate Queue Storage Provided?
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Southbound Left-Turn	1.0	200	4	3	100	75	Yes

[1] Queue length was calculated using Traffix's internal formula based on characteristics of the intersection. The 95th percentile queue is shown as the number of cars. To determine the queue length, it is assumed each car will require a 25 foot queue length.

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Appendices

Appendix A

Traffic Count Worksheets

1. Azusa Avenue at Salais Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	0	1	3	0	0	1	0	0	1	0	
AM	7:00 AM	11	243	7	8	371	12	26	10	29	21	20	10	765
	7:15 AM	16	295	15	18	432	11	32	20	26	31	17	13	924
	7:30 AM	12	334	16	15	492	32	29	24	30	23	34	16	1,056
	7:45 AM	14	344	17	14	512	23	51	23	42	29	41	14	1,123
	8:00 AM	17	355	25	14	457	17	47	14	21	28	26	16	1,035
	8:15 AM	19	287	13	8	466	21	34	8	23	31	12	21	942
	8:30 AM	14	271	13	6	396	20	35	16	40	11	20	8	849
	8:45 AM	17	290	13	9	414	16	28	12	21	31	11	10	870
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	119	2,417	119	92	3,538	151	280	127	231	205	180	107	7,562
	APPROACH %	4%	91%	4%	2%	94%	4%	44%	20%	36%	42%	37%	22%	
	APP/DEPART	2,654	/	2,803	3,780	/	3,974	638	/	337	491	/	449	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	61	1,319	71	51	1,926	93	161	69	115	111	113	66	4,155
	APPROACH %	4%	91%	5%	2%	93%	4%	47%	20%	33%	38%	39%	23%	
	PEAK HR FACTOR		0.916			0.943			0.746			0.868		0.925
	APP/DEPART	1,451	/	1,546	2,069	/	2,152	345	/	191	290	/	267	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	15	541	37	10	320	18	23	12	8	26	15	10	1,034
	4:15 PM	18	529	25	16	292	20	36	19	28	19	15	4	1,019
	4:30 PM	18	566	30	20	336	22	36	15	18	15	7	8	1,089
	4:45 PM	19	537	29	7	321	17	37	20	18	26	13	4	1,048
	5:00 PM	19	549	36	12	304	20	36	18	20	18	10	12	1,053
	5:15 PM	21	538	29	12	304	16	40	11	22	14	16	7	1,029
	5:30 PM	12	535	36	16	338	20	44	15	27	20	11	6	1,080
	5:45 PM	17	543	45	17	343	22	52	22	19	13	8	12	1,112
	VOLUMES	139	4,338	266	110	2,556	154	303	132	159	150	94	63	8,461
	APPROACH %	3%	91%	6%	4%	91%	5%	51%	22%	27%	49%	31%	20%	
	APP/DEPART	4,742	/	4,703	2,819	/	2,865	594	/	507	307	/	387	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	69	2,165	145	57	1,288	78	171	66	88	65	45	37	4,273
	APPROACH %	3%	91%	6%	4%	91%	5%	53%	20%	27%	44%	31%	25%	
	PEAK HR FACTOR		0.983			0.933			0.877			0.919		0.961
	APP/DEPART	2,379	/	2,373	1,422	/	1,440	325	/	268	147	/	192	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	9	224	5	8	350	10	24	6	27	21	14	10	708
	7:15 AM	16	281	15	16	420	11	30	14	26	31	15	13	888
	7:30 AM	10	314	16	15	482	28	29	22	30	21	34	16	1,017
	7:45 AM	11	325	17	14	498	23	51	23	40	29	41	12	1,084
	8:00 AM	15	334	20	14	444	17	45	14	19	28	26	16	992
	8:15 AM	17	268	13	8	439	21	34	8	23	31	12	19	893
	8:30 AM	14	255	13	6	382	18	33	14	40	11	14	8	808
	8:45 AM	14	260	11	7	389	16	26	12	21	29	11	8	804
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	106	2,261	110	88	3,404	144	272	113	226	201	167	102	7,194
	APPROACH %	4%	91%	4%	2%	94%	4%	45%	18%	37%	43%	36%	22%	
	APP/DEPART	2,477	/	2,635	3,636	/	3,831	611	/	311	470	/	417	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	53	1,241	66	51	1,863	89	159	67	112	109	113	63	3,986
	APPROACH %	4%	91%	5%	3%	93%	4%	47%	20%	33%	38%	40%	22%	
	PEAK HR FACTOR		0.921			0.936			0.741			0.869		0.919
	APP/DEPART	1,360	/	1,463	2,003	/	2,084	338	/	184	285	/	255	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	522	37	10	303	18	23	12	8	24	13	10	993
	4:15 PM	16	513	23	16	282	18	36	17	23	17	13	4	978
	4:30 PM	18	555	30	18	319	22	36	15	18	15	7	6	1,059
	4:45 PM	19	527	29	7	307	17	37	20	18	24	13	4	1,022
	5:00 PM	19	536	34	12	296	20	34	18	20	16	10	12	1,027
	5:15 PM	21	526	27	12	288	16	40	11	20	14	16	7	998
	5:30 PM	12	525	36	16	320	20	44	15	27	20	11	6	1,052
	5:45 PM	17	535	45	17	331	20	50	22	19	13	8	12	1,089
	VOLUMES	135	4,239	261	108	2,446	151	300	130	153	143	91	61	8,218
	APPROACH %	3%	91%	6%	4%	90%	6%	51%	22%	26%	48%	31%	21%	
	APP/DEPART	4,635	/	4,600	2,705	/	2,742	583	/	499	295	/	377	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	69	2,122	142	57	1,235	76	168	66	86	63	45	37	4,166
	APPROACH %	3%	91%	6%	4%	90%	6%	53%	21%	27%	43%	31%	26%	
	PEAK HR FACTOR		0.977			0.929			0.879			0.954		0.956
	APP/DEPART	2,333	/	2,327	1,368	/	1,384	320	/	265	145	/	190	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	1	5	0	0	6	1	1	1	0	0	1	0	16
	7:15 AM	0	7	0	0	3	0	1	0	0	0	1	0	12
	7:30 AM	0	7	0	0	5	1	0	0	0	0	0	0	13
	7:45 AM	2	8	0	0	5	0	0	0	1	0	0	1	17
	8:00 AM	1	5	0	0	4	0	1	0	1	0	0	0	12
	8:15 AM	1	8	0	0	7	0	0	0	0	0	0	1	17
	8:30 AM	0	5	0	0	4	1	0	0	0	0	1	0	11
	8:45 AM	2	20	1	0	5	0	1	0	0	0	0	1	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	65	1	0	39	3	4	1	2	0	3	3	128
	APPROACH %	10%	89%	1%	0%	93%	7%	57%	14%	29%	0%	50%	50%	
	APP/DEPART	73	/	72	42	/	41	7	/	2	6	/	13	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	4	38	1	0	20	1	2	0	1	0	1	2	70
	APPROACH %	9%	88%	2%	0%	95%	5%	67%	0%	33%	0%	33%	67%	
	PEAK HR FACTOR		0.467			0.750			0.375			0.750		0.583
	APP/DEPART	43	/	42	21	/	21	3	/	1	3	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	8	0	0	4	0	0	0	0	1	1	0	15
	4:15 PM	0	6	0	0	5	1	0	1	1	0	1	0	15
	4:30 PM	0	3	0	1	7	0	0	0	0	0	0	1	12
	4:45 PM	0	4	0	0	8	0	0	0	0	1	0	0	13
	5:00 PM	0	4	1	0	5	0	1	0	0	0	0	0	11
	5:15 PM	0	4	1	0	5	0	0	0	1	0	0	0	11
	5:30 PM	0	4	0	0	6	0	0	0	0	0	0	0	10
	5:45 PM	0	4	0	0	3	1	1	0	0	0	0	0	9
	VOLUMES	1	37	2	1	43	2	2	1	2	2	2	1	96
	APPROACH %	3%	93%	5%	2%	93%	4%	40%	20%	40%	40%	40%	20%	
	APP/DEPART	40	/	40	46	/	47	5	/	4	5	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	21	0	1	24	1	0	1	1	2	2	1	55
	APPROACH %	5%	95%	0%	4%	92%	4%	0%	50%	50%	40%	40%	20%	
	PEAK HR FACTOR		0.611			0.813			0.250			0.625		0.917
	APP/DEPART	22	/	22	26	/	27	2	/	2	5	/	4	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM	▲ N
3-AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	0	1	4	0	0	0	0	0	0	0	10
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	5	/	5	5	/	4	0	/	1	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	5	0	1	3	0	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.500			0.000			0.000		0.563
	APP/DEPART	5	/	5	4	/	3	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	5
	8:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	1	0	7	0	0	0	0	0	0	0	16
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	9	/	8	7	/	7	0	/	1	0	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	4	1	0	6	0	0	0	0	0	0	0	11
	APPROACH %	0%	80%	20%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.313			0.500			0.000			0.000		0.550
	APP/DEPART	5	/	4	6	/	6	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	5	0	0	0	1	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	3	/	3	5	/	6	1	/	0	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1	0	0	4	0	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.625
	APP/DEPART	1	/	1	4	/	4	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	1
THURSDAY	EAST & WEST:	Salais	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Salais			WESTBOUND Salais			
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	4	1	0	6	0	0	1	1	0	2	0	15
	7:15 AM	0	0	0	1	2	0	0	3	0	0	0	0	6
	7:30 AM	1	3	0	0	1	1	0	1	0	1	0	0	8
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
	8:30 AM	0	2	0	0	4	0	1	1	0	0	2	0	10
	8:45 AM	0	0	0	0	3	0	0	0	0	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	12	2	1	23	1	1	6	1	2	4	0	54
	APPROACH %	7%	80%	13%	4%	92%	4%	13%	75%	13%	33%	67%	0%	
	APP/DEPART	15	/	13	25	/	26	8	/	9	6	/	6	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	1	9	1	1	11	1	0	5	1	1	2	0	33
	APPROACH %	9%	82%	9%	8%	85%	8%	0%	83%	17%	33%	67%	0%	
	PEAK HR FACTOR		0.550			0.542			0.500			0.375		0.550
	APP/DEPART	11	/	9	13	/	13	6	/	7	3	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	4:15 PM	1	2	1	0	1	0	0	0	0	1	0	0	6
	4:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
	5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	VOLUMES	1	15	1	0	14	0	0	0	0	2	0	0	33
	APPROACH %	6%	88%	6%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	17	/	15	14	/	16	0	/	1	2	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	8	1	0	8	0	0	0	0	1	0	0	19
	APPROACH %	10%	80%	10%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.625			0.667			0.000			0.250		0.792
	APP/DEPART	10	/	8	8	/	9	0	/	1	1	/	1	0

2. Azusa Avenue at Hurley Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1.5	0.5	1	1	1	1	
AM	7:00 AM	27	172	27	19	304	0	14	6	44	21	6	44	682
	7:15 AM	28	231	45	20	359	0	40	6	79	32	9	60	906
	7:30 AM	32	267	34	40	412	0	46	7	89	37	4	50	1,017
	7:45 AM	32	244	57	45	453	0	42	4	83	36	8	57	1,059
	8:00 AM	40	278	84	41	422	1	50	8	64	31	9	77	1,104
	8:15 AM	32	241	61	32	409	0	25	5	85	38	5	46	977
	8:30 AM	35	229	32	31	365	0	37	9	73	33	5	51	898
	8:45 AM	25	219	46	37	359	0	43	4	66	45	6	55	903
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	250	1,879	384	264	3,081	1	295	49	580	273	51	439	7,544
	APPROACH %	10%	75%	15%	8%	92%	0%	32%	5%	63%	36%	7%	58%	
	APP/DEPART	2,513	/	2,612	3,346	/	3,934	924	/	697	762	/	302	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	136	1,029	235	158	1,695	1	163	24	320	142	26	230	4,156
	APPROACH %	10%	74%	17%	8%	91%	0%	32%	5%	63%	36%	7%	58%	
	PEAK HR FACTOR		0.871			0.931			0.894			0.850		0.942
	APP/DEPART	1,399	/	1,421	1,853	/	2,156	506	/	417	398	/	163	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	51	421	78	23	215	1	47	1	71	46	10	78	1,040
	4:15 PM	53	425	59	34	283	0	60	3	69	34	8	78	1,104
	4:30 PM	57	435	81	18	241	0	55	2	67	52	9	81	1,096
	4:45 PM	58	436	59	33	264	1	59	3	66	30	6	70	1,084
	5:00 PM	71	464	50	18	212	1	62	4	68	49	5	72	1,074
	5:15 PM	65	499	54	26	311	0	69	2	57	28	3	79	1,190
	5:30 PM	60	413	35	22	245	0	66	2	35	31	6	73	986
	5:45 PM	43	358	48	30	253	2	104	6	35	23	2	71	973
	VOLUMES	456	3,448	462	203	2,023	5	520	23	467	291	49	600	8,545
	APPROACH %	10%	79%	11%	9%	91%	0%	52%	2%	46%	31%	5%	64%	
	APP/DEPART	4,366	/	4,568	2,231	/	2,781	1,010	/	688	940	/	510	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	250	1,833	243	95	1,028	2	244	11	257	158	23	302	4,443
	APPROACH %	11%	79%	10%	8%	91%	0%	48%	2%	50%	33%	5%	63%	
	PEAK HR FACTOR		0.943			0.835			0.958			0.855		0.934
	APP/DEPART	2,325	/	2,378	1,125	/	1,443	512	/	349	482	/	275	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	27	160	23	17	292	0	14	6	44	21	4	38	646
	7:15 AM	23	223	34	20	349	0	35	6	62	29	4	58	843
	7:30 AM	30	254	28	38	405	0	39	5	77	24	4	48	952
	7:45 AM	32	235	46	40	440	0	40	4	80	27	8	54	1,006
	8:00 AM	36	256	72	36	414	1	47	5	57	31	9	69	1,033
	8:15 AM	27	230	50	32	383	0	22	5	78	23	5	41	896
	8:30 AM	32	219	29	29	358	0	35	9	59	27	2	48	847
	8:45 AM	23	181	37	32	342	0	39	4	51	36	6	50	801
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	230	1,758	319	244	2,983	1	271	44	508	218	42	406	7,024
	APPROACH %	10%	76%	14%	8%	92%	0%	33%	5%	62%	33%	6%	61%	
	APP/DEPART	2,307	/	2,435	3,228	/	3,709	823	/	607	666	/	273	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	125	975	196	146	1,642	1	148	19	292	105	26	212	3,887
	APPROACH %	10%	75%	15%	8%	92%	0%	32%	4%	64%	31%	8%	62%	
	PEAK HR FACTOR		0.890			0.932			0.925			0.787		0.941
	APP/DEPART	1,296	/	1,335	1,789	/	2,039	459	/	361	343	/	152	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	51	400	61	16	209	1	47	1	59	43	7	76	971
	4:15 PM	48	408	47	29	278	0	60	3	52	23	8	64	1,020
	4:30 PM	57	422	56	18	226	0	51	2	62	44	9	79	1,026
	4:45 PM	58	423	51	31	253	1	59	3	64	24	6	67	1,040
	5:00 PM	69	455	44	18	206	1	60	4	68	49	3	67	1,044
	5:15 PM	60	486	52	26	295	0	67	2	43	23	3	79	1,136
	5:30 PM	60	409	32	20	232	0	66	2	35	26	6	69	957
	5:45 PM	41	354	44	28	248	2	99	6	35	20	2	71	950
	VOLUMES	444	3,357	387	186	1,947	5	509	23	418	252	44	572	8,144
	APPROACH %	11%	80%	9%	9%	91%	0%	54%	2%	44%	29%	5%	66%	
	APP/DEPART	4,188	/	4,438	2,138	/	2,617	950	/	596	868	/	493	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	244	1,786	203	93	980	2	237	11	237	140	21	292	4,246
	APPROACH %	11%	80%	9%	9%	91%	0%	49%	2%	49%	31%	5%	64%	
	PEAK HR FACTOR		0.934			0.837			0.919			0.858		0.934
	APP/DEPART	2,233	/	2,315	1,075	/	1,357	485	/	307	453	/	267	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	4	1	0	3	0	0	0	0	0	1	1	10
	7:15 AM	1	5	3	0	2	0	1	0	5	0	1	1	19
	7:30 AM	1	4	0	0	3	0	2	0	3	2	0	0	15
	7:45 AM	0	3	1	2	5	0	1	0	2	2	0	0	16
	8:00 AM	0	7	4	3	2	0	0	2	3	0	0	0	21
	8:15 AM	0	3	3	0	7	0	2	0	1	6	0	2	24
	8:30 AM	2	5	2	1	2	0	1	0	1	2	2	2	20
	8:45 AM	0	24	2	1	6	0	1	0	5	1	0	3	43
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	55	16	7	30	0	8	2	20	13	4	9	168
	APPROACH %	5%	73%	21%	19%	81%	0%	27%	7%	67%	50%	15%	35%	
	APP/DEPART	75	/	72	37	/	63	30	/	25	26	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	2	39	11	5	17	0	4	2	10	9	2	7	108
	APPROACH %	4%	75%	21%	23%	77%	0%	25%	13%	63%	50%	11%	39%	
	PEAK HR FACTOR		0.500			0.786			0.667			0.563		0.628
	APP/DEPART	52	/	50	22	/	36	16	/	18	18	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	9	2	2	1	0	0	0	3	2	0	1	20
	4:15 PM	1	5	2	3	2	0	0	0	2	1	0	5	21
	4:30 PM	0	7	5	0	6	0	1	0	0	3	0	1	23
	4:45 PM	0	4	3	0	6	0	0	0	1	0	0	2	16
	5:00 PM	1	1	2	0	4	0	1	0	0	0	1	2	12
	5:15 PM	1	5	1	0	7	0	1	0	5	1	0	0	21
	5:30 PM	0	1	0	1	2	0	0	0	0	1	0	1	6
	5:45 PM	1	1	1	1	2	0	3	0	0	2	0	0	11
	VOLUMES	4	33	16	7	30	0	6	0	11	10	1	12	130
	APPROACH %	8%	62%	30%	19%	81%	0%	35%	0%	65%	43%	4%	52%	
	APP/DEPART	53	/	51	37	/	51	17	/	23	23	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	25	12	5	15	0	1	0	6	6	0	9	80
	APPROACH %	3%	66%	32%	25%	75%	0%	14%	0%	86%	40%	0%	60%	
	PEAK HR FACTOR		0.792			0.833			0.583			0.625		0.870
	APP/DEPART	38	/	35	20	/	27	7	/	17	15	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

▲ N
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		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1.5	0.5	1	1	1	1	
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	1	0	0	0	0	2	1	0	0	4
	7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	8:00 AM	1	0	0	0	0	0	0	0	1	0	0	1	3
	8:15 AM	1	2	0	0	3	0	0	0	1	0	0	1	8
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	2	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	2	3	1	4	0	0	0	6	2	0	2	23
	APPROACH %	38%	25%	38%	20%	80%	0%	0%	0%	100%	50%	0%	50%	
	APP/DEPART	8	/	4	5	/	12	6	/	4	4	/	3	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	2	2	2	1	3	0	0	0	4	1	0	2	17
	APPROACH %	33%	33%	33%	25%	75%	0%	0%	0%	100%	33%	0%	67%	
	PEAK HR FACTOR		0.500			0.333			0.500			0.750		0.531
	APP/DEPART	6	/	4	4	/	8	4	/	3	3	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	0	0	2	0	0	0	4
	4:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	3	0	0	0	4	0	0	2	11
	APPROACH %	0%	0%	0%	40%	60%	0%	0%	0%	100%	0%	0%	100%	
	APP/DEPART	0	/	2	5	/	7	4	/	2	2	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	2	3	0	0	0	4	0	0	1	10
	APPROACH %	0%	0%	0%	40%	60%	0%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.625			0.500			0.250		0.625
	APP/DEPART	0	/	1	5	/	7	4	/	2	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM	▲ N
4 OR MORE AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:15 AM	1	0	2	0	1	0	1	0	3	1	1	0	10
	7:30 AM	0	1	2	0	0	0	0	0	1	2	0	0	6
	7:45 AM	0	0	1	0	1	0	0	0	0	2	0	1	5
	8:00 AM	0	3	2	0	1	0	1	0	0	0	0	2	9
	8:15 AM	1	0	2	0	1	0	0	0	1	2	0	0	7
	8:30 AM	0	0	0	0	0	0	0	0	4	1	0	0	5
	8:45 AM	0	0	2	1	2	0	0	0	1	1	0	0	7
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	4	11	1	7	0	2	0	10	9	1	3	50
	APPROACH %	12%	24%	65%	13%	88%	0%	17%	0%	83%	69%	8%	23%	
	APP/DEPART	17	/	9	8	/	26	12	/	12	13	/	3	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	4	7	0	3	0	2	0	4	5	1	3	30
	APPROACH %	8%	33%	58%	0%	100%	0%	33%	0%	67%	56%	11%	33%	
	PEAK HR FACTOR		0.600			0.750			0.375			0.750		0.750
	APP/DEPART	12	/	9	3	/	12	6	/	7	9	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	4	0	0	0	0	0	1	0	1	0	7
	4:15 PM	1	1	3	0	0	0	0	0	4	3	0	0	12
	4:30 PM	0	0	5	0	0	0	0	0	1	1	0	0	7
	4:45 PM	0	1	1	0	0	0	0	0	0	2	0	0	4
	5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	5:15 PM	1	1	0	0	1	0	0	0	2	1	0	0	6
	5:30 PM	0	0	1	0	2	0	0	0	0	1	0	0	4
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	5	15	0	3	0	0	0	8	8	1	0	42
	APPROACH %	9%	23%	68%	0%	100%	0%	0%	0%	100%	89%	11%	0%	
	APP/DEPART	22	/	5	3	/	19	8	/	15	9	/	3	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	3	13	0	0	0	0	0	6	6	1	0	30
	APPROACH %	6%	18%	76%	0%	0%	0%	0%	0%	100%	86%	14%	0%	
	PEAK HR FACTOR		0.850			0.000			0.375			0.583		0.625
	APP/DEPART	17	/	3	0	/	12	6	/	13	7	/	2	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	2
THURSDAY	EAST & WEST:	Hurley	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Hurley			WESTBOUND Hurley			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	2	0	1	2	0	0	0	0	0	0	2	7
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	2	0	0	1	0	2	1	0	1	0	1	8
	7:45 AM	0	2	1	1	1	0	0	0	0	0	0	0	5
	8:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	10	1	2	12	0	3	1	0	2	0	3	35
	APPROACH %	8%	83%	8%	14%	86%	0%	75%	25%	0%	40%	0%	60%	
	APP/DEPART	12	/	16	14	/	14	4	/	4	5	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	6	1	2	5	0	2	1	0	1	0	3	21
	APPROACH %	0%	86%	14%	29%	71%	0%	67%	33%	0%	25%	0%	75%	
	PEAK HR FACTOR		0.583			0.583			0.250			0.500		0.656
	APP/DEPART	7	/	11	7	/	6	3	/	4	4	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	1	1	1	0	0	0	0	0	0	0	5
	4:15 PM	0	3	0	0	0	0	0	0	0	0	0	2	5
	4:30 PM	0	1	1	0	3	0	1	0	0	0	0	0	6
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	1	4
	5:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	VOLUMES	0	13	3	1	8	0	1	0	0	0	0	3	29
	APPROACH %	0%	81%	19%	11%	89%	0%	100%	0%	0%	0%	0%	100%	
	APP/DEPART	16	/	17	9	/	8	1	/	4	3	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	8	2	1	4	0	1	0	0	0	0	2	18
	APPROACH %	0%	80%	20%	20%	80%	0%	100%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.833			0.417			0.250			0.250		0.750
	APP/DEPART	10	/	11	5	/	4	1	/	3	2	/	0	0

3. Hurley Street at Valley Boulevard

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	50	0	9	5	145	0	0	445	70	722
	7:15 AM	0	0	0	55	0	17	5	215	0	0	502	93	885
	7:30 AM	0	0	0	75	0	12	7	279	0	2	441	85	900
	7:45 AM	0	0	0	89	0	23	6	289	0	0	489	104	999
	8:00 AM	0	0	0	75	0	35	5	214	0	0	380	107	815
	8:15 AM	0	0	0	62	0	23	6	218	0	0	375	86	769
	8:30 AM	0	0	0	52	0	18	7	221	0	0	368	82	747
	8:45 AM	0	0	0	77	0	20	7	229	0	0	399	84	815
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	532	0	157	47	1,808	0	2	3,398	709	6,651
	APPROACH %	0%	0%	0%	77%	0%	23%	3%	97%	0%	0%	83%	17%	
	APP/DEPART	0	/	756	689	/	2	1,854	/	2,340	4,109	/	3,554	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	293	0	87	23	996	0	2	1,812	388	3,599
	APPROACH %	0%	0%	0%	77%	0%	23%	2%	98%	0%	0%	82%	18%	
	PEAK HR FACTOR		0.000			0.850			0.863			0.926		0.901
	APP/DEPART	0	/	411	379	/	2	1,018	/	1,288	2,202	/	1,898	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	89	0	18	11	415	0	0	220	105	856
	4:15 PM	0	0	0	86	0	14	12	422	0	0	211	127	871
	4:30 PM	0	0	0	61	0	27	9	456	0	0	229	105	885
	4:45 PM	0	0	0	83	0	20	11	487	0	0	294	97	990
	5:00 PM	0	0	0	87	0	13	5	407	0	0	312	108	931
	5:15 PM	0	0	0	79	0	15	6	413	0	0	316	118	946
	5:30 PM	0	0	0	58	0	15	8	438	0	0	303	104	925
	5:45 PM	0	0	0	74	0	13	8	424	0	0	300	111	929
	VOLUMES	0	0	0	614	0	133	69	3,460	0	0	2,183	874	7,332
	APPROACH %	0%	0%	0%	82%	0%	18%	2%	98%	0%	0%	71%	29%	
	APP/DEPART	0	/	942	747	/	0	3,529	/	4,074	3,057	/	2,316	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	306	0	62	30	1,744	0	0	1,225	427	3,792
	APPROACH %	0%	0%	0%	83%	0%	17%	2%	98%	0%	0%	74%	26%	
	PEAK HR FACTOR		0.000			0.896			0.892			0.951		0.958
	APP/DEPART	0	/	456	368	/	0	1,774	/	2,050	1,651	/	1,286	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER		PM		N	
VEHICLES		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	41	0	9	3	138	0	0	421	66	678
	7:15 AM	0	0	0	50	0	8	3	202	0	0	475	87	825
	7:30 AM	0	0	0	65	0	12	4	268	0	0	412	72	833
	7:45 AM	0	0	0	79	0	18	6	275	0	0	457	96	931
	8:00 AM	0	0	0	66	0	27	5	190	0	0	339	99	726
	8:15 AM	0	0	0	51	0	20	3	199	0	0	335	66	674
	8:30 AM	0	0	0	50	0	16	4	191	0	0	318	71	650
	8:45 AM	0	0	0	68	0	14	5	211	0	0	336	79	713
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	470	0	124	33	1,674	0	0	3,093	636	6,030
	APPROACH %	0%	0%	0%	79%	0%	21%	2%	98%	0%	0%	83%	17%	
	APP/DEPART	0	/	669	594	/	0	1,707	/	2,144	3,729	/	3,217	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	260	0	65	18	935	0	0	1,683	354	3,315
	APPROACH %	0%	0%	0%	80%	0%	20%	2%	98%	0%	0%	83%	17%	
	PEAK HR FACTOR		0.000			0.838			0.848			0.906		0.890
	APP/DEPART	0	/	372	325	/	0	953	/	1,195	2,037	/	1,748	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	69	0	10	9	367	0	0	196	99	750
	4:15 PM	0	0	0	72	0	8	7	371	0	0	186	99	743
	4:30 PM	0	0	0	53	0	17	9	388	0	0	197	100	764
	4:45 PM	0	0	0	68	0	15	9	422	0	0	257	92	863
	5:00 PM	0	0	0	75	0	13	5	355	0	0	293	97	838
	5:15 PM	0	0	0	74	0	13	6	391	0	0	281	115	880
	5:30 PM	0	0	0	47	0	10	8	410	0	0	269	98	842
	5:45 PM	0	0	0	69	0	13	8	398	0	0	263	103	854
	VOLUMES	0	0	0	527	0	99	61	3,102	0	0	1,942	803	6,534
	APPROACH %	0%	0%	0%	84%	0%	16%	2%	98%	0%	0%	71%	29%	
	APP/DEPART	0	/	864	626	/	0	3,163	/	3,629	2,745	/	2,041	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	264	0	51	28	1,578	0	0	1,100	402	3,423
	APPROACH %	0%	0%	0%	84%	0%	16%	2%	98%	0%	0%	73%	27%	
	PEAK HR FACTOR		0.000			0.895			0.932			0.948		0.972
	APP/DEPART	0	/	430	315	/	0	1,606	/	1,842	1,502	/	1,151	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	1	3	0	0	13	0	18
	7:15 AM	0	0	0	1	0	2	1	7	0	0	5	2	18
	7:30 AM	0	0	0	1	0	0	0	3	0	0	10	3	17
	7:45 AM	0	0	0	1	0	0	0	2	0	0	8	3	14
	8:00 AM	0	0	0	6	0	1	0	7	0	0	10	0	24
	8:15 AM	0	0	0	3	0	0	2	5	0	0	10	7	27
	8:30 AM	0	0	0	1	0	0	2	8	0	0	14	5	30
	8:45 AM	0	0	0	2	0	2	1	6	0	0	25	2	38
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	16	0	5	7	41	0	0	95	22	186
	APPROACH %	0%	0%	0%	76%	0%	24%	15%	85%	0%	0%	81%	19%	
	APP/DEPART	0	/	29	21	/	0	48	/	57	117	/	100	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	12	0	3	5	26	0	0	59	14	119
	APPROACH %	0%	0%	0%	80%	0%	20%	16%	84%	0%	0%	81%	19%	
	PEAK HR FACTOR		0.000			0.536			0.775			0.676		0.783
	APP/DEPART	0	/	19	15	/	0	31	/	38	73	/	62	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	3	0	1	1	13	0	0	7	2	27
	4:15 PM	0	0	0	5	0	0	1	10	0	0	7	6	29
	4:30 PM	0	0	0	3	0	3	0	17	0	0	12	3	38
	4:45 PM	0	0	0	2	0	1	1	13	0	0	12	1	30
	5:00 PM	0	0	0	4	0	0	0	13	0	0	3	2	22
	5:15 PM	0	0	0	1	0	1	0	6	0	0	12	0	20
	5:30 PM	0	0	0	3	0	1	0	6	0	0	6	2	18
	5:45 PM	0	0	0	1	0	0	0	4	0	0	3	3	11
	VOLUMES	0	0	0	22	0	7	3	82	0	0	62	19	195
	APPROACH %	0%	0%	0%	76%	0%	24%	4%	96%	0%	0%	77%	23%	
	APP/DEPART	0	/	22	29	/	0	85	/	104	81	/	69	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	13	0	5	3	53	0	0	38	12	124
	APPROACH %	0%	0%	0%	72%	0%	28%	5%	95%	0%	0%	76%	24%	
	PEAK HR FACTOR		0.000			0.750			0.824			0.833		0.816
	APP/DEPART	0	/	15	18	/	0	56	/	66	50	/	43	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	1	0	1	0	0	3
	7:45 AM	0	0	0	1	0	1	0	0	0	0	1	0	3
	8:00 AM	0	0	0	0	0	0	0	1	0	0	3	1	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	1	0	4	0	1	8	1	18
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	100%	0%	10%	80%	10%	
	APP/DEPART	0	/	1	4	/	1	4	/	7	10	/	9	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	2	0	1	0	2	0	1	7	1	14
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	11%	78%	11%	
	PEAK HR FACTOR		0.000			0.375			0.500			0.563		0.700
	APP/DEPART	0	/	1	3	/	1	2	/	4	9	/	8	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	1	0	0	0	2	0	0	2	1	6
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	67%	33%	
	APP/DEPART	0	/	1	1	/	0	2	/	3	3	/	2	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	1	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.375
	APP/DEPART	0	/	1	0	/	0	2	/	2	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	2	X	1	1	3	X	X	3	0	
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	1	0	2	0	0	0	0	5	1	9
	7:30 AM	0	0	0	2	0	0	1	0	0	0	4	2	9
	7:45 AM	0	0	0	0	0	1	0	3	0	0	4	1	9
	8:00 AM	0	0	0	0	0	2	0	3	0	0	6	2	13
	8:15 AM	0	0	0	2	0	1	0	3	0	0	5	3	14
	8:30 AM	0	0	0	0	0	0	0	4	0	0	5	1	10
	8:45 AM	0	0	0	2	0	1	0	1	0	0	7	0	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	8	0	7	1	14	0	0	36	10	76
	APPROACH %	0%	0%	0%	53%	0%	47%	7%	93%	0%	0%	78%	22%	
	APP/DEPART	0	/	11	15	/	0	15	/	22	46	/	43	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	4	0	4	0	11	0	0	23	6	48
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	79%	21%	
	PEAK HR FACTOR		0.000			0.667			0.688			0.906		0.857
	APP/DEPART	0	/	6	8	/	0	11	/	15	29	/	27	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	3	0	2	0	8	0	0	3	1	17
	4:15 PM	0	0	0	2	0	2	1	10	0	0	4	5	24
	4:30 PM	0	0	0	1	0	1	0	14	0	0	4	0	20
	4:45 PM	0	0	0	4	0	1	0	15	0	0	5	1	26
	5:00 PM	0	0	0	2	0	0	0	10	0	0	4	2	18
	5:15 PM	0	0	0	1	0	0	0	3	0	0	5	1	10
	5:30 PM	0	0	0	2	0	1	0	5	0	0	7	1	16
	5:45 PM	0	0	0	1	0	0	0	4	0	0	10	1	16
	VOLUMES	0	0	0	16	0	7	1	69	0	0	42	12	147
	APPROACH %	0%	0%	0%	70%	0%	30%	1%	99%	0%	0%	78%	22%	
	APP/DEPART	0	/	13	23	/	0	70	/	85	54	/	49	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	9	0	4	1	49	0	0	17	8	88
	APPROACH %	0%	0%	0%	69%	0%	31%	2%	98%	0%	0%	68%	32%	
	PEAK HR FACTOR		0.000			0.650			0.833			0.694		0.846
	APP/DEPART	0	/	9	13	/	0	50	/	58	25	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Hurley	LOCATION #:	3
THURSDAY	EAST & WEST:	Valley	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Hurley			SOUTHBOUND Hurley			EASTBOUND Valley			WESTBOUND Valley			
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 3	ER X	WL X	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	1	0	0	0	1	0	0	1	2	5
	7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	1	4
	7:45 AM	0	0	0	3	0	0	0	1	0	0	3	0	7
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	8:30 AM	0	0	0	0	0	1	0	3	0	0	7	0	11
	8:45 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	1	0	11	0	0	19	4	39
	APPROACH %	0%	0%	0%	80%	0%	20%	0%	100%	0%	0%	83%	17%	
	APP/DEPART	0	/	4	5	/	0	11	/	15	23	/	20	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	3	0	1	0	6	0	0	13	0	23
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.333			0.500			0.464		0.523
	APP/DEPART	0	/	0	4	/	0	6	/	9	13	/	14	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	2	0	0	1	0	5
	4:15 PM	0	0	0	0	0	0	0	3	0	0	1	2	6
	4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	VOLUMES	0	0	0	2	0	1	0	11	0	0	9	2	25
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	82%	18%	
	APP/DEPART	0	/	2	3	/	0	11	/	13	11	/	10	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	2	0	1	0	5	0	0	4	2	14
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	67%	33%	
	PEAK HR FACTOR		0.000			0.375			0.417			0.500		0.583
	APP/DEPART	0	/	2	3	/	0	5	/	7	6	/	5	0

4. Anaheim and Puente Road at Chestnut Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	24	23	9	0	23	21	12	6	15	1	7	0	139
	7:15 AM	29	27	6	0	19	23	10	11	6	0	11	2	141
	7:30 AM	33	18	19	1	27	39	7	11	10	5	20	2	190
	7:45 AM	29	28	20	0	21	53	18	9	10	0	17	7	209
	8:00 AM	26	13	10	5	31	40	20	7	10	5	9	0	175
	8:15 AM	28	30	27	0	10	24	20	21	23	0	8	8	198
	8:30 AM	20	23	18	1	33	25	21	15	8	3	12	5	183
	8:45 AM	15	25	16	0	19	21	17	19	12	4	14	6	165
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	203	185	124	7	181	246	123	98	92	18	96	28	1,398
	APPROACH %	40%	36%	24%	2%	42%	57%	39%	31%	29%	12%	68%	20%	
	APP/DEPART	511	/	336	433	/	290	313	/	228	142	/	544	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	115	88	76	6	89	156	64	48	53	10	53	16	771
	APPROACH %	41%	32%	27%	2%	35%	62%	39%	29%	32%	12%	67%	21%	
	PEAK HR FACTOR		0.819			0.829			0.646			0.750		0.922
	APP/DEPART	279	/	168	251	/	151	164	/	129	78	/	324	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	28	13	7	20	13	45	35	21	2	11	0	206
	4:15 PM	13	22	14	7	38	20	24	27	21	2	7	4	195
	4:30 PM	6	43	6	4	42	11	51	33	28	5	10	1	239
	4:45 PM	7	35	10	2	25	14	61	15	18	4	6	9	204
	5:00 PM	11	32	15	7	45	32	61	29	12	4	12	17	274
	5:15 PM	12	23	9	0	24	21	51	28	18	2	15	4	205
	5:30 PM	3	13	6	7	30	32	36	26	9	1	38	4	202
	5:45 PM	16	18	3	4	27	16	34	11	5	1	17	1	150
	VOLUMES	79	213	74	36	248	157	361	203	131	21	115	39	1,674
	APPROACH %	22%	58%	20%	8%	56%	36%	52%	29%	19%	12%	66%	22%	
	APP/DEPART	365	/	613	441	/	400	694	/	312	175	/	350	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	35	133	39	13	135	77	224	104	75	15	43	31	921
	APPROACH %	17%	64%	19%	6%	60%	34%	56%	26%	19%	17%	49%	34%	
	PEAK HR FACTOR		0.912			0.671			0.902			0.670		0.840
	APP/DEPART	206	/	387	224	/	225	403	/	155	89	/	155	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	21	11	7	0	7	19	4	6	10	1	2	0	88
	7:15 AM	24	13	4	0	11	20	10	4	4	0	11	0	101
	7:30 AM	25	8	12	1	6	27	7	8	8	0	16	2	120
	7:45 AM	24	18	18	0	9	35	15	6	6	0	12	5	148
	8:00 AM	23	7	10	3	8	28	15	5	4	2	6	0	111
	8:15 AM	19	12	23	0	4	16	15	14	4	0	3	6	116
	8:30 AM	14	11	15	1	13	16	18	9	3	0	7	2	109
	8:45 AM	12	14	11	0	5	19	13	13	3	1	4	1	96
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	162	94	100	5	63	180	97	65	42	4	61	16	889
	APPROACH %	46%	26%	28%	2%	25%	73%	48%	32%	21%	5%	75%	20%	
	APP/DEPART	356	/	207	248	/	109	204	/	170	81	/	403	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	91	45	63	4	27	106	52	33	22	2	37	13	495
	APPROACH %	46%	23%	32%	3%	20%	77%	49%	31%	21%	4%	71%	25%	
	PEAK HR FACTOR		0.829			0.778			0.811			0.722		0.836
	APP/DEPART	199	/	110	137	/	51	107	/	100	52	/	234	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	5	4	4	14	8	34	28	13	2	3	0	120
	4:15 PM	8	5	7	3	21	15	16	13	10	2	5	1	106
	4:30 PM	4	4	4	2	27	9	39	24	26	2	7	1	149
	4:45 PM	4	5	3	0	8	8	40	12	10	4	6	3	103
	5:00 PM	9	3	10	7	31	23	53	27	12	4	9	5	193
	5:15 PM	6	5	1	0	13	19	42	23	9	2	12	2	134
	5:30 PM	3	7	4	5	10	26	34	20	6	1	36	2	154
	5:45 PM	14	10	3	2	19	11	28	9	5	1	12	1	115
	VOLUMES	53	44	36	23	143	119	286	156	91	18	90	15	1,074
	APPROACH %	40%	33%	27%	8%	50%	42%	54%	29%	17%	15%	73%	12%	
	APP/DEPART	133	/	345	285	/	252	533	/	215	123	/	262	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	32	25	18	14	73	79	157	79	32	8	69	10	596
	APPROACH %	43%	33%	24%	8%	44%	48%	59%	29%	12%	9%	79%	11%	
	PEAK HR FACTOR		0.694			0.680			0.728			0.558		0.772
	APP/DEPART	75	/	192	166	/	113	268	/	111	87	/	180	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	2	6	1	0	1	1	3	0	1	0	2	0	17
	7:15 AM	3	7	1	0	1	2	0	3	1	0	0	1	19
	7:30 AM	3	5	2	0	2	2	0	0	0	1	1	0	16
	7:45 AM	1	1	1	0	0	2	0	2	1	0	1	1	10
	8:00 AM	2	2	0	0	3	0	1	1	4	0	2	0	15
	8:15 AM	2	6	0	0	0	2	3	2	8	0	3	1	27
	8:30 AM	2	0	0	0	1	2	0	0	3	0	2	0	10
	8:45 AM	2	1	2	0	1	0	1	1	2	0	1	1	12
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	17	28	7	0	9	11	8	9	20	1	12	4	126
	APPROACH %	33%	54%	13%	0%	45%	55%	22%	24%	54%	6%	71%	24%	
	APP/DEPART	52	/	40	20	/	30	37	/	16	17	/	40	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	8	14	3	0	5	6	4	5	13	1	7	2	68
	APPROACH %	32%	56%	12%	0%	45%	55%	18%	23%	59%	10%	70%	20%	
	PEAK HR FACTOR		0.625			0.688			0.423			0.625		0.630
	APP/DEPART	25	/	20	11	/	19	22	/	8	10	/	21	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	2	4	3	1	0	1	0	0	0	12
	4:15 PM	1	1	1	1	7	3	1	0	0	0	1	0	16
	4:30 PM	1	2	0	0	6	1	4	4	1	0	0	0	19
	4:45 PM	0	2	3	1	9	2	4	0	1	0	0	0	22
	5:00 PM	1	1	3	0	5	4	3	1	0	0	0	0	18
	5:15 PM	2	0	5	0	7	1	0	1	0	0	0	1	17
	5:30 PM	0	0	1	1	7	4	1	2	0	0	1	1	18
	5:45 PM	1	1	0	1	3	1	0	1	0	0	1	0	9
	VOLUMES	7	7	13	6	48	19	14	9	3	0	3	2	131
	APPROACH %	26%	26%	48%	8%	66%	26%	54%	35%	12%	0%	60%	40%	
	APP/DEPART	27	/	23	73	/	51	26	/	28	5	/	29	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	4	5	11	1	27	8	11	6	2	0	0	1	76
	APPROACH %	20%	25%	55%	3%	75%	22%	58%	32%	11%	0%	0%	100%	
	PEAK HR FACTOR		0.714			0.750			0.528			0.250		0.864
	APP/DEPART	20	/	17	36	/	29	19	/	18	1	/	12	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	1	2	0	0	0	0	0	1	0	1	0	5
	7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	2	0	0	1	0	0	2	0	0	0	5
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:45 AM	0	0	1	0	0	1	1	2	0	0	3	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	5	1	1	2	1	5	4	0	6	0	27
	APPROACH %	0%	29%	71%	25%	25%	50%	10%	50%	40%	0%	100%	0%	
	APP/DEPART	7	/	3	4	/	5	10	/	11	6	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	3	1	0	2	1	4	2	0	4	0	17
	APPROACH %	0%	0%	100%	33%	0%	67%	14%	57%	29%	0%	100%	0%	
	PEAK HR FACTOR		0.375			0.750			0.583			0.333		0.531
	APP/DEPART	3	/	1	3	/	2	7	/	8	4	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	3	0	0	0	0	2	0	0	1	0	7
	4:15 PM	0	0	1	1	0	0	0	4	0	0	0	0	6
	4:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	6	2	0	0	0	6	0	0	1	0	16
	APPROACH %	0%	14%	86%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	7	/	1	2	/	0	6	/	14	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	6	2	0	0	0	6	0	0	1	0	16
	APPROACH %	0%	14%	86%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.438			0.500			0.375			0.250		0.571
	APP/DEPART	7	/	1	2	/	0	6	/	14	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	4	0	1	0	1	0	0	0	7
	7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:30 AM	1	0	0	0	6	3	0	1	0	1	0	0	12
	7:45 AM	1	2	0	0	4	5	1	0	0	0	1	0	14
	8:00 AM	0	1	0	0	6	4	1	0	0	1	0	0	13
	8:15 AM	2	3	0	0	2	1	0	0	1	0	0	0	9
	8:30 AM	1	4	1	0	6	2	1	0	0	1	0	1	17
	8:45 AM	0	3	0	0	4	0	0	0	2	1	0	1	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	15	1	0	34	15	4	1	4	4	1	2	86
	APPROACH %	24%	71%	5%	0%	69%	31%	44%	11%	44%	57%	14%	29%	
	APP/DEPART	21	/	21	49	/	42	9	/	2	7	/	21	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	4	10	1	0	18	12	3	0	1	2	1	1	53
	APPROACH %	27%	67%	7%	0%	60%	40%	75%	0%	25%	50%	25%	25%	
	PEAK HR FACTOR		0.625			0.750			1.000			0.500		0.779
	APP/DEPART	15	/	14	30	/	21	4	/	1	4	/	17	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	7	1	0	0	0	3	1	2	0	2	0	18
	4:15 PM	1	5	1	0	2	0	2	2	3	0	0	1	17
	4:30 PM	0	12	0	0	2	0	2	1	0	1	1	0	19
	4:45 PM	1	9	0	0	1	1	5	1	2	0	0	2	22
	5:00 PM	0	9	0	0	2	1	1	0	0	0	1	4	18
	5:15 PM	1	6	0	0	0	0	3	1	3	0	1	0	15
	5:30 PM	0	2	0	0	3	0	0	1	1	0	0	0	7
	5:45 PM	0	2	0	0	1	1	2	0	0	0	1	0	7
	VOLUMES	5	52	2	0	11	3	18	7	11	1	6	7	123
	APPROACH %	8%	88%	3%	0%	79%	21%	50%	19%	31%	7%	43%	50%	
	APP/DEPART	59	/	77	14	/	23	36	/	9	14	/	14	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	2	35	1	0	7	2	10	4	5	1	2	7	76
	APPROACH %	5%	92%	3%	0%	78%	22%	53%	21%	26%	10%	20%	70%	
	PEAK HR FACTOR		0.792			0.750			0.594			0.500		0.864
	APP/DEPART	38	/	52	9	/	13	19	/	5	10	/	6	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
Чт, бер 19, 15	NORTH & SOUTH:	Anaheim	LOCATION #:	4
#VALUE!	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0

5. Virgil Waters Way at Chestnut Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
3/19/15	LOCATION:	City of Industry	PROJECT #:	SC0570
THURSDAY	NORTH & SOUTH:	Virgil	LOCATION #:	5
	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	10	4	5	7	0	26
	7:15 AM	4	0	3	0	0	0	0	14	3	4	16	0	44
	7:30 AM	13	0	13	0	0	0	0	25	5	5	14	0	75
	7:45 AM	16	0	14	0	0	0	0	28	3	5	13	0	79
	8:00 AM	7	0	12	0	0	0	0	15	3	5	9	0	50
	8:15 AM	13	0	5	0	0	0	0	38	6	6	8	0	74
	8:30 AM	8	0	11	0	0	0	0	26	3	4	12	0	64
	8:45 AM	10	0	2	0	0	0	0	34	4	4	10	0	63
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	70	0	60	0	0	0	0	190	31	37	87	0	473
	APPROACH %	54%	0%	46%	0%	0%	0%	0%	86%	14%	30%	70%	0%	
	APP/DEPART	129	/	0	0	/	68	220	/	249	124	/	157	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	48	0	44	0	0	0	0	106	17	20	43	0	277
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	86%	14%	32%	68%	0%	
	PEAK HR FACTOR		0.763			0.000			0.699			0.845		0.882
	APP/DEPART	92	/	0	0	/	37	123	/	150	63	/	91	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	5	0	0	0	0	21	34	8	13	0	81
	4:15 PM	6	0	2	0	0	0	0	34	8	7	11	0	68
	4:30 PM	4	0	11	0	0	0	0	18	21	8	10	0	72
	4:45 PM	14	0	3	0	0	0	0	19	10	8	7	0	61
	5:00 PM	10	0	1	0	0	0	0	24	25	25	22	0	107
	5:15 PM	5	0	0	0	0	0	0	19	17	7	15	0	62
	5:30 PM	2	0	2	0	0	0	0	20	17	11	39	0	91
	5:45 PM	2	0	4	0	0	0	0	8	7	3	19	0	43
	VOLUMES	42	0	28	0	0	0	0	163	139	77	135	0	583
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	54%	46%	36%	64%	0%	
	APP/DEPART	70	/	0	0	/	216	302	/	190	212	/	177	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	30	0	6	0	0	0	0	82	69	51	83	0	320
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	54%	46%	38%	62%	0%	
	PEAK HR FACTOR		0.529			0.000			0.768			0.668		0.748
	APP/DEPART	36	/	0	0	/	120	151	/	88	134	/	113	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	8	4	0	2	0	14
	7:15 AM	4	0	0	0	0	0	0	6	3	1	13	0	27
	7:30 AM	10	0	1	0	0	0	0	15	5	5	10	0	46
	7:45 AM	13	0	3	0	0	0	0	22	3	1	5	0	47
	8:00 AM	5	0	1	0	0	0	0	13	3	3	7	0	32
	8:15 AM	8	0	3	0	0	0	0	32	6	0	2	0	51
	8:30 AM	5	0	2	0	0	0	0	22	3	4	5	0	41
	8:45 AM	5	0	0	0	0	0	0	25	2	4	1	0	37
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	50	0	10	0	0	0	0	143	29	18	45	0	295
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	83%	17%	29%	71%	0%	
	APP/DEPART	60	/	0	0	/	47	172	/	153	63	/	95	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	36	0	8	0	0	0	0	82	17	9	24	0	176
	APPROACH %	82%	0%	18%	0%	0%	0%	0%	83%	17%	27%	73%	0%	
	PEAK HR FACTOR		0.688			0.000			0.651			0.550		0.863
	APP/DEPART	44	/	0	0	/	26	99	/	90	33	/	60	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	2	0	0	0	0	6	31	8	6	0	53
	4:15 PM	3	0	0	0	0	0	0	12	8	7	8	0	38
	4:30 PM	1	0	2	0	0	0	0	8	18	8	7	0	44
	4:45 PM	8	0	0	0	0	0	0	8	10	8	7	0	41
	5:00 PM	4	0	1	0	0	0	0	18	25	25	16	0	89
	5:15 PM	3	0	0	0	0	0	0	5	17	7	13	0	45
	5:30 PM	0	0	2	0	0	0	0	11	17	11	39	0	80
	5:45 PM	2	0	1	0	0	0	0	6	7	3	14	0	33
	VOLUMES	21	0	8	0	0	0	0	74	133	77	110	0	423
	APPROACH %	72%	0%	28%	0%	0%	0%	0%	36%	64%	41%	59%	0%	
	APP/DEPART	29	/	0	0	/	210	207	/	82	187	/	131	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	15	0	3	0	0	0	0	42	69	51	75	0	255
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	38%	62%	40%	60%	0%	
	PEAK HR FACTOR		0.563			0.000			0.645			0.630		0.716
	APP/DEPART	18	/	0	0	/	120	111	/	45	126	/	90	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	2	2	0	5
	7:15 AM	0	0	0	0	0	0	0	4	0	2	0	0	6
	7:30 AM	2	0	0	0	0	0	0	2	0	0	1	0	5
	7:45 AM	2	0	2	0	0	0	0	4	0	1	0	0	9
	8:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
	8:15 AM	3	0	1	0	0	0	0	0	0	1	1	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	1	0	0	0	0	0	0	2	1	0	2	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	0	3	0	0	0	0	13	1	6	8	0	40
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	93%	7%	43%	57%	0%	
	APP/DEPART	12	/	0	0	/	7	14	/	16	14	/	17	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	4	0	2	0	0	0	0	11	0	5	3	0	25
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	100%	0%	63%	38%	0%	
	PEAK HR FACTOR		0.375			0.000			0.688			0.500		0.694
	APP/DEPART	6	/	0	0	/	5	11	/	13	8	/	7	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	0	4	2	0	0	0	6
	4:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
	5:15 PM	1	0	0	0	0	0	0	7	0	0	1	0	9
	5:30 PM	1	0	0	0	0	0	0	4	0	0	0	0	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	2	0	1	0	0	0	0	25	2	0	3	0	33
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	93%	7%	0%	100%	0%	
	APP/DEPART	3	/	0	0	/	2	27	/	26	3	/	5	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	0	0	0	0	0	0	19	2	0	1	0	23
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	90%	10%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.750			0.250		0.639
	APP/DEPART	1	/	0	0	/	2	21	/	19	1	/	2	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	7:45 AM	0	0	1	0	0	0	0	0	0	1	1	0	3
	8:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	3
	8:15 AM	0	0	0	0	0	0	0	1	0	2	2	0	5
	8:30 AM	0	0	3	0	0	0	0	1	0	0	1	0	5
	8:45 AM	0	0	1	0	0	0	0	3	0	0	2	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	6	0	0	0	0	9	0	5	8	0	28
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	62%	0%	
	APP/DEPART	6	/	0	0	/	5	9	/	15	13	/	8	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	5	0	0	0	0	6	0	3	5	0	19
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	38%	63%	0%	
	PEAK HR FACTOR		0.417			0.000			0.500			0.500		0.792
	APP/DEPART	5	/	0	0	/	3	6	/	11	8	/	5	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
	4:15 PM	0	0	0	0	0	0	0	8	0	0	0	0	8
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	18	0	0	1	0	19
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	18	/	18	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	17	0	0	1	0	18
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.531			0.250		0.563
	APP/DEPART	0	/	0	0	/	0	17	/	17	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 4:	NOTES:	AM	▲ N
4 OR MORE AXLE TRUCKS		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	7:30 AM	0	0	4	0	0	0	0	1	0	0	0	0	5
	7:45 AM	0	0	2	0	0	0	0	0	0	0	2	0	4
	8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	11	0	0	0	0	1	0	0	4	0	18
	APPROACH %	15%	0%	85%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	13	/	0	0	/	0	1	/	12	4	/	6	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	10	0	0	0	0	1	0	0	3	0	14
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.000			0.250			0.375		0.700
	APP/DEPART	10	/	0	0	/	0	1	/	11	3	/	3	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	1	1	0	1	0	4
	4:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
	4:30 PM	1	0	3	0	0	0	0	0	0	0	1	0	5
	4:45 PM	2	0	1	0	0	0	0	1	0	0	0	0	4
	5:00 PM	2	0	0	0	0	0	0	0	0	0	2	0	4
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
	VOLUMES	6	0	6	0	0	0	0	5	1	0	6	0	24
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	83%	17%	0%	100%	0%	
	APP/DEPART	12	/	0	0	/	1	6	/	11	6	/	12	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	6	0	4	0	0	0	0	2	0	0	4	0	16
	APPROACH %	60%	0%	40%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.000			0.250			0.500		0.800
	APP/DEPART	10	/	0	0	/	0	2	/	6	4	/	10	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	X	0	X	X	X	X	1	0	0	2	X	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Virgil	LOCATION #:	5
THURSDAY	EAST & WEST:	Chestnut	CONTROL:	STOP ALL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Virgil			SOUTHBOUND Virgil			EASTBOUND Chestnut			WESTBOUND Chestnut			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	3	/	3	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

6. Azusa Avenue at Anaheim and Puente Road

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
3/19/15	LOCATION:	City of Industry	PROJECT #:	SC0570
THURSDAY	NORTH & SOUTH:	Azusa	LOCATION #:	6
	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1	0	1	1	1	0	
AM	7:00 AM	24	196	0	0	321	25	14	0	3	0	0	0	582
	7:15 AM	27	262	0	0	499	36	4	0	4	0	0	0	831
	7:30 AM	20	340	0	0	524	50	7	0	3	0	0	0	943
	7:45 AM	28	354	0	2	559	53	5	0	3	0	0	0	1,003
	8:00 AM	17	371	0	0	477	36	2	0	7	0	0	0	908
	8:15 AM	31	309	0	0	480	51	3	0	8	0	0	0	881
	8:30 AM	27	283	0	0	421	36	4	0	8	0	0	0	777
	8:45 AM	13	270	0	0	458	41	4	0	5	0	0	0	789
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	185	2,383	0	2	3,737	326	42	0	40	0	0	0	6,713
	APPROACH %	7%	93%	0%	0%	92%	8%	51%	0%	49%	0%	0%	0%	
	APP/DEPART	2,567	/	2,425	4,064	/	3,777	82	/	2	0	/	511	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	95	1,373	0	2	2,039	189	17	0	21	0	0	0	3,735
	APPROACH %	6%	94%	0%	0%	91%	8%	45%	0%	55%	0%	0%	0%	
	PEAK HR FACTOR		0.948			0.909			0.893			0.000		0.931
	APP/DEPART	1,468	/	1,390	2,230	/	2,060	38	/	2	0	/	284	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	38	477	0	0	335	18	8	1	7	0	0	0	884
	4:15 PM	25	465	1	0	356	24	22	0	6	0	0	0	898
	4:30 PM	39	554	0	0	393	13	14	0	19	0	0	0	1,031
	4:45 PM	38	460	0	0	375	22	5	0	9	0	0	0	908
	5:00 PM	39	559	0	0	357	21	15	0	11	0	0	0	1,000
	5:15 PM	28	517	0	0	335	18	5	0	12	0	0	0	914
	5:30 PM	12	534	0	0	353	10	3	0	8	0	0	0	919
	5:45 PM	26	535	0	0	317	11	12	0	11	0	0	0	912
	VOLUMES	244	4,098	1	0	2,819	136	84	1	82	0	0	0	7,464
	APPROACH %	6%	94%	0%	0%	95%	5%	50%	1%	49%	0%	0%	0%	
	APP/DEPART	4,343	/	4,182	2,954	/	2,901	167	/	2	0	/	380	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	144	2,088	0	0	1,459	74	39	0	50	0	0	0	3,853
	APPROACH %	6%	94%	0%	0%	95%	5%	44%	0%	56%	0%	0%	0%	
	PEAK HR FACTOR		0.934			0.945			0.674			0.000		0.934
	APP/DEPART	2,232	/	2,127	1,532	/	1,509	89	/	0	0	/	217	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	13	185	0	0	311	23	11	0	3	0	0	0	546
	7:15 AM	9	242	0	0	473	31	4	0	4	0	0	0	763
	7:30 AM	6	307	0	0	505	38	4	0	3	0	0	0	863
	7:45 AM	13	323	0	0	535	50	5	0	3	0	0	0	929
	8:00 AM	9	330	0	0	464	34	2	0	4	0	0	0	843
	8:15 AM	10	290	0	0	447	41	0	0	3	0	0	0	791
	8:30 AM	10	267	0	0	398	30	2	0	5	0	0	0	712
	8:45 AM	5	227	0	0	428	30	2	0	3	0	0	0	695
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	75	2,171	0	0	3,561	277	30	0	28	0	0	0	6,142
	APPROACH %	3%	97%	0%	0%	93%	7%	52%	0%	48%	0%	0%	0%	
	APP/DEPART	2,246	/	2,201	3,838	/	3,589	58	/	0	0	/	352	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	38	1,250	0	0	1,951	163	11	0	13	0	0	0	3,426
	APPROACH %	3%	97%	0%	0%	92%	8%	46%	0%	54%	0%	0%	0%	
	PEAK HR FACTOR		0.950			0.903			0.750			0.000		0.922
	APP/DEPART	1,288	/	1,261	2,114	/	1,964	24	/	0	0	/	201	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	443	0	0	322	11	5	1	7	0	0	0	795
	4:15 PM	5	441	1	0	335	14	14	0	6	0	0	0	816
	4:30 PM	6	521	0	0	366	5	14	0	19	0	0	0	931
	4:45 PM	8	434	0	0	356	14	5	0	7	0	0	0	824
	5:00 PM	4	533	0	0	349	15	12	0	9	0	0	0	922
	5:15 PM	4	503	0	0	313	6	5	0	6	0	0	0	837
	5:30 PM	6	515	0	0	339	8	3	0	8	0	0	0	879
	5:45 PM	17	527	0	0	309	9	12	0	11	0	0	0	885
	VOLUMES	56	3,917	1	0	2,689	82	70	1	73	0	0	0	6,889
	APPROACH %	1%	99%	0%	0%	97%	3%	49%	1%	51%	0%	0%	0%	
	APP/DEPART	3,974	/	3,987	2,771	/	2,762	144	/	2	0	/	138	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	31	2,078	0	0	1,310	38	32	0	34	0	0	0	3,523
	APPROACH %	1%	99%	0%	0%	97%	3%	48%	0%	52%	0%	0%	0%	
	PEAK HR FACTOR		0.969			0.926			0.717			0.000		0.955
	APP/DEPART	2,109	/	2,110	1,348	/	1,344	66	/	0	0	/	69	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	5	2	0	0	2	1	0	0	0	0	0	0	10
	7:15 AM	8	9	0	0	5	3	0	0	0	0	0	0	25
	7:30 AM	7	5	0	0	6	3	2	0	0	0	0	0	23
	7:45 AM	2	4	0	1	7	2	0	0	0	0	0	0	16
	8:00 AM	3	7	0	0	3	1	0	0	0	0	0	0	14
	8:15 AM	4	5	0	0	12	4	2	0	3	0	0	0	30
	8:30 AM	1	5	0	0	3	0	1	0	2	0	0	0	12
	8:45 AM	1	22	0	0	7	4	1	0	1	0	0	0	36
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	31	59	0	1	45	18	6	0	6	0	0	0	166
	APPROACH %	34%	66%	0%	2%	70%	28%	50%	0%	50%	0%	0%	0%	
	APP/DEPART	90	/	65	64	/	51	12	/	1	0	/	49	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	9	39	0	0	25	9	4	0	6	0	0	0	92
	APPROACH %	19%	81%	0%	0%	74%	26%	40%	0%	60%	0%	0%	0%	
	PEAK HR FACTOR		0.522			0.531			0.500			0.000		0.639
	APP/DEPART	48	/	43	34	/	31	10	/	0	0	/	18	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	10	0	0	5	2	2	0	0	0	0	0	21
	4:15 PM	1	5	0	0	3	2	0	0	0	0	0	0	11
	4:30 PM	2	5	0	0	5	2	0	0	0	0	0	0	14
	4:45 PM	2	5	0	0	6	1	0	0	1	0	0	0	15
	5:00 PM	1	3	0	0	3	4	0	0	1	0	0	0	12
	5:15 PM	4	7	0	0	7	6	0	0	2	0	0	0	26
	5:30 PM	0	5	0	0	4	1	0	0	0	0	0	0	10
	5:45 PM	2	2	0	0	2	1	0	0	0	0	0	0	7
	VOLUMES	14	42	0	0	35	19	2	0	4	0	0	0	116
	APPROACH %	25%	75%	0%	0%	65%	35%	33%	0%	67%	0%	0%	0%	
	APP/DEPART	56	/	44	54	/	39	6	/	0	0	/	33	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	9	20	0	0	21	13	0	0	4	0	0	0	67
	APPROACH %	31%	69%	0%	0%	62%	38%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.659			0.654			0.500			0.000		0.644
	APP/DEPART	29	/	20	34	/	25	4	/	0	0	/	22	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	2	0	0	0	0	0	0	3
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	3	5	0	0	0	0	0	0	12
	APPROACH %	0%	100%	0%	0%	38%	63%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	4	/	4	8	/	3	0	/	0	0	/	5	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	3	0	0	1	4	0	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	20%	80%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.417			0.000			0.000		0.667
	APP/DEPART	3	/	3	5	/	1	0	/	0	0	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	2	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	2	0	0	1	3	0	0	0	0	0	0	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	1	8	0	0	0	0	0	0	12
	APPROACH %	33%	67%	0%	0%	11%	89%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	2	9	/	1	0	/	0	0	/	9	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	2	0	0	1	8	0	0	0	0	0	0	12
	APPROACH %	33%	67%	0%	0%	11%	89%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.375			0.563			0.000			0.000		0.500
	APP/DEPART	3	/	2	9	/	1	0	/	0	0	/	9	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	1	2	0	0	1	0	1	0	0	0	0	0	5
	7:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	8
	7:30 AM	1	7	0	0	2	1	0	0	0	0	0	0	11
	7:45 AM	4	5	0	0	3	0	0	0	0	0	0	0	12
	8:00 AM	1	8	0	0	2	0	0	0	1	0	0	0	12
	8:15 AM	5	3	0	0	3	0	0	0	0	0	0	0	11
	8:30 AM	5	2	0	0	4	2	0	0	0	0	0	0	13
	8:45 AM	2	2	0	0	5	1	0	0	0	0	0	0	10
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	21	31	0	0	24	4	1	0	1	0	0	0	82
	APPROACH %	40%	60%	0%	0%	86%	14%	50%	0%	50%	0%	0%	0%	
	APP/DEPART	52	/	32	28	/	25	2	/	0	0	/	25	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	15	18	0	0	12	2	0	0	1	0	0	0	48
	APPROACH %	45%	55%	0%	0%	86%	14%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.917			0.583			0.250			0.000		0.923
	APP/DEPART	33	/	18	14	/	13	1	/	0	0	/	17	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	3	0	0	1	0	0	0	0	0	0	0	13
	4:15 PM	6	4	0	0	4	1	2	0	0	0	0	0	17
	4:30 PM	10	7	0	0	5	1	0	0	0	0	0	0	23
	4:45 PM	9	4	0	0	2	0	0	0	0	0	0	0	15
	5:00 PM	11	5	0	0	1	0	1	0	0	0	0	0	18
	5:15 PM	6	1	0	0	3	1	0	0	1	0	0	0	12
	5:30 PM	2	3	0	0	2	0	0	0	0	0	0	0	7
	5:45 PM	2	1	0	0	1	0	0	0	0	0	0	0	4
	VOLUMES	55	28	0	0	19	3	3	0	1	0	0	0	109
	APPROACH %	66%	34%	0%	0%	86%	14%	75%	0%	25%	0%	0%	0%	
	APP/DEPART	83	/	31	22	/	20	4	/	0	0	/	58	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	36	20	0	0	12	2	3	0	0	0	0	0	73
	APPROACH %	64%	36%	0%	0%	86%	14%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.824			0.583			0.375			0.000		0.793
	APP/DEPART	56	/	23	14	/	12	3	/	0	0	/	38	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	6
THURSDAY	EAST & WEST:	Anaheim	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Anaheim			WESTBOUND Anaheim			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	7:45 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	11	0	0	15	0	0	0	0	0	0	0	26
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	11	/	11	15	/	15	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	7	0	0	9	0	0	0	0	0	0	0	16
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.438			0.750			0.000			0.000		0.667
	APP/DEPART	7	/	7	9	/	9	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	4:15 PM	0	2	0	0	2	0	1	0	0	0	0	0	5
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	12	0	0	9	0	1	0	0	0	0	0	22
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	12	/	13	9	/	9	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	8	0	0	5	0	1	0	0	0	0	0	14
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.667			0.625			0.250			0.000		0.700
	APP/DEPART	8	/	9	5	/	5	1	/	0	0	/	0	0

7. Azusa Avenue at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	10	193	41	18	347	3	0	1	3	25	0	26	666
	7:15 AM	5	262	80	36	457	4	0	3	3	26	2	28	903
	7:30 AM	6	309	103	60	443	2	0	1	5	34	0	20	982
	7:45 AM	15	341	190	57	467	9	0	0	11	47	3	22	1,160
	8:00 AM	17	344	166	43	457	9	0	4	0	27	5	45	1,114
	8:15 AM	10	313	210	54	421	1	2	2	3	45	4	23	1,087
	8:30 AM	17	291	177	57	403	2	1	2	10	52	2	15	1,026
	8:45 AM	12	260	222	54	385	0	0	0	12	46	0	30	1,018
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	91	2,311	1,186	378	3,377	30	3	12	46	300	15	207	7,955
	APPROACH %	3%	64%	33%	10%	89%	1%	5%	20%	75%	57%	3%	40%	
	APP/DEPART	3,588	/	2,521	3,785	/	3,723	61	/	1,576	522	/	136	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	59	1,288	742	211	1,746	21	3	7	24	170	13	104	4,387
	APPROACH %	3%	62%	36%	11%	88%	1%	9%	21%	70%	59%	5%	36%	
	PEAK HR FACTOR		0.957			0.929			0.698			0.942		0.945
	APP/DEPART	2,089	/	1,395	1,978	/	1,940	34	/	960	287	/	93	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	23	467	119	14	325	0	4	4	13	81	3	52	1,104
	4:15 PM	7	430	72	21	346	7	6	4	10	85	1	52	1,038
	4:30 PM	10	503	93	16	375	5	5	4	19	123	2	85	1,238
	4:45 PM	12	492	99	28	323	5	7	0	20	103	5	51	1,143
	5:00 PM	5	499	99	17	362	0	3	8	5	169	5	72	1,243
	5:15 PM	15	498	100	29	356	4	2	2	7	165	3	59	1,238
	5:30 PM	4	530	75	18	327	7	2	1	12	214	0	86	1,275
	5:45 PM	12	496	85	13	344	2	2	1	3	119	1	52	1,129
	VOLUMES	86	3,914	739	155	2,756	30	31	24	88	1,058	20	507	9,406
	APPROACH %	2%	83%	16%	5%	94%	1%	22%	17%	61%	67%	1%	32%	
	APP/DEPART	4,739	/	4,452	2,940	/	3,901	143	/	918	1,585	/	135	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	36	2,019	372	91	1,367	16	14	11	44	651	13	266	4,898
	APPROACH %	1%	83%	15%	6%	93%	1%	20%	16%	64%	70%	1%	29%	
	PEAK HR FACTOR		0.990			0.949			0.639			0.776		0.961
	APP/DEPART	2,426	/	2,299	1,474	/	2,062	69	/	474	930	/	65	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	7	173	30	18	322	3	0	1	1	15	0	23	593
	7:15 AM	3	234	63	34	429	4	0	0	0	17	2	20	806
	7:30 AM	6	272	90	60	408	2	0	1	2	13	0	20	874
	7:45 AM	15	304	179	57	434	6	0	0	2	23	1	20	1,041
	8:00 AM	12	299	152	43	417	6	0	2	0	22	2	34	989
	8:15 AM	7	286	187	54	388	1	2	2	0	24	2	20	973
	8:30 AM	8	247	168	51	359	2	1	0	2	24	2	10	874
	8:45 AM	9	225	191	46	360	0	0	0	4	20	0	12	867
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	67	2,040	1,060	363	3,117	24	3	6	11	158	9	159	7,017
	APPROACH %	2%	64%	33%	10%	89%	1%	15%	30%	55%	48%	3%	49%	
	APP/DEPART	3,167	/	2,202	3,504	/	3,286	20	/	1,429	326	/	100	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	42	1,136	686	205	1,598	15	3	4	4	93	7	84	3,877
	APPROACH %	2%	61%	37%	11%	88%	1%	27%	36%	36%	51%	4%	46%	
	PEAK HR FACTOR		0.936			0.914			0.688			0.793		0.931
	APP/DEPART	1,864	/	1,223	1,818	/	1,695	11	/	895	184	/	64	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	407	73	14	301	0	1	1	8	64	0	46	916
	4:15 PM	2	394	46	18	316	1	3	1	8	68	1	40	898
	4:30 PM	4	436	52	13	347	3	2	4	11	106	0	82	1,060
	4:45 PM	1	441	64	22	303	2	4	0	11	85	2	49	984
	5:00 PM	2	459	64	17	351	0	3	5	5	160	2	67	1,135
	5:15 PM	3	471	78	18	328	1	2	2	4	139	3	54	1,103
	5:30 PM	1	506	63	16	298	4	2	1	9	202	0	81	1,183
	5:45 PM	4	485	71	11	333	2	2	1	3	110	1	52	1,075
	VOLUMES	18	3,599	511	129	2,577	13	19	15	59	934	9	471	8,354
	APPROACH %	0%	87%	12%	5%	95%	0%	20%	16%	63%	66%	1%	33%	
	APP/DEPART	4,128	/	4,089	2,719	/	3,570	93	/	655	1,414	/	40	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	10	1,921	276	62	1,310	7	9	9	21	611	6	254	4,496
	APPROACH %	0%	87%	13%	4%	95%	1%	23%	23%	54%	70%	1%	29%	
	PEAK HR FACTOR		0.968			0.937			0.750			0.769		0.950
	APP/DEPART	2,207	/	2,184	1,379	/	1,942	39	/	347	871	/	23	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	4	3	0	4	0	0	0	1	3	0	0	15
	7:15 AM	1	15	3	1	7	0	0	2	0	2	0	1	32
	7:30 AM	0	9	3	0	6	0	0	0	0	4	0	0	22
	7:45 AM	0	8	1	0	3	0	0	0	0	4	1	1	18
	8:00 AM	1	11	0	0	11	0	0	1	0	1	2	1	28
	8:15 AM	2	8	7	0	9	0	0	0	2	6	1	0	35
	8:30 AM	2	5	4	2	7	0	0	1	1	3	0	3	28
	8:45 AM	0	9	7	5	3	0	0	0	1	9	0	12	46
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	69	28	8	50	0	0	4	5	32	4	18	224
	APPROACH %	6%	67%	27%	14%	86%	0%	0%	44%	56%	59%	7%	33%	
	APP/DEPART	103	/	87	58	/	87	9	/	40	54	/	10	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	5	33	18	7	30	0	0	2	4	19	3	16	137
	APPROACH %	9%	59%	32%	19%	81%	0%	0%	33%	67%	50%	8%	42%	
	PEAK HR FACTOR		0.824			0.841			0.750			0.452		0.745
	APP/DEPART	56	/	49	37	/	53	6	/	27	38	/	8	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	12	7	0	6	0	0	0	1	4	2	2	37
	4:15 PM	1	3	9	0	5	0	0	0	1	5	0	4	28
	4:30 PM	0	6	8	0	7	1	0	0	1	5	1	0	29
	4:45 PM	1	8	7	4	5	0	2	0	0	8	0	1	36
	5:00 PM	0	2	7	0	5	0	0	0	0	2	0	1	17
	5:15 PM	0	6	7	3	7	0	0	0	0	4	0	1	28
	5:30 PM	0	5	6	1	6	0	0	0	0	0	0	1	19
	5:45 PM	1	2	3	1	4	0	0	0	0	6	0	0	17
	VOLUMES	6	44	54	9	45	1	2	0	3	34	3	10	211
	APPROACH %	6%	42%	52%	16%	82%	2%	40%	0%	60%	72%	6%	21%	
	APP/DEPART	104	/	56	55	/	82	5	/	63	47	/	10	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	5	29	31	4	23	1	2	0	3	22	3	7	130
	APPROACH %	8%	45%	48%	14%	82%	4%	40%	0%	60%	69%	9%	22%	
	PEAK HR FACTOR		0.739			0.778			0.625			0.889		0.878
	APP/DEPART	65	/	38	28	/	48	5	/	35	32	/	9	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 3:	NOTES:	AM		▲	
3-AXLE		PM		N	
TRUCKS		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	6	1	0	4	0	0	0	0	1	0	0	12
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	6	4	/	5	0	/	1	1	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	5	1	0	2	0	0	0	0	0	0	0	8
	APPROACH %	0%	83%	17%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.500			0.000			0.000		0.667
	APP/DEPART	6	/	5	2	/	2	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	1	0	0	0	0	0	0	1	0	0	5
	APPROACH %	0%	75%	25%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	4	/	3	0	/	1	0	/	1	1	/	0	0
	BEGIN PEAK HR		5:15 PM											
	VOLUMES	0	2	0	0	0	0	0	0	0	1	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.250
	APP/DEPART	2	/	2	0	/	1	0	/	0	1	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	1	4	2	0	5	0	0	0	0	1	0	1	14
	7:15 AM	0	1	4	0	5	0	0	0	1	2	0	2	15
	7:30 AM	0	7	2	0	6	0	0	0	1	5	0	0	21
	7:45 AM	0	7	3	0	8	1	0	0	3	6	0	0	28
	8:00 AM	1	8	4	0	7	1	0	0	0	1	0	3	25
	8:15 AM	0	3	4	0	5	0	0	0	0	4	0	1	17
	8:30 AM	2	10	1	1	9	0	0	0	2	7	0	0	32
	8:45 AM	1	5	6	0	6	0	0	0	2	4	0	0	24
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	45	26	1	51	2	0	0	9	30	0	7	176
	APPROACH %	7%	59%	34%	2%	94%	4%	0%	0%	100%	81%	0%	19%	
	APP/DEPART	76	/	52	54	/	90	9	/	27	37	/	7	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	3	28	12	1	29	2	0	0	5	18	0	4	102
	APPROACH %	7%	65%	28%	3%	91%	6%	0%	0%	100%	82%	0%	18%	
	PEAK HR FACTOR		0.827			0.800			0.417			0.786		0.797
	APP/DEPART	43	/	32	32	/	52	5	/	13	22	/	5	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	12	11	0	5	0	1	1	1	3	0	1	40
	4:15 PM	1	9	4	1	6	2	1	1	0	3	0	2	30
	4:30 PM	2	16	9	1	5	0	1	0	2	3	0	1	40
	4:45 PM	3	13	8	0	4	1	0	0	3	2	1	0	35
	5:00 PM	1	11	8	0	1	0	0	1	0	2	1	1	26
	5:15 PM	4	4	3	2	5	1	0	0	1	6	0	1	27
	5:30 PM	1	4	1	0	6	1	0	0	1	4	0	1	19
	5:45 PM	2	2	3	0	1	0	0	0	0	0	0	0	8
	VOLUMES	19	71	47	4	33	5	3	3	8	23	2	7	225
	APPROACH %	14%	52%	34%	10%	79%	12%	21%	21%	57%	72%	6%	22%	
	APP/DEPART	137	/	81	42	/	64	14	/	54	32	/	26	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	11	50	32	2	20	3	3	2	6	11	1	4	145
	APPROACH %	12%	54%	34%	8%	80%	12%	27%	18%	55%	69%	6%	25%	
	PEAK HR FACTOR		0.830			0.694			0.917			0.800		0.906
	APP/DEPART	93	/	57	25	/	37	11	/	36	16	/	15	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	7
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 0	ET 1	ER 0	WL 1.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:30 AM	0	0	0	0	3	0	0	0	0	1	0	0	4
	8:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	10	1	0	12	0	0	0	0	1	0	0	24
	APPROACH %	0%	91%	9%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	11	/	10	12	/	13	0	/	1	1	/	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	7	0	0	6	0	0	0	0	1	0	0	14
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.583			0.500			0.000			0.250		0.875
	APP/DEPART	7	/	7	6	/	7	0	/	0	1	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	1	0	0	0	0	0	0	0	1	0	0	3
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
	4:30 PM	0	5	1	0	1	0	0	0	0	0	0	0	7
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	1	14	2	0	6	0	0	0	0	1	0	0	24
	APPROACH %	6%	82%	12%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	17	/	14	6	/	7	0	/	2	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	8	1	0	3	0	0	0	0	1	0	0	14
	APPROACH %	10%	80%	10%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.417			0.375			0.000			0.250		0.500
	APP/DEPART	10	/	8	3	/	4	0	/	1	1	/	1	0

8. Curl Court at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM			
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	60	0	0	78	3	142
	7:15 AM	0	0	0	4	0	0	0	96	0	0	63	3	166
	7:30 AM	0	0	0	0	0	0	1	153	0	1	62	3	219
	7:45 AM	0	0	0	2	0	0	2	226	0	1	77	1	308
	8:00 AM	0	0	0	0	0	0	0	222	1	1	85	3	311
	8:15 AM	3	0	0	2	0	3	4	231	9	4	76	4	336
	8:30 AM	0	0	0	1	0	0	0	215	7	0	72	0	295
	8:45 AM	0	0	0	0	0	0	6	237	0	1	76	0	320
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	9	0	3	14	1,439	17	8	588	17	2,096
	APPROACH %	100%	0%	0%	74%	0%	26%	1%	98%	1%	1%	96%	3%	
	APP/DEPART	3	/	31	12	/	25	1,469	/	1,447	613	/	594	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	3	0	0	3	0	3	10	905	17	6	309	7	1,262
	APPROACH %	100%	0%	0%	50%	0%	50%	1%	97%	2%	2%	96%	2%	
	PEAK HR FACTOR		0.250			0.300			0.956			0.908		0.940
	APP/DEPART	3	/	17	6	/	23	931	/	908	322	/	315	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	2	0	1	0	151	3	0	139	0	296
	4:15 PM	2	0	0	0	0	0	0	90	3	0	107	0	202
	4:30 PM	3	0	0	0	0	1	0	130	0	0	208	0	341
	4:45 PM	1	0	3	1	0	0	0	133	1	3	124	0	265
	5:00 PM	3	0	0	2	0	0	1	160	1	1	261	0	429
	5:15 PM	2	0	0	0	0	1	3	121	4	1	169	0	300
	5:30 PM	14	0	8	3	0	1	0	86	0	1	289	1	403
	5:45 PM	2	0	1	1	0	0	0	100	1	0	139	2	246
	VOLUMES	27	0	12	9	0	4	4	970	12	6	1,434	3	2,479
	APPROACH %	70%	0%	30%	69%	0%	31%	0%	98%	1%	0%	99%	0%	
	APP/DEPART	39	/	7	13	/	18	986	/	990	1,442	/	1,465	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	20	0	11	6	0	2	4	500	6	6	842	1	1,396
	APPROACH %	65%	0%	35%	75%	0%	25%	1%	98%	1%	1%	99%	0%	
	PEAK HR FACTOR		0.341			0.500			0.785			0.729		0.814
	APP/DEPART	30	/	5	8	/	11	509	/	516	849	/	864	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	1	46	0	0	63	0	110
	7:15 AM	0	0	0	1	0	0	0	78	0	0	45	0	124
	7:30 AM	0	0	0	0	0	0	1	142	0	1	42	0	186
	7:45 AM	0	0	0	0	0	0	2	211	0	1	51	1	266
	8:00 AM	0	0	0	0	0	0	0	205	1	1	68	0	275
	8:15 AM	0	0	0	2	0	0	2	219	9	4	46	1	283
	8:30 AM	0	0	0	1	0	0	0	194	7	0	43	0	245
	8:45 AM	0	0	0	0	0	0	3	214	0	1	31	0	249
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	0	9	1,309	17	8	389	2	1,738
	APPROACH %	0%	0%	0%	100%	0%	0%	1%	98%	1%	2%	97%	1%	
	APP/DEPART	0	/	11	4	/	25	1,335	/	1,313	399	/	389	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	0	0	3	0	0	4	829	17	6	208	2	1,069
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	98%	2%	3%	96%	1%	
	PEAK HR FACTOR		0.000			0.375			0.924			0.783		0.944
	APP/DEPART	0	/	6	3	/	23	850	/	832	216	/	208	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	1	0	104	1	0	102	0	209
	4:15 PM	2	0	0	0	0	0	0	63	0	0	84	0	149
	4:30 PM	1	0	0	0	0	1	0	84	0	0	188	0	274
	4:45 PM	1	0	1	1	0	0	0	88	1	1	107	0	200
	5:00 PM	0	0	0	2	0	0	1	109	1	1	238	0	352
	5:15 PM	0	0	0	0	0	1	0	93	2	1	142	0	239
	5:30 PM	14	0	8	0	0	1	0	74	0	1	277	1	376
	5:45 PM	2	0	1	1	0	0	0	85	1	0	130	0	220
	VOLUMES	21	0	10	4	0	4	1	700	6	4	1,268	1	2,019
	APPROACH %	68%	0%	32%	50%	0%	50%	0%	99%	1%	0%	100%	0%	
	APP/DEPART	31	/	2	8	/	10	707	/	714	1,273	/	1,293	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	16	0	9	3	0	2	1	361	4	3	787	1	1,187
	APPROACH %	64%	0%	36%	60%	0%	40%	0%	99%	1%	0%	99%	0%	
	PEAK HR FACTOR		0.284			0.625			0.824			0.709		0.789
	APP/DEPART	25	/	2	5	/	7	366	/	373	791	/	805	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	6	0	9
	7:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
	7:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
	7:45 AM	0	0	0	1	0	0	0	2	0	0	3	0	6
	8:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
	8:15 AM	0	0	0	0	0	0	1	6	0	0	6	0	13
	8:30 AM	0	0	0	0	0	0	0	6	0	0	6	0	12
	8:45 AM	0	0	0	0	0	0	0	6	0	0	24	0	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	33	0	0	53	0	88
	APPROACH %	0%	0%	0%	100%	0%	0%	3%	97%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	1	/	0	34	/	34	53	/	53	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	0	1	21	0	0	39	0	61
	APPROACH %	0%	0%	0%	0%	0%	0%	5%	95%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.786			0.406		0.508
	APP/DEPART	0	/	1	0	/	0	22	/	21	39	/	39	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	5	1	0	8	0	14
	4:15 PM	0	0	0	0	0	0	0	8	0	0	9	0	17
	4:30 PM	1	0	0	0	0	0	0	9	0	0	5	0	15
	4:45 PM	0	0	1	0	0	0	0	8	0	1	5	0	15
	5:00 PM	0	0	0	0	0	0	0	10	0	0	3	0	13
	5:15 PM	1	0	0	0	0	0	0	9	1	0	4	0	15
	5:30 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
	5:45 PM	0	0	0	0	0	0	0	4	0	0	6	1	11
	VOLUMES	2	0	1	0	0	0	0	59	2	1	40	1	106
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	97%	3%	2%	95%	2%	
	APP/DEPART	3	/	1	0	/	3	61	/	60	42	/	42	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	1	0	0	0	0	30	1	1	27	0	61
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	97%	3%	4%	96%	0%	
	PEAK HR FACTOR		0.500			0.000			0.861			0.778		0.897
	APP/DEPART	2	/	0	0	/	2	31	/	31	28	/	28	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	1	0	0	1	0	3
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	1	/	0	1	/	2	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	0	0	0	0	0	0	1	0	2
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250
	APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	2	1	6
	7:15 AM	0	0	0	1	0	0	0	4	0	0	5	1	11
	7:30 AM	0	0	0	0	0	0	0	2	0	0	5	1	8
	7:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
	8:00 AM	0	0	0	0	0	0	0	4	0	0	4	1	9
	8:15 AM	1	0	0	0	0	1	0	1	0	0	7	1	11
	8:30 AM	0	0	0	0	0	0	0	4	0	0	6	0	10
	8:45 AM	0	0	0	0	0	0	1	4	0	0	3	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	1	0	1	1	26	0	0	39	5	74
	APPROACH %	100%	0%	0%	50%	0%	50%	4%	96%	0%	0%	89%	11%	
	APP/DEPART	1	/	6	2	/	0	27	/	27	44	/	41	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	1	0	0	0	0	1	0	13	0	0	24	2	41
	APPROACH %	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	92%	8%	
	PEAK HR FACTOR		0.250			0.250			0.813			0.813		0.932
	APP/DEPART	1	/	2	1	/	0	13	/	13	26	/	26	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	13	0	0	7	0	20
	4:15 PM	0	0	0	0	0	0	0	5	1	0	3	0	9
	4:30 PM	0	0	0	0	0	0	0	10	0	0	4	0	14
	4:45 PM	0	0	0	0	0	0	0	11	0	0	3	0	14
	5:00 PM	1	0	0	0	0	0	0	12	0	0	6	0	19
	5:15 PM	0	0	0	0	0	0	1	4	0	0	7	0	12
	5:30 PM	0	0	0	1	0	0	0	1	0	0	4	0	6
	5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	VOLUMES	1	0	0	1	0	0	1	59	1	0	34	0	97
	APPROACH %	100%	0%	0%	100%	0%	0%	2%	97%	2%	0%	100%	0%	
	APP/DEPART	1	/	1	1	/	1	61	/	60	34	/	35	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	0	0	0	0	0	1	37	0	0	20	0	59
	APPROACH %	100%	0%	0%	0%	0%	0%	3%	97%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.792			0.714		0.776
	APP/DEPART	1	/	1	0	/	0	38	/	37	20	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Curl	LOCATION #:	8
THURSDAY	EAST & WEST:	Railroad	CONTROL:	STOP S

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM	◄ W		E ►
		MD			
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Curl			SOUTHBOUND Curl			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 0	SR 1	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0

9. Chestnut Street at Railroad Street

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	0.5	0.5	1	1	0	1	2	1	1	2	0	
AM	7:00 AM	38	8	0	7	5	3	0	28	10	1	43	10	152
	7:15 AM	19	9	3	8	1	2	0	82	20	0	42	7	191
	7:30 AM	18	9	2	12	6	1	4	101	40	0	38	6	236
	7:45 AM	27	6	0	11	8	12	7	154	53	0	55	13	344
	8:00 AM	38	11	5	14	5	10	2	165	30	1	45	7	331
	8:15 AM	21	5	2	25	2	8	4	195	29	2	47	6	345
	8:30 AM	23	8	4	23	7	11	10	158	28	0	54	7	331
	8:45 AM	4	1	4	20	5	6	11	210	38	2	56	10	364
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	185	57	19	119	38	52	37	1,091	246	6	379	65	2,293
	APPROACH %	71%	22%	7%	57%	18%	25%	3%	79%	18%	1%	84%	14%	
	APP/DEPART	261	/	159	209	/	290	1,374	/	1,229	450	/	616	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	85	25	15	81	19	35	26	727	124	5	202	29	1,370
	APPROACH %	68%	20%	12%	60%	14%	26%	3%	83%	14%	2%	86%	12%	
	PEAK HR FACTOR		0.579			0.838			0.851			0.872		0.941
	APP/DEPART	124	/	80	134	/	147	877	/	822	236	/	321	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	43	0	0	14	3	3	5	111	34	1	79	5	296
	4:15 PM	22	0	0	15	9	4	4	73	22	3	76	11	237
	4:30 PM	30	7	3	15	12	6	0	105	22	4	181	20	402
	4:45 PM	13	3	2	17	5	3	1	117	26	3	118	5	312
	5:00 PM	47	5	3	20	8	6	3	133	26	3	172	14	439
	5:15 PM	30	1	1	14	1	4	4	100	24	3	128	13	322
	5:30 PM	44	4	3	17	6	1	0	75	39	3	233	34	458
	5:45 PM	25	3	6	3	7	2	1	78	18	5	105	12	262
	VOLUMES	252	23	17	114	51	29	17	790	210	25	1,090	112	2,727
	APPROACH %	86%	8%	6%	59%	26%	15%	2%	78%	21%	2%	89%	9%	
	APP/DEPART	291	/	152	193	/	285	1,016	/	921	1,227	/	1,370	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	133	13	9	68	20	14	8	424	115	12	651	65	1,530
	APPROACH %	86%	8%	6%	67%	20%	14%	1%	78%	21%	2%	89%	9%	
	PEAK HR FACTOR		0.711			0.746			0.844			0.676		0.836
	APP/DEPART	155	/	86	102	/	147	546	/	500	728	/	798	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	30	2	0	3	2	1	0	25	10	1	35	3	112
	7:15 AM	17	9	1	1	1	0	0	62	18	0	24	7	140
	7:30 AM	16	6	2	9	3	1	4	93	34	0	23	6	197
	7:45 AM	27	6	0	9	6	7	5	139	50	0	35	4	288
	8:00 AM	33	8	2	10	3	4	2	153	28	1	32	5	281
	8:15 AM	13	5	2	23	2	2	4	178	26	2	29	3	289
	8:30 AM	15	6	4	17	5	3	8	149	26	0	27	5	265
	8:45 AM	4	1	2	16	5	1	7	190	24	2	29	3	284
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	155	43	13	88	27	19	30	989	216	6	234	36	1,856
	APPROACH %	73%	20%	6%	66%	20%	14%	2%	80%	17%	2%	85%	13%	
	APP/DEPART	211	/	109	134	/	249	1,235	/	1,090	276	/	408	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	88	25	8	59	16	16	19	619	130	3	123	17	1,123
	APPROACH %	73%	21%	7%	65%	18%	18%	2%	81%	17%	2%	86%	12%	
	PEAK HR FACTOR		0.703			0.843			0.923			0.917		0.971
	APP/DEPART	121	/	61	91	/	149	768	/	686	143	/	227	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	35	0	0	9	3	1	1	74	22	1	59	1	206
	4:15 PM	19	0	0	12	4	4	4	56	14	0	56	5	174
	4:30 PM	22	4	1	7	6	4	0	67	16	4	167	6	304
	4:45 PM	10	3	2	9	2	3	1	76	17	0	100	5	228
	5:00 PM	39	5	0	14	8	6	3	86	23	3	154	9	350
	5:15 PM	25	1	1	2	1	4	2	82	16	0	107	8	249
	5:30 PM	44	4	0	6	6	1	0	64	27	3	222	32	409
	5:45 PM	20	1	1	3	3	2	1	69	13	0	102	9	224
	VOLUMES	214	18	5	62	33	25	12	574	148	11	967	75	2,144
	APPROACH %	90%	8%	2%	52%	28%	21%	2%	78%	20%	1%	92%	7%	
	APP/DEPART	237	/	105	120	/	192	734	/	641	1,053	/	1,206	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	118	13	3	31	17	14	6	308	83	6	583	54	1,236
	APPROACH %	88%	10%	2%	50%	27%	23%	2%	78%	21%	1%	91%	8%	
	PEAK HR FACTOR		0.698			0.554			0.886			0.625		0.756
	APP/DEPART	134	/	73	62	/	106	397	/	342	643	/	715	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	3	2	6
	7:15 AM	1	0	1	2	0	1	0	3	1	0	4	0	13
	7:30 AM	1	0	0	0	0	0	0	3	2	0	0	0	6
	7:45 AM	0	0	0	0	1	1	1	2	2	0	3	0	10
	8:00 AM	1	2	0	0	0	0	0	2	1	0	3	1	10
	8:15 AM	5	0	0	1	0	2	0	7	0	0	2	0	17
	8:30 AM	1	0	0	1	1	0	1	4	1	0	16	0	25
	8:45 AM	0	0	1	1	0	0	1	5	5	0	16	1	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	10	2	2	5	2	4	3	26	12	0	47	4	117
	APPROACH %	71%	14%	14%	45%	18%	36%	7%	63%	29%	0%	92%	8%	
	APP/DEPART	14	/	9	11	/	14	41	/	33	51	/	61	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	7	2	1	3	1	2	2	18	7	0	37	2	82
	APPROACH %	70%	20%	10%	50%	17%	33%	7%	67%	26%	0%	95%	5%	
	PEAK HR FACTOR		0.500			0.500			0.614			0.574		0.683
	APP/DEPART	10	/	6	6	/	8	27	/	22	39	/	46	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	1	5	2	0	5	0	14
	4:15 PM	2	0	0	0	2	0	0	5	3	0	7	1	20
	4:30 PM	1	0	1	5	0	1	0	6	2	0	3	3	22
	4:45 PM	0	0	0	5	0	0	0	9	4	0	6	0	24
	5:00 PM	1	0	0	4	0	0	0	7	0	0	4	1	17
	5:15 PM	1	0	0	6	0	0	1	6	3	2	4	2	25
	5:30 PM	0	0	0	4	0	0	0	5	4	0	3	1	17
	5:45 PM	3	1	3	0	1	0	0	2	1	3	2	0	16
	VOLUMES	9	1	4	24	3	1	2	45	19	5	34	8	155
	APPROACH %	64%	7%	29%	86%	11%	4%	3%	68%	29%	11%	72%	17%	
	APP/DEPART	14	/	11	28	/	27	66	/	73	47	/	44	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	3	0	1	20	0	1	1	28	9	2	17	6	88
	APPROACH %	75%	0%	25%	95%	0%	5%	3%	74%	24%	8%	68%	24%	
	PEAK HR FACTOR		0.500			0.875			0.731			0.781		0.880
	APP/DEPART	4	/	7	21	/	11	38	/	49	25	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	0.5	0.5	1	1	0	1	2	1	1	2	0	
AM	7:00 AM	0	0	0	2	0	1	0	0	0	0	0	2	5
	7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	3	4
	8:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	2	0	0	0	0	0	0	0	1	4
	8:45 AM	0	0	0	1	0	1	0	0	0	0	0	1	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	10	1	2	0	0	0	0	0	7	21
	APPROACH %	0%	100%	0%	77%	8%	15%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	8	13	/	1	0	/	10	7	/	2	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1	0	5	1	0	0	0	0	0	0	4	11
	APPROACH %	0%	100%	0%	83%	17%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.250			0.500			0.000			0.333		0.550
	APP/DEPART	1	/	5	6	/	1	0	/	5	4	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	1	1	0	0	0	2	5
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	2	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	2	2	0	1	1	0	0	0	8	14
	APPROACH %	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%	100%	
	APP/DEPART	0	/	9	4	/	2	2	/	3	8	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	1	0	1	1	0	0	0	7	11
	APPROACH %	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.000			0.500			0.250			0.583		0.550
	APP/DEPART	0	/	8	2	/	1	2	/	2	7	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	2	2	0	0	1	0	0	1	0	0	1	0	7
	7:15 AM	0	0	0	0	0	0	0	5	0	0	4	0	9
	7:30 AM	0	1	0	1	1	0	0	1	1	0	5	0	10
	7:45 AM	0	0	0	0	0	1	0	4	0	0	5	1	11
	8:00 AM	1	0	1	0	0	2	0	3	0	0	2	0	9
	8:15 AM	0	0	0	0	0	1	0	2	1	0	5	1	10
	8:30 AM	2	0	0	0	0	2	0	1	0	0	1	0	6
	8:45 AM	0	0	0	0	0	1	0	4	2	0	1	1	9
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	3	1	1	2	7	0	21	4	0	24	3	71
	APPROACH %	56%	33%	11%	10%	20%	70%	0%	84%	16%	0%	89%	11%	
	APP/DEPART	9	/	6	10	/	6	25	/	23	27	/	36	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	1	1	1	1	4	0	10	2	0	17	2	40
	APPROACH %	33%	33%	33%	17%	17%	67%	0%	83%	17%	0%	89%	11%	
	PEAK HR FACTOR		0.375			0.750			0.750			0.792		0.909
	APP/DEPART	3	/	3	6	/	3	12	/	12	19	/	22	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	1	0	0	0	9	3	0	4	0	19
	4:15 PM	0	0	0	1	0	0	0	3	1	1	3	0	9
	4:30 PM	2	1	0	0	2	0	0	9	1	0	3	1	19
	4:45 PM	1	0	0	0	1	0	0	9	1	1	3	0	16
	5:00 PM	2	0	1	0	0	0	0	12	1	0	4	1	21
	5:15 PM	1	0	0	1	0	0	0	3	1	0	5	0	11
	5:30 PM	0	0	1	1	0	0	0	1	2	0	2	0	7
	5:45 PM	0	0	0	0	0	0	0	2	1	0	0	1	4
	VOLUMES	8	1	2	4	3	0	0	48	11	2	24	3	106
	APPROACH %	73%	9%	18%	57%	43%	0%	0%	81%	19%	7%	83%	10%	
	APP/DEPART	11	/	4	7	/	16	59	/	54	29	/	32	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	6	1	1	1	3	0	0	33	4	1	15	2	67
	APPROACH %	75%	13%	13%	25%	75%	0%	0%	89%	11%	6%	83%	11%	
	PEAK HR FACTOR		0.667			0.500			0.712			0.900		0.798
	APP/DEPART	8	/	3	4	/	8	37	/	35	18	/	21	0

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		9:45 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Chestnut	LOCATION #:	9
THURSDAY	EAST & WEST:	Railroad	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Chestnut			SOUTHBOUND Chestnut			EASTBOUND Railroad			WESTBOUND Railroad			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	1	0	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	1	/	0	1	/	0	1	/	2	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	0	0	0	1	1	0	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.750
	APP/DEPART	0	/	1	1	/	0	1	/	0	1	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	1	0	1	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.500
	APP/DEPART	0	/	0	1	/	0	1	/	1	0	/	1	0

10. Azusa Avenue at Gale Avenue

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	2	3	1	2	3	1	2	2	2	2	3	0	
AM	7:00 AM	150	187	30	29	314	71	25	23	30	12	152	38	1,059
	7:15 AM	129	307	33	41	433	68	33	30	46	33	211	56	1,418
	7:30 AM	153	330	41	35	338	69	61	34	56	13	192	55	1,374
	7:45 AM	204	490	44	69	410	72	54	49	100	20	163	30	1,703
	8:00 AM	191	436	58	50	332	77	59	52	77	20	129	62	1,540
	8:15 AM	165	416	38	66	377	82	69	41	63	12	110	50	1,487
	8:30 AM	165	391	43	57	315	68	59	74	87	26	169	51	1,502
	8:45 AM	179	375	58	72	321	72	64	54	47	21	129	66	1,455
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1,334	2,931	343	418	2,840	576	421	356	504	156	1,253	406	11,536
	APPROACH %	29%	64%	7%	11%	74%	15%	33%	28%	39%	9%	69%	22%	
	APP/DEPART	4,608	/	3,758	3,834	/	3,499	1,280	/	1,117	1,815	/	3,163	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	725	1,732	182	242	1,434	298	239	215	326	78	571	192	6,232
	APPROACH %	27%	66%	7%	12%	73%	15%	31%	28%	42%	9%	68%	23%	
	PEAK HR FACTOR		0.894			0.896			0.892			0.855		0.915
	APP/DEPART	2,639	/	2,163	1,973	/	1,838	780	/	639	840	/	1,593	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	116	454	40	57	384	46	98	155	119	48	76	85	1,675
	4:15 PM	98	407	38	82	329	40	95	129	126	62	84	87	1,575
	4:30 PM	113	450	60	78	400	35	113	173	108	57	68	79	1,730
	4:45 PM	124	417	51	82	344	31	86	158	128	41	81	78	1,620
	5:00 PM	90	459	40	72	449	34	145	167	166	65	87	98	1,869
	5:15 PM	95	447	52	99	392	36	94	160	126	68	67	85	1,718
	5:30 PM	114	425	55	79	406	36	106	163	177	67	85	81	1,791
	5:45 PM	102	351	55	86	392	39	121	215	161	54	118	83	1,776
	VOLUMES	851	3,409	389	634	3,094	296	856	1,319	1,109	460	664	675	13,752
	APPROACH %	18%	73%	8%	16%	77%	7%	26%	40%	34%	26%	37%	38%	
	APP/DEPART	4,648	/	4,939	4,023	/	4,662	3,283	/	2,341	1,798	/	1,810	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	401	1,681	201	335	1,637	145	466	705	629	253	356	347	7,154
	APPROACH %	18%	74%	9%	16%	77%	7%	26%	39%	35%	26%	37%	36%	
	PEAK HR FACTOR		0.962			0.955			0.905			0.938		0.957
	APP/DEPART	2,283	/	2,493	2,117	/	2,519	1,799	/	1,241	955	/	901	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	125	156	30	26	278	62	19	21	25	9	141	38	930
	7:15 AM	113	261	31	41	394	60	31	27	36	28	196	53	1,271
	7:30 AM	129	271	36	35	304	55	56	34	47	13	185	53	1,218
	7:45 AM	187	440	44	67	338	60	50	46	65	17	154	30	1,498
	8:00 AM	168	377	53	50	287	65	45	46	58	20	127	58	1,354
	8:15 AM	153	366	36	60	318	65	64	36	40	12	107	48	1,305
	8:30 AM	148	330	40	52	260	55	54	72	56	21	160	49	1,297
	8:45 AM	150	322	53	70	259	55	50	46	31	16	118	63	1,233
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1,173	2,523	323	401	2,438	477	369	328	358	136	1,188	392	10,106
	APPROACH %	29%	63%	8%	12%	74%	14%	35%	31%	34%	8%	69%	23%	
	APP/DEPART	4,019	/	3,284	3,316	/	2,932	1,055	/	1,052	1,716	/	2,838	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	656	1,513	173	229	1,203	245	213	200	219	70	548	185	5,454
	APPROACH %	28%	65%	7%	14%	72%	15%	34%	32%	35%	9%	68%	23%	
	PEAK HR FACTOR		0.873			0.902			0.868			0.873		0.910
	APP/DEPART	2,342	/	1,911	1,677	/	1,492	632	/	602	803	/	1,449	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	106	350	37	57	328	35	85	142	112	44	67	83	1,446
	4:15 PM	81	345	36	79	291	34	87	129	111	55	76	81	1,405
	4:30 PM	107	352	58	71	353	26	102	165	104	57	66	74	1,535
	4:45 PM	106	338	51	79	297	23	77	152	117	39	69	75	1,423
	5:00 PM	74	382	40	70	420	34	124	165	155	61	82	90	1,697
	5:15 PM	86	410	47	97	343	30	83	154	109	62	62	82	1,565
	5:30 PM	109	388	53	76	366	34	103	161	169	63	85	78	1,685
	5:45 PM	90	332	55	86	370	33	110	212	156	54	116	80	1,694
	VOLUMES	759	2,897	377	615	2,768	249	771	1,280	1,033	435	623	643	12,450
	APPROACH %	19%	72%	9%	17%	76%	7%	25%	42%	33%	26%	37%	38%	
	APP/DEPART	4,033	/	4,311	3,632	/	4,236	3,084	/	2,272	1,701	/	1,631	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	359	1,512	195	329	1,499	131	420	692	589	240	345	330	6,641
	APPROACH %	17%	73%	9%	17%	77%	7%	25%	41%	35%	26%	38%	36%	
	PEAK HR FACTOR		0.939			0.935			0.890			0.915		0.978
	APP/DEPART	2,066	/	2,262	1,959	/	2,328	1,701	/	1,216	915	/	835	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	5	6	0	2	9	4	0	1	1	0	5	0	33
	7:15 AM	2	16	0	0	4	1	1	2	3	1	5	2	37
	7:30 AM	1	10	3	0	8	3	3	0	2	0	1	1	32
	7:45 AM	6	9	0	1	8	4	1	0	5	0	6	0	40
	8:00 AM	4	15	1	0	8	3	3	2	2	0	1	1	40
	8:15 AM	2	14	1	2	16	5	3	3	6	0	2	1	55
	8:30 AM	1	12	2	0	8	3	3	1	5	0	6	1	42
	8:45 AM	5	10	3	1	10	7	4	2	5	3	3	2	55
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	26	92	10	6	71	30	18	11	29	4	29	8	334
	APPROACH %	20%	72%	8%	6%	66%	28%	31%	19%	50%	10%	71%	20%	
	APP/DEPART	128	/	118	107	/	104	58	/	27	41	/	85	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	12	51	7	3	42	18	13	8	18	3	12	5	192
	APPROACH %	17%	73%	10%	5%	67%	29%	33%	21%	46%	15%	60%	25%	
	PEAK HR FACTOR		0.875			0.685			0.813			0.625		0.873
	APP/DEPART	70	/	69	63	/	63	39	/	18	20	/	42	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	16	0	0	15	4	1	1	1	1	2	1	45
	4:15 PM	1	6	1	0	8	4	5	0	2	1	1	4	33
	4:30 PM	1	12	1	3	16	2	3	3	1	0	1	1	44
	4:45 PM	6	11	0	2	10	3	2	2	1	0	2	2	41
	5:00 PM	2	7	0	1	7	0	2	0	0	1	1	1	22
	5:15 PM	4	8	1	1	15	0	5	2	3	2	3	2	46
	5:30 PM	2	9	1	2	7	1	2	1	1	1	0	2	29
	5:45 PM	4	4	0	0	11	2	2	2	2	0	1	0	28
	VOLUMES	23	73	4	9	89	16	22	11	11	6	11	13	288
	APPROACH %	23%	73%	4%	8%	78%	14%	50%	25%	25%	20%	37%	43%	
	APP/DEPART	100	/	108	114	/	106	44	/	24	30	/	50	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	11	45	2	5	49	13	11	6	5	2	6	8	163
	APPROACH %	19%	78%	3%	7%	73%	19%	50%	27%	23%	13%	38%	50%	
	PEAK HR FACTOR		0.763			0.798			0.786			0.667		0.906
	APP/DEPART	58	/	64	67	/	56	22	/	13	16	/	30	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	2	1	0	0	1	0	0	0	0	0	1	0	5
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
	8:00 AM	0	2	0	0	0	2	0	0	1	0	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
	8:45 AM	2	3	0	0	2	0	0	1	0	0	0	0	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	8	0	0	5	2	1	1	1	1	1	0	27
	APPROACH %	47%	53%	0%	0%	71%	29%	33%	33%	33%	50%	50%	0%	
	APP/DEPART	15	/	9	7	/	7	3	/	1	2	/	10	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	2	6	0	0	2	2	0	1	1	1	0	0	15
	APPROACH %	25%	75%	0%	0%	50%	50%	0%	50%	50%	100%	0%	0%	
	PEAK HR FACTOR		0.400			0.500			0.500			0.250		0.469
	APP/DEPART	8	/	6	4	/	4	2	/	1	1	/	4	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	0	0	0	0	1	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.250
	APP/DEPART	1	/	2	0	/	0	1	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	3	6	0	0	6	1	2	0	1	1	1	0	21
	7:15 AM	3	6	0	0	9	2	0	0	1	1	1	0	23
	7:30 AM	6	14	0	0	6	3	0	0	2	0	1	0	32
	7:45 AM	2	10	0	0	18	2	0	1	9	1	0	0	43
	8:00 AM	5	10	1	0	11	1	3	1	4	0	0	0	36
	8:15 AM	3	9	0	1	11	3	0	0	4	0	0	0	31
	8:30 AM	5	13	0	1	13	2	0	0	7	1	0	0	42
	8:45 AM	5	10	0	0	13	2	2	1	2	0	2	0	37
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	32	78	1	2	87	16	7	3	30	4	5	0	265
	APPROACH %	29%	70%	1%	2%	83%	15%	18%	8%	75%	44%	56%	0%	
	APP/DEPART	111	/	85	105	/	121	40	/	6	9	/	53	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	15	42	1	2	53	8	3	2	24	2	0	0	152
	APPROACH %	26%	72%	2%	3%	84%	13%	10%	7%	83%	100%	0%	0%	
	PEAK HR FACTOR		0.806			0.788			0.725			0.500		0.884
	APP/DEPART	58	/	45	63	/	79	29	/	5	2	/	23	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	24	1	0	11	1	3	3	1	0	2	0	47
	4:15 PM	5	17	0	1	8	0	0	0	4	1	2	0	38
	4:30 PM	0	24	0	0	7	2	2	1	0	0	0	1	37
	4:45 PM	3	20	0	0	10	1	2	1	3	0	3	0	43
	5:00 PM	3	20	0	0	6	0	6	0	3	0	1	2	41
	5:15 PM	1	7	1	0	8	2	1	1	4	1	0	0	26
	5:30 PM	0	5	0	0	9	0	0	0	2	0	0	0	16
	5:45 PM	2	3	0	0	1	1	2	0	0	0	0	1	10
	VOLUMES	15	120	2	1	60	7	16	6	17	2	8	4	258
	APPROACH %	11%	88%	1%	1%	88%	10%	41%	15%	44%	14%	57%	29%	
	APP/DEPART	137	/	140	68	/	79	39	/	9	14	/	30	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	9	85	1	1	36	4	7	5	8	1	7	1	165
	APPROACH %	9%	89%	1%	2%	88%	10%	35%	25%	40%	11%	78%	11%	
	PEAK HR FACTOR		0.913			0.854			0.714			0.750		0.878
	APP/DEPART	95	/	93	41	/	45	20	/	7	9	/	20	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	10
THURSDAY	EAST & WEST:	Gale	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND Gale			WESTBOUND Gale			
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 2	WT 3	WR 0	TOTAL
AM	7:00 AM	1	2	0	0	2	0	0	0	0	0	0	0	5
	7:15 AM	0	1	1	0	1	0	0	0	1	0	1	0	5
	7:30 AM	2	1	0	0	1	0	0	0	0	0	1	0	5
	7:45 AM	1	2	0	0	2	0	0	0	0	0	0	0	5
	8:00 AM	1	1	0	0	0	0	0	0	1	0	0	1	4
	8:15 AM	0	1	0	0	1	0	0	0	1	0	0	0	3
	8:30 AM	0	1	0	1	2	1	0	0	1	0	0	0	6
	8:45 AM	1	1	0	0	2	0	1	0	1	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	10	1	1	11	1	1	0	5	0	2	1	39
	APPROACH %	35%	59%	6%	8%	85%	8%	17%	0%	83%	0%	67%	33%	
	APP/DEPART	17	/	12	13	/	16	6	/	2	3	/	9	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	4	6	1	0	6	0	0	0	1	0	2	0	20
	APPROACH %	36%	55%	9%	0%	100%	0%	0%	0%	100%	0%	100%	0%	
	PEAK HR FACTOR		0.917			0.750			0.250			0.500		1.000
	APP/DEPART	11	/	6	6	/	7	1	/	1	2	/	6	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	3	0	0	0	1	0	1	1	1	0	0	8
	4:15 PM	0	1	0	0	1	0	0	0	0	1	0	0	3
	4:30 PM	2	4	0	1	1	0	0	0	1	0	0	0	9
	4:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3
	5:00 PM	2	3	0	0	0	0	0	1	1	1	0	0	8
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	1	3	0	0	1	0	0	0	0	1	0	0	6
	5:45 PM	0	2	0	0	1	0	1	0	1	0	0	0	5
	VOLUMES	6	18	0	1	6	1	1	2	4	5	0	0	44
	APPROACH %	25%	75%	0%	13%	75%	13%	14%	29%	57%	100%	0%	0%	
	APP/DEPART	24	/	19	8	/	15	7	/	3	5	/	7	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	4	9	0	1	3	0	0	1	2	3	0	0	23
	APPROACH %	31%	69%	0%	25%	75%	0%	0%	33%	67%	100%	0%	0%	
	PEAK HR FACTOR		0.542			0.500			0.375			0.750		0.639
	APP/DEPART	13	/	9	4	/	8	3	/	2	3	/	4	0

11. Azusa Avenue at CA-60 Westbound Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	225	43	0	366	63	0	0	0	154	1	179	1,031
	7:15 AM	0	363	53	0	518	40	0	0	0	194	0	141	1,308
	7:30 AM	0	308	48	0	453	38	0	0	0	203	0	243	1,293
	7:45 AM	0	485	59	0	528	55	0	0	0	181	0	306	1,613
	8:00 AM	0	424	65	0	420	56	0	0	0	145	0	291	1,400
	8:15 AM	0	393	61	0	442	35	0	0	0	160	0	253	1,344
	8:30 AM	0	372	52	0	386	78	0	0	0	151	0	267	1,305
	8:45 AM	0	404	71	0	358	73	0	0	0	167	0	245	1,317
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,972	451	0	3,471	437	0	0	0	1,355	1	1,923	10,609
	APPROACH %	0%	87%	13%	0%	89%	11%	0%	0%	0%	41%	0%	59%	
	APP/DEPART	3,423	/	4,895	3,908	/	4,825	0	/	451	3,278	/	438	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1,674	236	0	1,776	224	0	0	0	637	0	1,115	5,661
	APPROACH %	0%	88%	12%	0%	89%	11%	0%	0%	0%	36%	0%	64%	
	PEAK HR FACTOR		0.878			0.858			0.000			0.900		0.878
	APP/DEPART	1,910	/	2,789	2,000	/	2,413	0	/	236	1,752	/	224	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	503	107	0	472	154	0	0	0	151	1	146	1,532
	4:15 PM	0	427	133	0	378	170	0	0	0	143	0	161	1,411
	4:30 PM	0	468	129	0	437	200	0	0	0	132	0	190	1,555
	4:45 PM	0	451	127	0	370	215	0	0	0	167	0	184	1,513
	5:00 PM	0	472	189	0	421	291	0	0	0	174	0	137	1,683
	5:15 PM	0	488	191	0	385	236	0	0	0	172	1	137	1,609
	5:30 PM	0	482	160	0	461	235	0	0	0	176	0	145	1,658
	5:45 PM	0	380	184	0	426	242	0	0	0	210	0	157	1,598
	VOLUMES	0	3,669	1,219	0	3,349	1,741	0	0	0	1,325	2	1,255	12,558
	APPROACH %	0%	75%	25%	0%	66%	34%	0%	0%	0%	51%	0%	49%	
	APP/DEPART	4,888	/	4,924	5,089	/	4,673	0	/	1,219	2,581	/	1,743	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,822	724	0	1,692	1,003	0	0	0	732	1	575	6,548
	APPROACH %	0%	72%	28%	0%	63%	37%	0%	0%	0%	56%	0%	44%	
	PEAK HR FACTOR		0.937			0.947			0.000			0.892		0.973
	APP/DEPART	2,545	/	2,397	2,695	/	2,424	0	/	724	1,308	/	1,004	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	
		MD	◄ W / E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	191	41	0	336	45	0	0	0	134	1	148	896
	7:15 AM	0	307	46	0	466	31	0	0	0	172	0	126	1,148
	7:30 AM	0	259	46	0	396	29	0	0	0	185	0	198	1,113
	7:45 AM	0	441	57	0	426	38	0	0	0	157	0	259	1,378
	8:00 AM	0	371	61	0	357	38	0	0	0	136	0	248	1,211
	8:15 AM	0	348	56	0	358	26	0	0	0	151	0	228	1,167
	8:30 AM	0	312	47	0	307	54	0	0	0	142	0	229	1,091
	8:45 AM	0	344	68	0	289	48	0	0	0	149	0	214	1,112
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,573	422	0	2,935	309	0	0	0	1,226	1	1,650	9,116
	APPROACH %	0%	86%	14%	0%	90%	10%	0%	0%	0%	43%	0%	57%	
	APP/DEPART	2,995	/	4,223	3,244	/	4,161	0	/	422	2,877	/	310	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	1,419	220	0	1,537	131	0	0	0	629	0	933	4,869
	APPROACH %	0%	87%	13%	0%	92%	8%	0%	0%	0%	40%	0%	60%	
	PEAK HR FACTOR		0.823			0.899			0.000			0.939		0.883
	APP/DEPART	1,639	/	2,352	1,668	/	2,166	0	/	220	1,562	/	131	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	406	102	0	425	129	0	0	0	140	1	121	1,324
	4:15 PM	0	365	130	0	337	138	0	0	0	134	0	129	1,233
	4:30 PM	0	388	126	0	401	166	0	0	0	126	0	157	1,364
	4:45 PM	0	388	125	0	327	189	0	0	0	155	0	137	1,321
	5:00 PM	0	396	181	0	389	265	0	0	0	168	0	112	1,511
	5:15 PM	0	448	191	0	334	201	0	0	0	157	1	116	1,448
	5:30 PM	0	442	157	0	430	200	0	0	0	167	0	131	1,527
	5:45 PM	0	354	182	0	399	224	0	0	0	181	0	141	1,481
	VOLUMES	0	3,187	1,194	0	3,042	1,512	0	0	0	1,228	2	1,044	11,209
	APPROACH %	0%	73%	27%	0%	67%	33%	0%	0%	0%	54%	0%	46%	
	APP/DEPART	4,381	/	4,231	4,554	/	4,270	0	/	1,194	2,274	/	1,514	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,640	711	0	1,552	890	0	0	0	673	1	500	5,967
	APPROACH %	0%	70%	30%	0%	64%	36%	0%	0%	0%	57%	0%	43%	
	PEAK HR FACTOR		0.920			0.933			0.000			0.911		0.977
	APP/DEPART	2,351	/	2,140	2,442	/	2,225	0	/	711	1,174	/	891	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM		▲	
2-AXLE		PM		N	
WORK		MD	◄ W		E ►
VEHICLES/		OTHER		S	
TRUCKS		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	8	0	0	6	6	0	0	0	2	0	5	27
	7:15 AM	0	15	0	0	8	2	0	0	0	7	0	4	36
	7:30 AM	0	7	0	0	12	0	0	0	0	6	0	8	33
	7:45 AM	0	8	1	0	12	3	0	0	0	6	0	9	39
	8:00 AM	0	14	1	0	10	4	0	0	0	4	0	7	40
	8:15 AM	0	16	0	0	22	2	0	0	0	2	0	3	45
	8:30 AM	0	13	0	0	8	8	0	0	0	4	0	7	40
	8:45 AM	0	15	2	0	13	7	0	0	0	8	0	6	51
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	96	4	0	91	32	0	0	0	39	0	49	311
	APPROACH %	0%	96%	4%	0%	74%	26%	0%	0%	0%	44%	0%	56%	
	APP/DEPART	100	/	145	123	/	130	0	/	4	88	/	32	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	58	3	0	53	21	0	0	0	18	0	23	176
	APPROACH %	0%	95%	5%	0%	72%	28%	0%	0%	0%	44%	0%	56%	
	PEAK HR FACTOR		0.897			0.771			0.000			0.732		0.863
	APP/DEPART	61	/	81	74	/	71	0	/	3	41	/	21	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	15	2	0	6	13	0	0	0	3	0	7	46
	4:15 PM	0	6	2	0	7	7	0	0	0	4	0	5	31
	4:30 PM	0	9	2	0	8	11	0	0	0	2	0	6	38
	4:45 PM	0	11	1	0	8	4	0	0	0	4	0	9	37
	5:00 PM	0	7	2	0	5	8	0	0	0	2	0	6	30
	5:15 PM	0	8	0	0	9	13	0	0	0	2	0	8	40
	5:30 PM	0	10	2	0	4	7	0	0	0	2	0	3	28
	5:45 PM	0	4	1	0	6	10	0	0	0	2	0	5	28
	VOLUMES	0	70	12	0	53	73	0	0	0	21	0	49	278
	APPROACH %	0%	85%	15%	0%	42%	58%	0%	0%	0%	30%	0%	70%	
	APP/DEPART	82	/	119	126	/	74	0	/	12	70	/	73	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	41	7	0	29	35	0	0	0	13	0	27	152
	APPROACH %	0%	85%	15%	0%	45%	55%	0%	0%	0%	33%	0%	68%	
	PEAK HR FACTOR		0.706			0.842			0.000			0.769		0.826
	APP/DEPART	48	/	68	64	/	42	0	/	7	40	/	35	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3	2	X	3	1	X	X	X	1.5	X	1.5	
AM	7:00 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
	7:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	5
	7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	7:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	8:45 AM	0	3	0	0	2	0	0	0	0	0	0	2	7
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	16	0	0	12	0	0	0	0	0	0	3	31
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	16	/	19	12	/	12	0	/	0	3	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	10	0	0	8	0	0	0	0	0	0	0	18
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.667			0.000			0.000		0.750
	APP/DEPART	10	/	10	8	/	8	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	1	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	3	/	4	4	/	4	0	/	0	1	/	0	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.500			0.000			0.000		0.583
	APP/DEPART	3	/	3	4	/	4	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	4	0	0	5	3	0	0	0	5	0	7	24
	7:15 AM	0	7	1	0	10	2	0	0	0	3	0	3	26
	7:30 AM	0	10	0	0	11	3	0	0	0	3	0	11	38
	7:45 AM	0	6	0	0	24	4	0	0	0	5	0	11	50
	8:00 AM	0	8	0	0	14	4	0	0	0	1	0	10	37
	8:15 AM	0	7	1	0	15	2	0	0	0	2	0	6	33
	8:30 AM	0	12	1	0	19	4	0	0	0	1	0	9	46
	8:45 AM	0	9	0	0	13	4	0	0	0	2	0	6	34
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	63	3	0	111	26	0	0	0	22	0	63	288
	APPROACH %	0%	95%	5%	0%	81%	19%	0%	0%	0%	26%	0%	74%	
	APP/DEPART	66	/	126	137	/	133	0	/	3	85	/	26	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	33	2	0	72	14	0	0	0	9	0	36	166
	APPROACH %	0%	94%	6%	0%	84%	16%	0%	0%	0%	20%	0%	80%	
	PEAK HR FACTOR		0.673			0.768			0.000			0.703		0.830
	APP/DEPART	35	/	69	86	/	81	0	/	2	45	/	14	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	22	0	0	12	1	0	0	0	2	0	4	41
	4:15 PM	0	17	0	0	10	5	0	0	0	1	0	8	41
	4:30 PM	0	20	0	0	6	5	0	0	0	1	0	6	38
	4:45 PM	0	14	0	0	9	6	0	0	0	2	0	11	42
	5:00 PM	0	19	1	0	6	4	0	0	0	1	0	4	35
	5:15 PM	0	8	0	0	11	5	0	0	0	4	0	3	31
	5:30 PM	0	5	0	0	7	8	0	0	0	2	0	3	25
	5:45 PM	0	6	0	0	4	1	0	0	0	8	0	2	21
	VOLUMES	0	111	1	0	65	35	0	0	0	21	0	41	274
	APPROACH %	0%	99%	1%	0%	65%	35%	0%	0%	0%	34%	0%	66%	
	APP/DEPART	112	/	152	100	/	86	0	/	1	62	/	35	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	73	0	0	37	17	0	0	0	6	0	29	162
	APPROACH %	0%	100%	0%	0%	69%	31%	0%	0%	0%	17%	0%	83%	
	PEAK HR FACTOR		0.830			0.900			0.000			0.673		0.964
	APP/DEPART	73	/	102	54	/	43	0	/	0	35	/	17	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3	2	X	3	1	X	X	X	1.5	X	1.5	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	1	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	2	/	1	0	/	0	0	/	1	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	0	0	1	1	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250
	APP/DEPART	0	/	0	2	/	1	0	/	0	0	/	1	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	11
THURSDAY	EAST & WEST:	CA-60 WB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 WB Ramps			WESTBOUND CA-60 WB Ramps			
	LANES:	NL X	NT 3	NR 2	SL X	ST 3	SR 1	EL X	ET X	ER X	WL 1.5	WT X	WR 1.5	TOTAL
AM	7:00 AM	0	3	1	0	2	0	0	0	0	1	0	0	7
	7:15 AM	0	2	2	0	3	0	0	0	0	1	0	0	8
	7:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	5
	7:45 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
	8:00 AM	0	2	1	0	1	0	0	0	0	0	0	1	5
	8:15 AM	0	0	1	0	3	0	0	0	0	0	0	1	5
	8:30 AM	0	1	1	0	4	0	0	0	0	0	0	0	6
	8:45 AM	0	2	0	0	3	1	0	0	0	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	17	7	0	20	1	0	0	0	2	0	2	49
	APPROACH %	0%	71%	29%	0%	95%	5%	0%	0%	0%	50%	0%	50%	
	APP/DEPART	24	/	19	21	/	22	0	/	7	4	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	12	4	0	9	0	0	0	0	2	0	0	27
	APPROACH %	0%	75%	25%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		1.000			0.750			0.000			0.500		0.844
	APP/DEPART	16	/	12	9	/	11	0	/	4	2	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	1	0	1	1	0	0	0	0	0	0	7
	4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	4
	4:30 PM	0	3	0	0	2	0	0	0	0	0	0	3	8
	4:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
	5:00 PM	0	3	1	0	1	1	0	0	0	0	0	2	8
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	4	0	0	2	0	0	0	0	0	0	0	6
	5:45 PM	0	1	0	0	3	0	0	0	0	1	0	1	6
	VOLUMES	0	18	2	0	11	6	0	0	0	1	0	6	44
	APPROACH %	0%	90%	10%	0%	65%	35%	0%	0%	0%	14%	0%	86%	
	APP/DEPART	20	/	24	17	/	12	0	/	2	7	/	6	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	8	1	0	4	5	0	0	0	0	0	5	23
	APPROACH %	0%	89%	11%	0%	44%	56%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.563			0.750			0.000			0.417		0.719
	APP/DEPART	9	/	13	9	/	4	0	/	1	5	/	5	0

12. Azusa Avenue at CA-60 Eastbound Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	272	0	0	337	157	134	29	39	0	0	16	983
	7:15 AM	0	381	2	0	522	154	167	30	42	0	0	22	1,319
	7:30 AM	0	334	5	0	448	190	184	24	67	0	0	19	1,269
	7:45 AM	0	408	3	0	488	201	262	44	76	0	0	31	1,511
	8:00 AM	0	469	5	0	377	180	249	33	41	0	0	27	1,379
	8:15 AM	0	336	3	0	417	172	243	42	60	0	0	28	1,301
	8:30 AM	0	349	2	0	321	198	203	58	58	0	0	31	1,218
	8:45 AM	0	375	2	0	352	144	220	67	94	0	0	34	1,287
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,922	22	0	3,260	1,395	1,660	325	476	0	0	207	10,266
	APPROACH %	0%	99%	1%	0%	70%	30%	67%	13%	19%	0%	0%	100%	
	APP/DEPART	2,944	/	4,789	4,655	/	3,735	2,461	/	347	207	/	1,395	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1,591	15	0	1,834	725	862	130	225	0	0	98	5,478
	APPROACH %	0%	99%	1%	0%	72%	28%	71%	11%	18%	0%	0%	100%	
	PEAK HR FACTOR		0.847			0.929			0.797			0.803		0.906
	APP/DEPART	1,606	/	2,551	2,558	/	2,059	1,217	/	145	98	/	725	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	522	6	0	500	102	137	60	77	1	0	74	1,478
	4:15 PM	0	476	6	0	413	68	135	69	92	0	0	78	1,335
	4:30 PM	0	463	7	0	444	108	180	80	80	0	0	89	1,450
	4:45 PM	0	455	10	0	418	90	156	81	90	0	0	100	1,399
	5:00 PM	0	480	6	0	460	97	201	84	82	0	0	111	1,519
	5:15 PM	0	591	6	0	444	88	125	81	97	0	0	91	1,522
	5:30 PM	0	530	8	0	532	84	135	89	90	0	0	100	1,567
	5:45 PM	0	432	13	0	506	105	142	94	116	0	0	123	1,529
	VOLUMES	0	3,948	62	0	3,715	740	1,209	636	724	1	0	764	11,797
	APPROACH %	0%	98%	2%	0%	83%	17%	47%	25%	28%	0%	0%	100%	
	APP/DEPART	4,010	/	5,920	4,455	/	4,440	2,569	/	698	765	/	740	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	2,033	33	0	1,941	373	602	347	385	0	0	424	6,136
	APPROACH %	0%	98%	2%	0%	84%	16%	45%	26%	29%	0%	0%	100%	
	PEAK HR FACTOR		0.865			0.940			0.911			0.864		0.979
	APP/DEPART	2,066	/	3,058	2,314	/	2,326	1,333	/	380	424	/	373	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM	▲ N
PASSENGER VEHICLES		PM	◄ W / E ►
		MD	
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	251	0	0	308	136	106	26	36	0	0	16	879
	7:15 AM	0	347	2	0	470	145	129	27	34	0	0	22	1,176
	7:30 AM	0	297	3	0	423	144	159	22	60	0	0	16	1,124
	7:45 AM	0	380	3	0	435	139	231	38	74	0	0	29	1,329
	8:00 AM	0	434	5	0	338	151	220	31	36	0	0	25	1,240
	8:15 AM	0	307	3	0	371	129	204	40	60	0	0	25	1,139
	8:30 AM	0	299	2	0	290	131	177	58	53	0	0	29	1,039
	8:45 AM	0	349	2	0	307	108	186	62	89	0	0	28	1,131
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,664	20	0	2,942	1,083	1,412	304	442	0	0	190	9,057
	APPROACH %	0%	99%	1%	0%	73%	27%	65%	14%	20%	0%	0%	100%	
	APP/DEPART	2,684	/	4,266	4,025	/	3,384	2,158	/	324	190	/	1,083	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1,458	13	0	1,666	579	739	118	204	0	0	92	4,869
	APPROACH %	0%	99%	1%	0%	74%	26%	70%	11%	19%	0%	0%	100%	
	PEAK HR FACTOR		0.838			0.913			0.773			0.793		0.916
	APP/DEPART	1,471	/	2,289	2,245	/	1,870	1,061	/	131	92	/	579	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	473	6	0	469	81	82	60	77	1	0	74	1,323
	4:15 PM	0	456	6	0	375	57	90	67	90	0	0	76	1,217
	4:30 PM	0	439	7	0	419	93	101	80	78	0	0	87	1,304
	4:45 PM	0	431	10	0	384	70	113	81	82	0	0	97	1,268
	5:00 PM	0	455	6	0	433	86	137	82	80	0	0	109	1,388
	5:15 PM	0	566	6	0	404	68	106	79	95	0	0	91	1,415
	5:30 PM	0	505	8	0	506	69	114	84	84	0	0	98	1,468
	5:45 PM	0	412	13	0	472	91	119	92	112	0	0	118	1,429
	VOLUMES	0	3,737	62	0	3,462	615	862	625	698	1	0	750	10,812
	APPROACH %	0%	98%	2%	0%	85%	15%	39%	29%	32%	0%	0%	100%	
	APP/DEPART	3,799	/	5,349	4,077	/	4,161	2,185	/	687	751	/	615	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	1,938	33	0	1,815	314	476	337	371	0	0	416	5,700
	APPROACH %	0%	98%	2%	0%	85%	15%	40%	28%	31%	0%	0%	100%	
	PEAK HR FACTOR		0.861			0.926			0.916			0.881		0.971
	APP/DEPART	1,971	/	2,830	2,129	/	2,186	1,184	/	370	416	/	314	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM	▲ N
2-AXLE WORK VEHICLES/ TRUCKS		PM MD OTHER OTHER	◄ W S ▼ E ►

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	3	0	0	4	4	7	0	2	0	0	0	20
	7:15 AM	0	5	0	0	11	2	12	0	2	0	0	0	32
	7:30 AM	0	4	1	0	10	5	7	1	0	0	0	2	30
	7:45 AM	0	3	0	0	9	8	8	2	1	0	0	1	32
	8:00 AM	0	10	0	0	9	2	6	1	1	0	0	1	30
	8:15 AM	0	6	0	0	14	8	10	1	0	0	0	2	41
	8:30 AM	0	13	0	0	5	7	3	0	1	0	0	0	29
	8:45 AM	0	10	0	0	11	8	7	1	0	0	0	2	39
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	54	1	0	73	44	60	6	7	0	0	8	253
	APPROACH %	0%	98%	2%	0%	62%	38%	82%	8%	10%	0%	0%	100%	
	APP/DEPART	55	/	122	117	/	80	73	/	7	8	/	44	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	39	0	0	39	25	26	3	2	0	0	5	139
	APPROACH %	0%	100%	0%	0%	61%	39%	84%	10%	6%	0%	0%	100%	
	PEAK HR FACTOR		0.750			0.727			0.705			0.625		0.848
	APP/DEPART	39	/	70	64	/	41	31	/	3	5	/	25	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	11	0	0	3	6	7	0	0	0	0	0	27
	4:15 PM	0	6	0	0	7	3	2	1	0	0	0	1	20
	4:30 PM	0	5	0	0	6	4	6	0	0	0	0	1	22
	4:45 PM	0	8	0	0	10	1	3	0	4	0	0	2	28
	5:00 PM	0	3	0	0	4	3	9	1	0	0	0	1	21
	5:15 PM	0	4	0	0	4	7	5	1	0	0	0	0	21
	5:30 PM	0	8	0	0	5	0	4	2	0	0	0	1	20
	5:45 PM	0	2	0	0	5	3	3	1	0	0	0	3	17
	VOLUMES	0	47	0	0	44	27	39	6	4	0	0	9	176
	APPROACH %	0%	100%	0%	0%	62%	38%	80%	12%	8%	0%	0%	100%	
	APP/DEPART	47	/	95	71	/	48	49	/	6	9	/	27	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	30	0	0	26	14	18	1	4	0	0	4	97
	APPROACH %	0%	100%	0%	0%	65%	35%	78%	4%	17%	0%	0%	100%	
	PEAK HR FACTOR		0.682			0.909			0.821			0.500		0.866
	APP/DEPART	30	/	52	40	/	30	23	/	1	4	/	14	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
	7:15 AM	0	3	0	0	1	0	1	0	0	0	0	0	5
	7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
	7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:00 AM	0	1	0	0	1	1	1	0	0	0	0	0	4
	8:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	0	1	1	0	0	0	0	0	3
	8:45 AM	0	2	0	0	2	0	1	0	0	0	0	0	5
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	13	0	0	9	5	5	0	0	0	0	0	32
	APPROACH %	0%	100%	0%	0%	64%	36%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	13	/	18	14	/	9	5	/	0	0	/	5	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	9	0	0	4	2	2	0	0	0	0	0	17
	APPROACH %	0%	100%	0%	0%	67%	33%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.750			0.500			0.000		0.850
	APP/DEPART	9	/	11	6	/	4	2	/	0	0	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	5	0	1	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	3	/	4	5	/	5	1	/	0	0	/	0	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	2	0	0	5	0	1	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.625			0.250			0.000		0.667
	APP/DEPART	2	/	3	5	/	5	1	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 4:	NOTES:	AM		▲	
4 OR MORE		PM		N	
AXLE		MD	◄ W		E ►
TRUCKS		OTHER		S	
		OTHER		▼	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	2	0	0	5	5	5	1	0	0	0	0	18
	7:15 AM	0	4	0	0	9	2	6	1	1	0	0	0	23
	7:30 AM	0	7	0	0	2	12	4	0	1	0	0	0	26
	7:45 AM	0	3	0	0	11	16	5	1	0	0	0	0	36
	8:00 AM	0	4	0	0	7	8	6	0	1	0	0	0	26
	8:15 AM	0	6	0	0	5	9	8	0	0	0	0	0	28
	8:30 AM	0	8	0	0	5	18	5	0	1	0	0	0	37
	8:45 AM	0	1	0	0	6	8	7	1	1	0	0	1	25
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	35	0	0	50	78	46	4	5	0	0	1	219
	APPROACH %	0%	100%	0%	0%	39%	61%	84%	7%	9%	0%	0%	100%	
	APP/DEPART	35	/	82	128	/	55	55	/	4	1	/	78	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	21	0	0	28	51	24	1	2	0	0	0	127
	APPROACH %	0%	100%	0%	0%	35%	65%	89%	4%	7%	0%	0%	0%	
	PEAK HR FACTOR		0.656			0.731			0.844			0.000		0.858
	APP/DEPART	21	/	45	79	/	30	27	/	1	0	/	51	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	8	0	0	8	4	14	0	0	0	0	0	34
	4:15 PM	0	3	0	0	9	2	14	0	0	0	0	0	28
	4:30 PM	0	4	0	0	4	3	22	0	0	0	0	0	33
	4:45 PM	0	2	0	0	5	6	12	0	0	0	0	0	25
	5:00 PM	0	4	0	0	5	2	16	0	0	0	0	0	27
	5:15 PM	0	5	0	0	10	3	3	0	0	0	0	0	21
	5:30 PM	0	1	0	0	4	5	5	0	0	0	0	0	15
	5:45 PM	0	5	0	0	6	3	6	0	0	0	0	0	20
	VOLUMES	0	32	0	0	51	28	92	0	0	0	0	0	203
	APPROACH %	0%	100%	0%	0%	65%	35%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	32	/	124	79	/	51	92	/	0	0	/	28	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	17	0	0	26	15	62	0	0	0	0	0	120
	APPROACH %	0%	100%	0%	0%	63%	37%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.531			0.854			0.705			0.000		0.882
	APP/DEPART	17	/	79	41	/	26	62	/	0	0	/	15	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	3.5	0.5	X	4	1	1.5	1	0.5	X	X	0	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	1	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	1	1	/	1	1	/	0	0	/	0	0
	BEGIN PEAK HR		8:30 AM											
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		5:30 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	City of Industry	PROJECT #:	SC0570
3/19/15	NORTH & SOUTH:	Azusa	LOCATION #:	12
THURSDAY	EAST & WEST:	CA-60 EB Ramps	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM	▲ N
BUSES		PM	
		MD	◄ W E ►
		OTHER	S ▼
		OTHER	

		NORTHBOUND Azusa			SOUTHBOUND Azusa			EASTBOUND CA-60 EB Ramps			WESTBOUND CA-60 EB Ramps			
	LANES:	NL X	NT 3.5	NR 0.5	SL X	ST 4	SR 1	EL 1.5	ET 1	ER 0.5	WL X	WT X	WR 0	TOTAL
AM	7:00 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
	7:15 AM	0	4	0	0	2	0	0	0	1	0	0	0	7
	7:30 AM	0	3	0	0	1	0	1	0	2	0	0	0	7
	7:45 AM	0	4	0	0	2	1	2	0	0	0	0	0	9
	8:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
	8:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
	8:30 AM	0	2	0	0	4	0	1	0	0	0	0	1	8
	8:45 AM	0	2	0	0	3	0	0	0	1	0	0	0	6
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	23	0	0	19	1	4	0	4	0	0	1	52
	APPROACH %	0%	100%	0%	0%	95%	5%	50%	0%	50%	0%	0%	100%	
	APP/DEPART	23	/	28	20	/	23	8	/	0	1	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	15	0	0	8	1	3	0	3	0	0	0	30
	APPROACH %	0%	100%	0%	0%	89%	11%	50%	0%	50%	0%	0%	0%	
	PEAK HR FACTOR		0.938			0.750			0.500			0.000		0.833
	APP/DEPART	15	/	18	9	/	11	6	/	0	0	/	1	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	0	0	1	0	1	0	0	0	0	0	6
	4:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
	4:30 PM	0	1	0	0	1	0	2	0	1	0	0	0	5
	4:45 PM	0	2	0	0	1	0	1	0	1	0	0	0	5
	5:00 PM	0	3	0	0	1	0	1	0	1	0	0	0	6
	5:15 PM	0	2	0	0	1	0	0	0	1	0	0	0	4
	5:30 PM	0	4	0	0	2	0	0	1	3	0	0	0	10
	5:45 PM	0	1	0	0	4	0	0	0	2	0	0	0	7
	VOLUMES	0	18	0	0	11	0	5	1	10	0	0	0	45
	APPROACH %	0%	100%	0%	0%	100%	0%	31%	6%	63%	0%	0%	0%	
	APP/DEPART	18	/	23	11	/	21	16	/	1	0	/	0	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	10	0	0	8	0	1	1	7	0	0	0	27
	APPROACH %	0%	100%	0%	0%	100%	0%	11%	11%	78%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.500			0.563			0.000		0.675
	APP/DEPART	10	/	11	8	/	15	9	/	1	0	/	0	0

Average Daily Traffic

Thursday, March 19, 2015 | CITY: City of Industry | PROJECT: SC0570

ADT1 Azusa south of Hurley. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	126		66			12:00	324		231.5		
0:15	108		69			12:15	299		305		
0:30	92		50			12:30	291		301		
0:45	74	399.5	28	212.5	612	12:45	326	1239	266	1102.5	2341.5
1:00	75		27			13:00	368		350		
1:15	49		24			13:15	316		312		
1:30	45		27			13:30	407		283		
1:45	39	208	22	100	308	13:45	377	1467	272	1216	2683
2:00	42		30			14:00	378		253		
2:15	45		23			14:15	312		262		
2:30	39		31			14:30	353		315		
2:45	47	172.5	22	105.5	278	14:45	392	1433.5	271	1100.5	2534
3:00	34		40			15:00	424		209		
3:15	40		48			15:15	360		254		
3:30	38		44			15:30	372		235		
3:45	34	146	65	196.5	342.5	15:45	412	1567.5	263	959.5	2527
4:00	43		96			16:00	543		334		
4:15	50		100			16:15	533		371		
4:30	46		100			16:30	576		358		
4:45	44	181.5	175	470.5	652	16:45	559	2210	358	1419.5	3629.5
5:00	48		220			17:00	586		333		
5:15	82		222			17:15	619		385		
5:30	94		279			17:30	505		304		
5:45	111	334.5	311	1030.5	1365	17:45	447	2155.5	315	1336	3491.5
6:00	111		316			18:00	423		186		
6:15	119		251			18:15	464		234		
6:30	122		272			18:30	522		253		
6:45	170	521	331	1170	1691	18:45	491	1899	224	897	2796
7:00	226		373			19:00	489		235		
7:15	303		455			19:15	514		240		
7:30	333		532			19:30	506		232		
7:45	332	1192.5	569	1927.5	3120	19:45	462	1969.5	206	912.5	2882
8:00	402		518			20:00	417		186		
8:15	333		521			20:15	412		189		
8:30	296		458			20:30	417		174		
8:45	290	1320	459	1955	3275	20:45	427	1672	142	690	2362
9:00	326		275			21:00	349		162		
9:15	293		290			21:15	318		205		
9:30	266		268			21:30	323		144		
9:45	303	1187.5	282	1114.5	2302	21:45	308	1296.5	169	680	1976.5
10:00	286		308			22:00	280		152		
10:15	282		287			22:15	252		142		
10:30	299		281			22:30	194		116		
10:45	281	1146.5	292	1167	2313.5	22:45	186	911	135	545	1456
11:00	323		230			23:00	159		110		
11:15	309		300			23:15	169		75		
11:30	343		282			23:30	163		81		
11:45	317	1291	232	1044	2335	23:45	153	642.5	88	354	996.5
Total Vol.		8100.5		10493.5	**18594**			18463		11212.5	**29675.5**

Daily Totals				
EB	WB	EB	WB	**Combined**
26564	21706			**48269.5**

	AM					PM		
Split %	43.6%	56.4%			**38.5%**	62.2%	37.8%	**61.5%**
Peak Hour	7:30	7:30	0:30	0:30	**7:30**	16:30	16:30	**16:30**
Volume	1399	2139			**3538**	2339	1433	**3772**
P.H.F.	0.87	0.94			**0.96**	0.98	0.93	**0.94**

pacific@aimtd.com Tell. 951 249 3226

Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT2 Azusa north of Anaheim. | Prepared by: Field Data Services | **AimTD LLC tel. 714 458 3281 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	179		57			12:00	393		355.5		
0:15	126		39			12:15	435		437		
0:30	87		24			12:30	446		405		
0:45	62	453.5	24	144	597.5	12:45	406	1679.5	415	1611	3290.5
1:00	74		35			13:00	410		455		
1:15	49		26			13:15	423		491		
1:30	54		28			13:30	471		427		
1:45	48	225	37	126	351	13:45	487	1790.5	450	1822.5	3613
2:00	59		18			14:00	498		505		
2:15	48		25			14:15	405		461		
2:30	53		28			14:30	541		391		
2:45	47	207	28	99	306	14:45	442	1885	473	1830	3715
3:00	38		42			15:00	533		382		
3:15	35		35			15:15	452		410		
3:30	31		71			15:30	467		449		
3:45	30	134	82	229	363	15:45	473	1924.5	482	1722.5	3647
4:00	37		122			16:00	485		363		
4:15	50		165			16:15	487		371		
4:30	53		207			16:30	568		392		
4:45	74	213.5	237	729.5	943	16:45	465	2003.5	393	1517	3520.5
5:00	48		227			17:00	575		382		
5:15	80		279			17:15	522		341		
5:30	125		306			17:30	538		360		
5:45	156	408.5	390	1201	1609.5	17:45	548	2181.5	328	1409	3590.5
6:00	128		333			18:00	513		255		
6:15	146		409			18:15	518		326		
6:30	191		376			18:30	512		327		
6:45	260	724.5	450	1566.5	2291	18:45	532	2074.5	284	1191	3265.5
7:00	210		345			19:00	512		297		
7:15	266		522			19:15	485		328		
7:30	347		569			19:30	448		294		
7:45	360	1182	613	2048	3230	19:45	392	1836	220	1139	2975
8:00	373		508			20:00	443		243		
8:15	312		524			20:15	352		189		
8:30	289		444			20:30	391		142		
8:45	275	1247.5	484	1959	3206.5	20:45	434	1619.5	206	779.5	2399
9:00	385		423			21:00	406		212		
9:15	354		405			21:15	352		219		
9:30	340		399			21:30	334		174		
9:45	331	1410	398	1624.5	3034.5	21:45	343	1434.5	161	766	2200.5
10:00	295		362			22:00	290		168		
10:15	370		367			22:15	232		160		
10:30	389		361			22:30	186		118		
10:45	366	1419	372	1461	2880	22:45	217	924	94	540	1464
11:00	376		330			23:00	178		82		
11:15	365		424			23:15	154		88		
11:30	459		416			23:30	152		87		
11:45	409	1607.5	383	1552.5	3160	23:45	118	601.5	74	331	932.5
Total Vol.		9232		12740	**21972**			19954.5		14658.5	**34613**

Daily Totals				
EB	WB	EB	WB	**Combined**
29187	27399			**56585**

	AM					**PM**		
Split %	42.0%	58.0%			**38.8%**	57.7%	42.3%	**61.2%**
Peak Hour	11:30	7:30	0:30	0:30	**7:30**	17:00	13:15	**13:15**
Volume	1695	2213.5			**3604**	2182	1873	**3752**
P.H.F.	0.92	0.90			**0.93**	0.94	0.93	**0.94**

pacific@aimtd.com | Tell. 951 249 3226

Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT3 Azusa north of Gale. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	129		60			12:00	519		537		
0:15	115		43			12:15	512		497		
0:30	80		35			12:30	581		509		
0:45	69	391.5	29	165.5	557	12:45	518	2129.5	425	1967.5	4097
1:00	72		41			13:00	635		533		
1:15	61		28			13:15	481		481		
1:30	40		39			13:30	625		478		
1:45	53	226	30	137	363	13:45	597	2337	502	1994	4331
2:00	44		30			14:00	559		441		
2:15	47		31			14:15	544		417		
2:30	64		29			14:30	595		425		
2:45	59	213.5	31	120.5	334	14:45	561	2258.5	479	1761	4019.5
3:00	55		55			15:00	608		435		
3:15	56		41			15:15	556		531		
3:30	54		67			15:30	542		464		
3:45	55	218.5	65	226.5	445	15:45	566	2271.5	462	1890.5	4162
4:00	57		100			16:00	637		458		
4:15	81		111			16:15	589		427		
4:30	90		141			16:30	641		494		
4:45	112	338.5	141	492	830.5	16:45	581	2447	426	1803.5	4250.5
5:00	92		215			17:00	701		542		
5:15	135		259			17:15	628		501		
5:30	178		296			17:30	610		499		
5:45	176	580	279	1048.5	1628.5	17:45	555	2493	518	2059.5	4552.5
6:00	158		350			18:00	618		400		
6:15	179		359			18:15	591		543		
6:30	221		339			18:30	597		451		
6:45	311	868	377	1424.5	2292.5	18:45	479	2284	329	1721.5	4005.5
7:00	250		397			19:00	511		356		
7:15	396		510			19:15	496		352		
7:30	445		417			19:30	424		286		
7:45	574	1664.5	498	1820	3484.5	19:45	466	1897	286	1279	3176
8:00	557		429			20:00	430		206		
8:15	534		483			20:15	351		226		
8:30	500		395			20:30	416		190		
8:45	505	2095.5	424	1729.5	3825	20:45	385	1580.5	198	818.5	2399
9:00	551		363			21:00	318		207		
9:15	450		405			21:15	300		187		
9:30	379		344			21:30	294		154		
9:45	388	1767.5	395	1506.5	3274	21:45	306	1217.5	155	703	1920.5
10:00	297		395			22:00	256		159		
10:15	482		450			22:15	244		151		
10:30	400		397			22:30	191		123		
10:45	390	1568.5	423	1664	3232.5	22:45	182	872.5	92	525	1397.5
11:00	411		385			23:00	154		99		
11:15	485		481			23:15	150		93		
11:30	446		479			23:30	136		83		
11:45	541	1882	460	1803.5	3685.5	23:45	126	564	50	324.5	888.5
Total Vol.		11814		12138	**23952**			22352		16847.5	**39199.5**

Daily Totals				
EB	WB	EB	WB	**Combined**
34166	28986			**63151.5**

	AM					PM		
Split %	49.3%	50.7%			**37.9%**	57.0%	43.0%	**62.1%**
Peak Hour	7:45	11:45	0:30	0:30	**11:45**	16:30	17:00	**17:00**
Volume	2164.5	2002.5			**4154.5**	2550	2060	**4553**
P.H.F.	0.94	0.93			**0.95**	0.94	0.95	**0.92**

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Thursday, March 19, 2015 | CITY: City Of Industry | PROJECT: SC0570

ADT4 Azusa south of Gale. | Prepared by: Field Data Services | **Prepared by AimTD LLC tel. 714 253 7888 pacific@aimtd.com**

AM Period	EB		WB			PM Period	EB		WB		
0:30	121		77			12:00	536		560		
0:15	88		57			12:15	575		556		
0:30	91		55			12:30	641		578		
0:45	69	368	43	230.5	598.5	12:45	585	2335	494	2187.5	4522.5
1:00	64		57			13:00	711		619		
1:15	70		43			13:15	593		567		
1:30	46		54			13:30	687		605		
1:45	63	242	38	190	432	13:45	631	2620	572	2361.5	4981.5
2:00	45		45			14:00	586		496		
2:15	55		36			14:15	597		514		
2:30	77		43			14:30	602		491		
2:45	59	235	34	157	392	14:45	594	2378.5	513	2013	4391.5
3:00	46		53			15:00	614		524		
3:15	64		51			15:15	590		552		
3:30	69		68			15:30	532		548		
3:45	73	251.5	76	247	498.5	15:45	563	2298.5	494	2117	4415.5
4:00	76		110			16:00	613		523		
4:15	93		123			16:15	547		481		
4:30	124		157			16:30	622		556		
4:45	163	455	136	525.5	980.5	16:45	593	2374	476	2034	4408
5:00	119		215			17:00	588		662		
5:15	176		250			17:15	595		549		
5:30	230		311			17:30	596		630		
5:45	245	768.5	248	1023	1791.5	17:45	508	2286	609	2449	4735
6:00	221		345			18:00	598		533		
6:15	225		336			18:15	557		628		
6:30	264		322			18:30	593		508		
6:45	450	1159	344	1346	2505	18:45	495	2242	417	2085	4327
7:00	367		337			19:00	525		416		
7:15	469		481			19:15	488		376		
7:30	523		389			19:30	432		317		
7:45	739	2097	455	1661.5	3758.5	19:45	485	1928.5	360	1469	3397.5
8:00	685		390			20:00	459		244		
8:15	619		410			20:15	340		289		
8:30	600		369			20:30	414		234		
8:45	611	2514	348	1516.5	4030.5	20:45	354	1567	250	1015.5	2582.5
9:00	657		369			21:00	349		279		
9:15	569		417			21:15	320		244		
9:30	490		348			21:30	308		207		
9:45	479	2194.5	388	1521	3715.5	21:45	295	1271	197	925.5	2196.5
10:00	445		396			22:00	271		200		
10:15	593		436			22:15	244		183		
10:30	522		465			22:30	207		152		
10:45	480	2038.5	439	1735.5	3774	22:45	184	904.5	111	645.5	1550
11:00	498		419			23:00	168		123		
11:15	577		484			23:15	152		111		
11:30	497		523			23:30	140		83		
11:45	604	2174.5	496	1921	4095.5	23:45	141	599.5	72	388	987.5
Total Vol.		14497.5		12074.5	**26572**			22804.5		19690.5	**42495**

	Daily Totals				
	EB	WB	EB	WB	**Combined**
	37302	31765			**69067**

	AM					PM		
Split %	54.6%	45.4%			**38.5%**	53.7%	46.3%	**61.5%**
Peak Hour	7:45	11:45	0:30	0:30	**11:45**	13:00	17:00	**13:00**
Volume	2641.5	2190			**4544**	2620	2449	**4982**
P.H.F.	0.89	0.95			**0.93**	0.94	0.92	**0.94**

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Appendix B

Existing Conditions
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1319	71	51	1926	93	161	69	115	111	113	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1319	71	51	1926	93	161	69	115	111	113	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1319	71	51	1926	93	161	69	115	111	113	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	1.00	2.86	0.14	0.70	0.30	1.00	0.38	0.39	0.23
Final Sat.:	1600	4555	245	1600	4579	221	1120	480	1600	612	623	364
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.03	0.42	0.42	0.10	0.14	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	2165	145	57	1288	78	171	66	88	65	45	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2165	145	57	1288	78	171	66	88	65	45	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2165	145	57	1288	78	171	66	88	65	45	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.44	0.31	0.25
Final Sat.:	1600	4499	301	1600	4526	274	1154	446	1600	707	490	403
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.04	0.28	0.28	0.11	0.15	0.06	0.04	0.09	0.09
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1029	235	158	1695	1	163	24	320	142	26	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1029	235	158	1695	1	163	24	320	142	26	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1029	235	158	1695	1	163	24	320	142	26	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.15	0.10	0.35	0.35	0.06	0.06	0.20	0.09	0.02	0.14
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1833	243	95	1028	2	244	11	257	158	23	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1833	243	95	1028	2	244	11	257	158	23	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1833	243	95	1028	2	244	11	257	158	23	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.15	0.06	0.21	0.21	0.08	0.08	0.16	0.10	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	87	23	996	0	0	1812	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	293	0	87	23	996	0	0	1812	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	293	0	87	23	996	0	0	1812	388
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3953	847
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.05	0.01	0.21	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	62	30	1744	0	0	1225	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	306	0	62	30	1744	0	0	1225	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	306	0	62	30	1744	0	0	1225	427
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.22	0.78
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3559	1241
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.04	0.02	0.36	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	88	76	6	89	156	64	48	53	10	53	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	125	95	82	7	97	169	69	52	57	11	57	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	82	7	97	169	69	52	57	11	57	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	95	82	7	97	169	69	52	57	11	57	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	339	259	711	39	575	704	308	231	631	85	452	607
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.12	0.17	0.17	0.24	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****	****			****		
Delay/Veh:	11.7	11.7	8.2	9.4	9.4	9.1	10.7	10.7	8.5	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	8.2	9.4	9.4	9.1	10.7	10.7	8.5	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.8			9.2			10.0			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			10.0			9.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.5	0.5	0.1	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Existing Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		0 1 0	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	133	39	13	135	77	224	104	75	15	43	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	42	158	46	15	161	92	267	124	89	18	51	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	158	46	15	161	92	267	124	89	18	51	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	158	46	15	161	92	267	124	89	18	51	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	106	402	569	45	468	571	371	172	635	126	360	545
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.08	0.34	0.34	0.16	0.72	0.72	0.14	0.14	0.14	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	13.4	13.4	9.1	12.6	12.6	9.7	23.3	23.3	9.0	10.6	10.6	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	9.1	12.6	12.6	9.7	23.3	23.3	9.0	10.6	10.6	9.2
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.6			11.6			20.7			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			11.6			20.7			10.1		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.1	2.1	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.163
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	48	0	44		0	0	0		0	106	17		20	43	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	0	44		0	0	0		0	106	17		20	43	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	54	0	50		0	0	0		0	120	19		23	49	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	0	50		0	0	0		0	120	19		23	49	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	0	50		0	0	0		0	120	19		23	49	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	638	0	807		0	0	0		0	735	856		659	725	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.16	0.02		0.03	0.07	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.4	6.9		8.3	7.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.4	6.9		8.3	7.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.0				xxxxxx					8.2				8.0		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.0				xxxxxx					8.2				8.0		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.1		0.0	0.0	0.0		0.0	0.2	0.0		0.0	0.1	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.149
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	30	0	6		0	0	0		0	82	69		51	83	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	0	6		0	0	0		0	82	69		51	83	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75		0.75	0.75	0.75	
PHF Volume:	40	0	8		0	0	0		0	110	92		68	111	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	0	8		0	0	0		0	110	92		68	111	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	0	8		0	0	0		0	110	92		68	111	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	590	0	732		0	0	0		0	746	872		675	746	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	xxxx	0.01		xxxx	xxxx	xxxx		xxxx	0.15	0.11		0.10	0.15	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.9	0.0	7.4		0.0	0.0	0.0		0.0	8.3	7.3		8.6	8.3	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.9	0.0	7.4		0.0	0.0	0.0		0.0	8.3	7.3		8.6	8.3	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.7				xxxxxx					7.8				8.4		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.7				xxxxxx					7.8				8.4		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.0		0.0	0.0	0.0		0.0	0.2	0.1		0.1	0.2	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1373	0	2	2039	189	17	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1373	0	2	2039	189	17	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1373	0	2	2039	189	17	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4393	407	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.00	0.00	0.46	0.46	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	2088	0	0	1459	74	39	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2088	0	0	1459	74	39	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	2088	0	0	1459	74	39	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4568	232	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.00	0.00	0.32	0.32	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1288	742	211	1746	21	3	7	24	170	13	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1288	742	211	1746	21	3	7	24	170	13	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1288	742	211	1746	21	3	7	24	170	13	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4743	57	141	329	1129	2973	227	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.46	0.13	0.37	0.37	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Existing Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2019	372	91	1367	16	14	11	44	651	13	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2019	372	91	1367	16	14	11	44	651	13	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2019	372	91	1367	16	14	11	44	651	13	266
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4744	56	325	255	1020	3137	63	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.23	0.06	0.29	0.29	0.04	0.04	0.04	0.21	0.21	0.17
Crit Moves:		****		****				****			****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[19.7]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	1	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	3	0	0	3	0	3	10	905	17	6	309	7								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94								
PHF Volume:	3	0	0	3	0	3	11	963	18	6	329	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	3	0	0	3	0	3	11	963	18	6	329	7								
Critical Gap Module:																				
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1170	xxxx	xxxxx	848	xxxx	168	336	xxxx	xxxxx	981	xxxx	xxxxx								
Potent Cap.:	150	xxxx	xxxxx	258	xxxx	853	1234	xxxx	xxxxx	712	xxxx	xxxxx								
Move Cap.:	148	xxxx	xxxxx	255	xxxx	853	1234	xxxx	xxxxx	712	xxxx	xxxxx								
Total Cap:	248	292	xxxxx	436	285	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	19.7	xxxx	xxxxx	13.3	xxxx	9.2	7.9	xxxx	xxxxx	10.1	xxxx	xxxxx								
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	19.7			11.3			xxxxxx			xxxxxx										
ApproachLOS:	C			B			*			*										

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[19.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	20	0	11	6	0	2	4	500	6	6	842	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	11	6	0	2	4	500	6	6	842	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	25	0	14	7	0	2	5	614	7	7	1034	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	14	7	0	2	5	614	7	7	1034	1
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1160	1678	311	1367	xxxx	518	1036	xxxx	xxxxx	622	xxxx	xxxxx
Potent Cap.:	153	96	691	108	xxxx	508	679	xxxx	xxxxx	969	xxxx	xxxxx
Move Cap.:	151	95	691	105	xxxx	508	679	xxxx	xxxxx	969	xxxx	xxxxx
Total Cap:	341	253	xxxxx	226	255	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.02	0.03	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.5	xxxx	12.1	10.3	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	415	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.5			19.2			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	25	15	81	19	35	26	727	124	5	202	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	25	15	81	19	35	26	727	124	5	202	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	25	15	81	19	35	26	727	124	5	202	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	25	15	81	19	35	26	727	124	5	202	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1000	600	1600	563	1037	1600	3200	1600	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.05	0.03	0.03	0.02	0.23	0.08	0.00	0.07	0.07
Crit Moves:	****			****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	13	9	68	20	14	8	424	115	12	651	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	13	9	68	20	14	8	424	115	12	651	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	13	9	68	20	14	8	424	115	12	651	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	13	9	68	20	14	8	424	115	12	651	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.59	0.41	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	945	655	1600	941	659	1600	3200	1600	1600	2909	291
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.04	0.02	0.02	0.01	0.13	0.07	0.01	0.22	0.22
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1732	182	242	1434	298	239	215	326	78	571	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1732	182	242	1434	298	239	215	326	78	571	192
OvlAdjVol:			143			179			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.25	0.75
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3592	1208
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.11	0.08	0.30	0.19	0.07	0.07	0.10	0.02	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1681	201	335	1637	145	466	705	629	253	356	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1681	201	335	1637	145	466	705	629	253	356	347
OvlAdjVol:			74			0			228			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.13	0.10	0.34	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	8	Average Delay (sec/veh):	26.7
Optimal Cycle:	114	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1674	236	0	1776	224	0	0	0	637	0	1115
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	1907	0	0	2023	0	0	0	0	726	0	1270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1907	0	0	2023	0	0	0	0	726	0	1270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1907	0	0	2023	0	0	0	0	726	0	1270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2302	0	2763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.66	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.64	0.00	0.93
Delay/Veh:	0.0	21.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	17.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	0.0	33.0	0.0	0.0	0.0	0.0	17.3	0.0	29.6
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	21	0	0	0	0	12	0	25

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	8	Average Delay (sec/veh):	21.9
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	724	0	1692	1003	0	0	0	732	1	575
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1873	0	0	1739	0	0	0	0	752	1	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1873	0	0	1739	0	0	0	0	752	1	591
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1873	0	0	1739	0	0	0	0	752	1	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.55	0.01	1.44
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2535	2	2340
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.30	0.41	0.25
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.66	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.59	0.82	0.50
Delay/Veh:	0.0	22.2	0.0	0.0	26.5	0.0	0.0	0.0	0.0	16.2	22.4	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	0.0	26.5	0.0	0.0	0.0	0.0	16.2	22.4	15.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	12	0	0	15	0	0	0	0	10	18	8

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	8	Average Delay (sec/veh):	20.5
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1591	15	0	1834	725	862	130	225	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1756	17	0	2024	0	951	143	248	0	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1756	17	0	2024	0	951	143	248	0	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1756	17	0	2024	0	951	143	248	0	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.72	0.72	0.72	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.37	0.63	0.00	0.00	1.00
Final Sat.:	0	6845	65	0	6916	1900	2719	498	862	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.29	0.00	0.35	0.29	0.29	0.00	0.00	0.07
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.42	0.42	0.00	0.42	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.62	0.00	0.71	0.00	0.71	0.58	0.58	0.00	0.00	xxxx
Delay/Veh:	0.0	21.1	21.1	0.0	22.6	0.0	18.8	16.4	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	0.0	22.6	0.0	18.8	16.4	16.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	11	11	0	14	0	12	9	9	0	0	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	8	Average Delay (sec/veh):	18.8
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2033	33	0	1941	373	602	347	385	0	0	424
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2077	34	0	1983	0	615	354	393	0	0	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2077	34	0	1983	0	615	354	393	0	0	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2077	34	0	1983	0	615	354	393	0	0	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.35	0.78	0.87	0.00	0.00	1.00
Final Sat.:	0	6792	110	0	6916	1900	1899	1095	1214	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.29	0.00	0.32	0.32	0.32	0.00	0.00	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.69	0.00	0.65	0.00	0.69	0.69	0.69	0.00	0.00	xxxx
Delay/Veh:	0.0	20.8	20.8	0.0	20.1	0.0	19.9	19.9	19.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	20.8	0.0	20.1	0.0	19.9	19.9	19.9	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	14	14	0	12	0	11	11	11	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix C

Cumulative Projects Information

Cumulative Projects

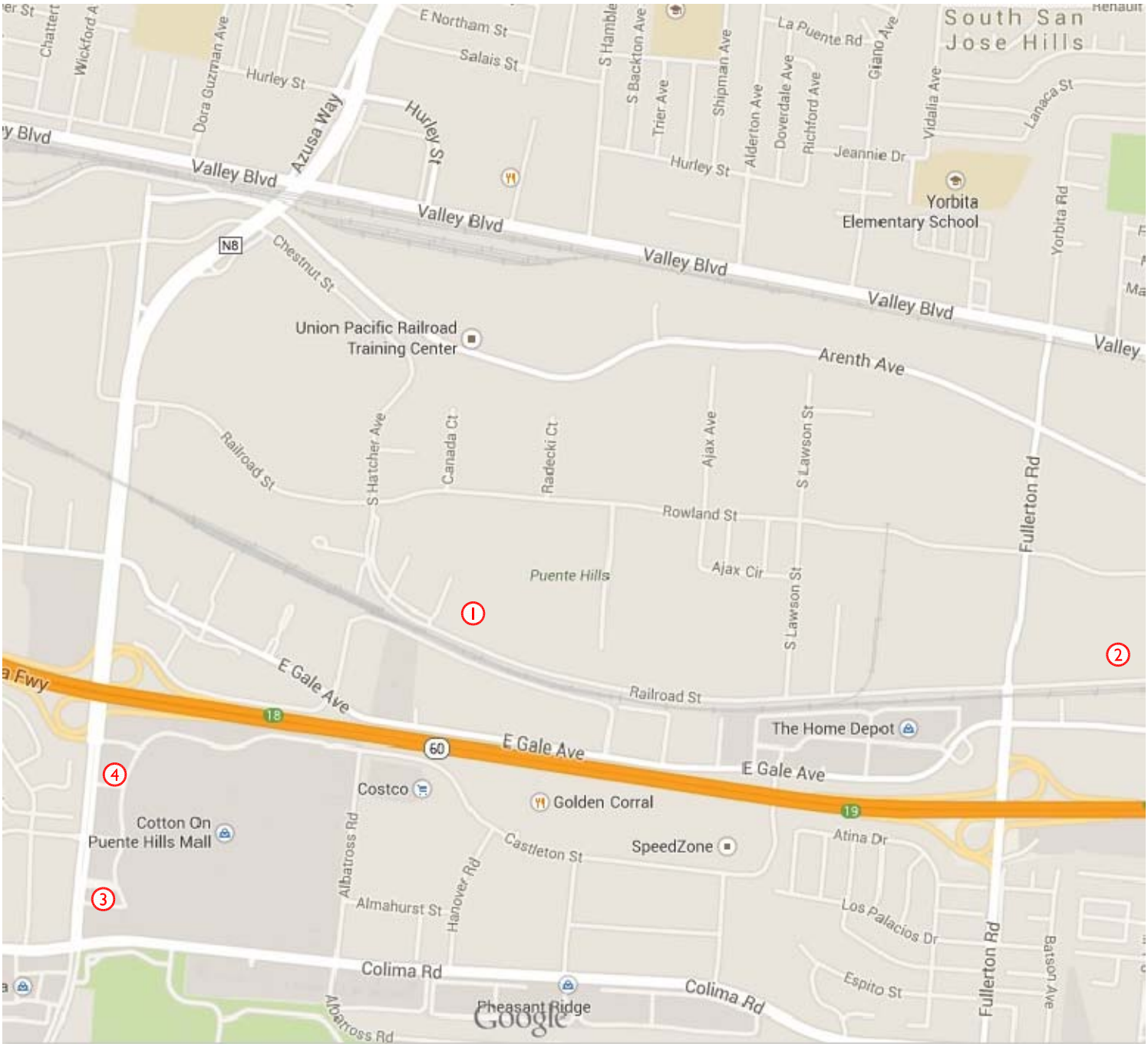
Within 1.5 miles (further east to capture Nogales grade separation)

Location	Acres	Building SF	Use
17651 Railroad St.	3.02	65,599	Tilt-up spec. industrial building for warehouse and distribution
18639 Railroad St.	4.96	107,000	Tilt-up spec. industrial building for warehouse and distribution
1590 Azusa Avenue	1.08	5,910	New freestanding restaurant (Applebee's). 210 seats
1548 Azusa Avenue	1.75	4,632	New freestanding fast-food restaurant with drive-thru (Chick-Fil-A). 138 seats
17300 through 17475 Gale (Azusa to Hatcher north side of Gale)	30	653,400 (approx.)	Not approved and no application yet but city has entered into exclusive negotiations to sell former redevelopment properties to an entity that owns the developed 5.9 acre site between the two vacant parcels. Future development would be commercial/office retail center with some entertainment. Zoning would be changed to Commercial to accommodate development.
17647 Gale	6.25	136,125 (max)	Not approved and no application yet but city is recommending that it sell former redevelopment property to an auto dealer. Future development would be an automobile dealership

Fullerton and Nogales Grade separation projects – assumed in GP EIR traffic study. Attached striping plan for Nogales and project description from IS for the Fullerton grade separation project.

Exhibit I

Cumulative Developments Location Map



Zone 1:

1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

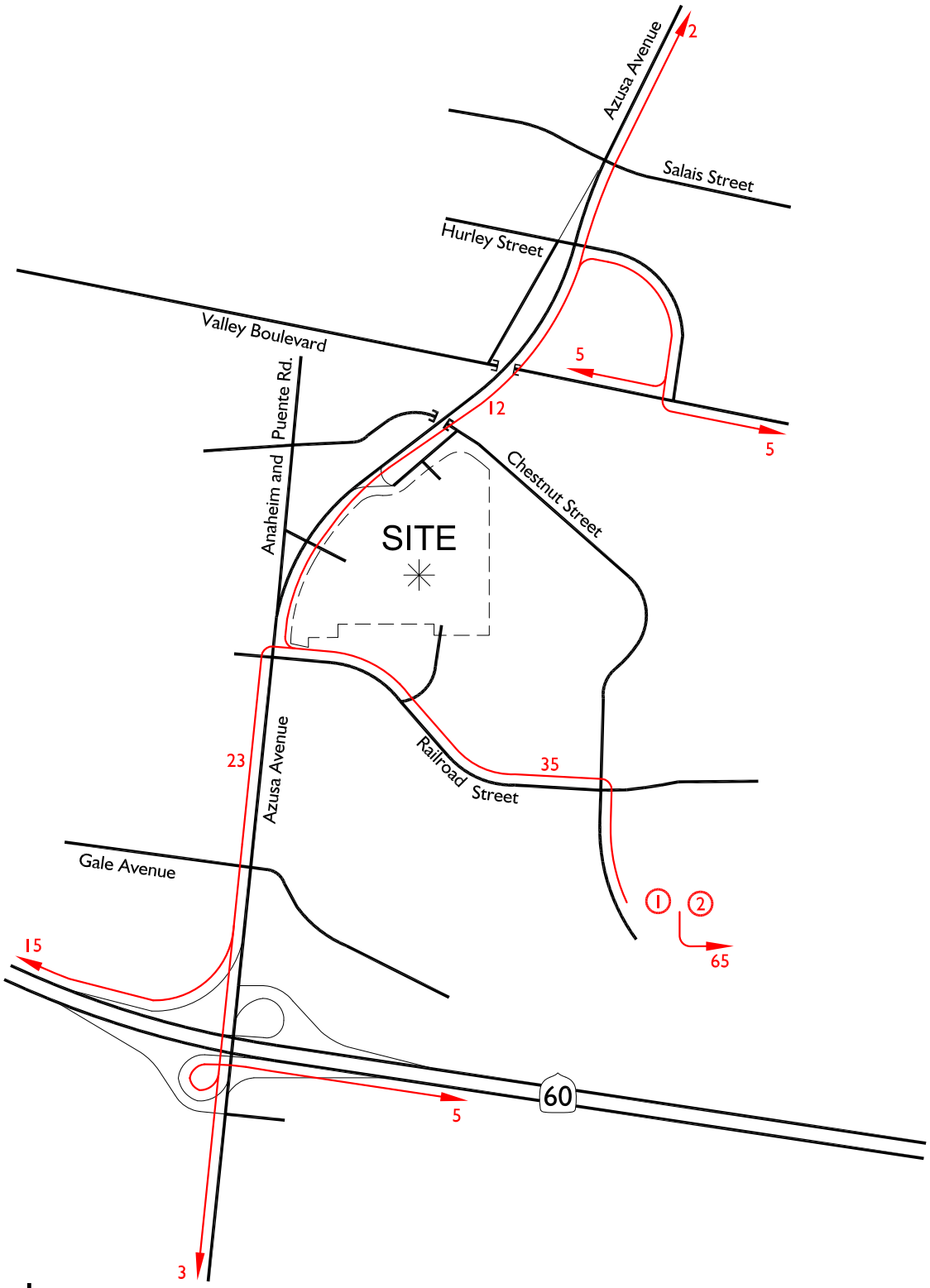
Zone 2:

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Zone 1 Trip Distribution



Legend:

10 = Percent to/from Project

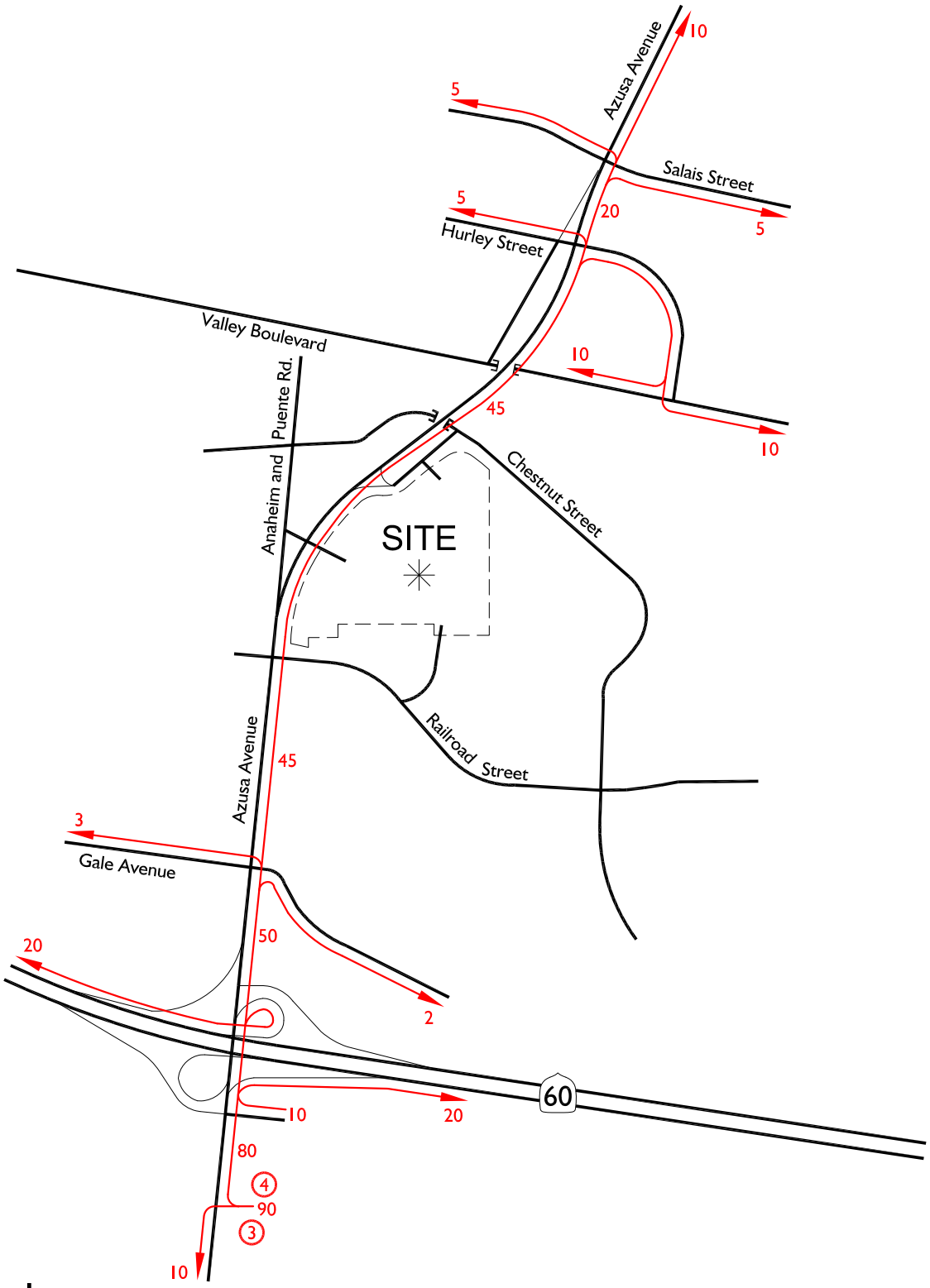
1 = 17651 Railroad Street; 65.599 TSF Warehouse

2 = 18639 Railroad Street; 107.000 TSF Warehouse

N

Appendix C-2

Zone 2 Outbound Trip Distribution



Legend:

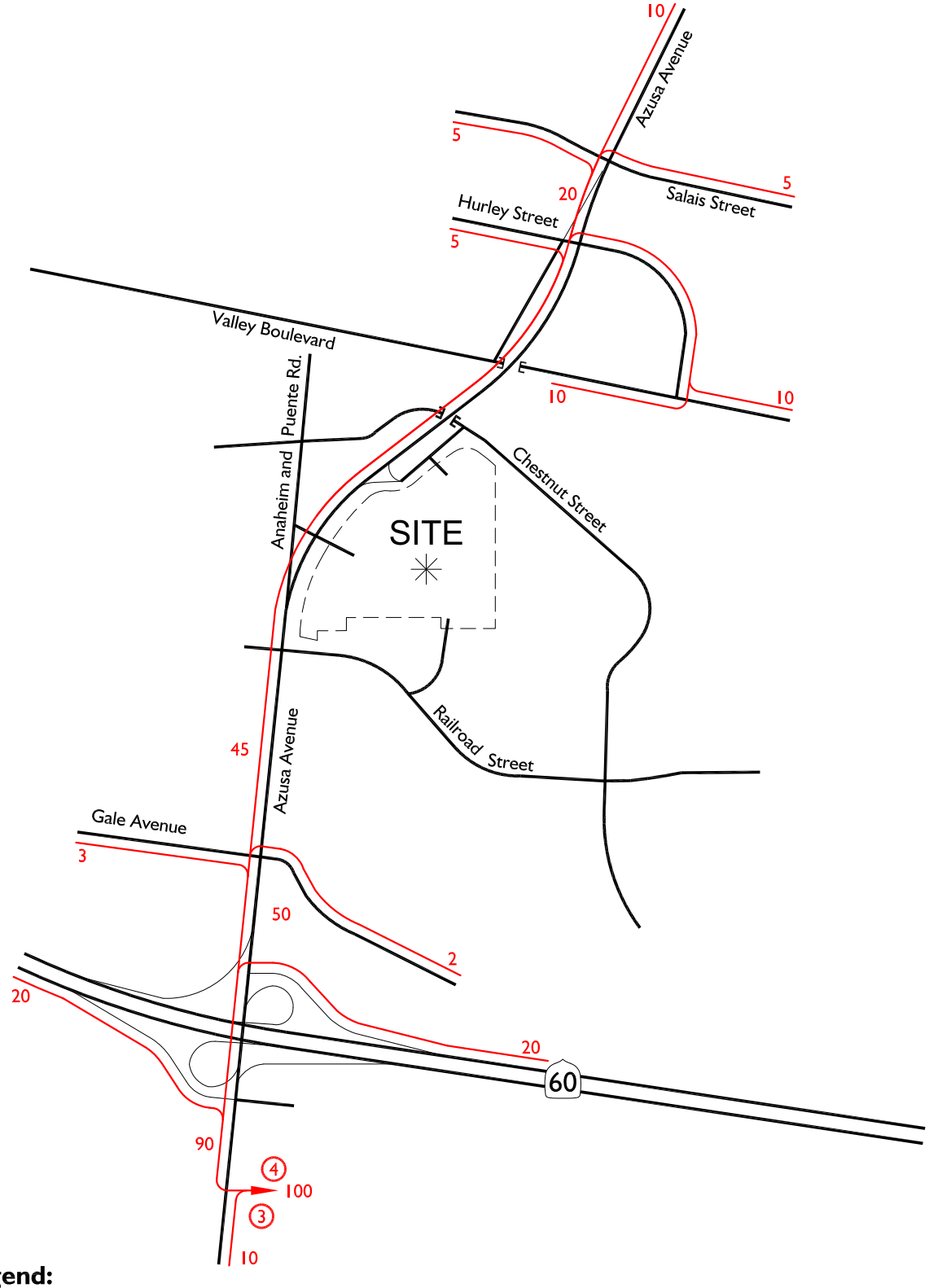
10 = Percent from Project

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Zone 2 Inbound Trip Distribution



Legend:

10 = Percent to Project

3 = 1590 Azusa Avenue; 5.910 TSF Restaurant

4 = 1548 Azusa Avenue; 4.632 TSF Restaurant w/ Drive Thru

N

Appendix D

Los Angeles CMP Information

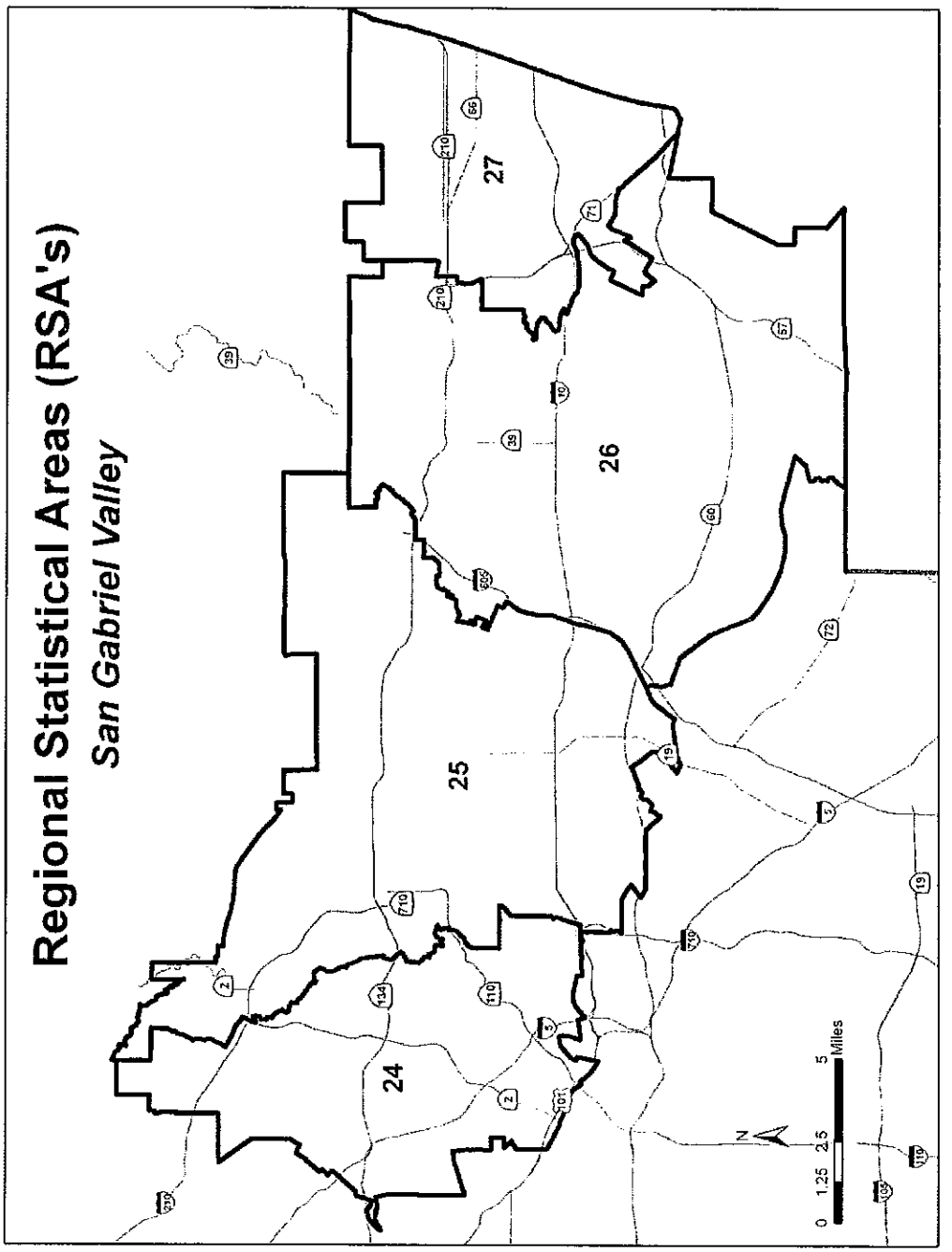

Regional Statistical Areas (RSA's)
San Gabriel Valley
24
25
26
27
0 1.25 2.5 5 Miles
N

Exhibit D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

RSA	Representative City/Place	2010	2015	2020	2025	2030	2035
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248

Appendix E

Existing Plus Project Conditions
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1319	71	51	1926	93	161	69	115	111	113	66
Added Vol:	2	4	2	0	15	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1323	73	51	1941	93	161	69	121	117	113	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1323	73	51	1941	93	161	69	121	117	113	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1323	73	51	1941	93	161	69	121	117	113	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1323	73	51	1941	93	161	69	121	117	113	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.86	0.14	0.70	0.30	1.00	0.40	0.38	0.22
Final Sat.:	1600	4549	251	1600	4581	219	1120	480	1600	632	611	357
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.03	0.42	0.42	0.10	0.14	0.08	0.07	0.19	0.18
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	2165	145	57	1288	78	171	66	88	65	45	37
Added Vol:	6	16	6	0	5	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	2181	151	57	1293	78	171	66	90	67	45	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	2181	151	57	1293	78	171	66	90	67	45	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2181	151	57	1293	78	171	66	90	67	45	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	2181	151	57	1293	78	171	66	90	67	45	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.45	0.30	0.25
Final Sat.:	1600	4489	311	1600	4527	273	1154	446	1600	719	483	397
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.04	0.29	0.29	0.11	0.15	0.06	0.04	0.09	0.09
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1029	235	158	1695	1	163	24	320	142	26	230
Added Vol:	2	7	10	0	27	0	0	0	6	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1036	245	158	1722	1	163	24	326	180	26	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1036	245	158	1722	1	163	24	326	180	26	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1036	245	158	1722	1	163	24	326	180	26	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1036	245	158	1722	1	163	24	326	180	26	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.15	0.10	0.36	0.36	0.06	0.06	0.20	0.11	0.02	0.14
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1833	243	95	1028	2	244	11	257	158	23	302
Added Vol:	6	27	39	0	9	0	0	0	2	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1860	282	95	1037	2	244	11	259	171	23	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1860	282	95	1037	2	244	11	259	171	23	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1860	282	95	1037	2	244	11	259	171	23	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1860	282	95	1037	2	244	11	259	171	23	302
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.18	0.06	0.22	0.22	0.08	0.08	0.16	0.11	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	87	23	996	0	0	1812	388
Added Vol:	0	0	0	5	0	5	19	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	298	0	92	42	996	0	0	1812	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	92	42	996	0	0	1812	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	92	42	996	0	0	1812	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	298	0	92	42	996	0	0	1812	407
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3920	880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.03	0.21	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	306	0	62	30	1744	0	0	1225	427
Added Vol:	0	0	0	19	0	19	7	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	325	0	81	37	1744	0	0	1225	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	325	0	81	37	1744	0	0	1225	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	81	37	1744	0	0	1225	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	325	0	81	37	1744	0	0	1225	434
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.22	0.78
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3544	1256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.02	0.36	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	88	76	6	89	156	64	48	53	10	53	16
Added Vol:	0	0	21	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	88	97	6	89	156	64	48	53	10	53	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	125	95	105	7	97	169	69	52	57	11	57	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	105	7	97	169	69	52	57	11	57	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	95	105	7	97	169	69	52	57	11	57	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	339	259	711	39	572	699	306	230	626	84	448	600
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.15	0.17	0.17	0.24	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****	****			****		
Delay/Veh:	11.8	11.8	8.4	9.5	9.5	9.1	10.8	10.8	8.6	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	8.4	9.5	9.5	9.1	10.8	10.8	8.6	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.7			9.3			10.0			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			9.3			10.0			9.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.5	0.5	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	15.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	133	39	13	135	77	224	104	75	15	43	31
Added Vol:	0	0	7	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	133	46	13	135	77	224	104	75	15	43	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	42	158	55	15	161	92	267	124	89	18	51	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	158	55	15	161	92	267	124	89	18	51	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	158	55	15	161	92	267	124	89	18	51	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	106	402	569	45	467	570	370	172	633	125	359	543
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.10	0.34	0.34	0.16	0.72	0.72	0.14	0.14	0.14	0.07
Crit Moves:	****				****		****				****	
Delay/Veh:	13.4	13.4	9.2	12.6	12.6	9.7	23.5	23.5	9.0	10.7	10.7	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	9.2	12.6	12.6	9.7	23.5	23.5	9.0	10.7	10.7	9.2
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.5			11.6			20.8			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			11.6			20.8			10.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.1	2.1	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.175
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	48	0	44		0	0	0		0	106	17		20	43	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	0	44		0	0	0		0	106	17		20	43	0	
Added Vol:	0	0	1		0	0	0		0	7	14		4	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	0	45		0	0	0		0	113	31		24	43	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	54	0	51		0	0	0		0	128	35		27	49	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	0	51		0	0	0		0	128	35		27	49	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	0	51		0	0	0		0	128	35		27	49	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	629	0	795		0	0	0		0	734	855		656	722	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	xxxx	0.06		xxxx	xxxx	xxxx		xxxx	0.17	0.04		0.04	0.07	xxxx	
Crit Moves:	****									****				****		
Delay/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.5	7.0		8.3	7.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.7	0.0	7.3		0.0	0.0	0.0		0.0	8.5	7.0		8.3	7.9	0.0	
LOS by Move:	A	*	A		*	*	*		*	A	A		A	A	*	
ApproachDel:	8.1				xxxxxx					8.2				8.1		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	8.1				xxxxxx					8.2				8.1		
LOS by Appr:	A				*					A				A		
AllWayAvgQ:	0.1	0.0	0.1		0.0	0.0	0.0		0.0	0.2	0.0		0.0	0.1	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.151
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	30	0	6				0	0	0				0	82	69				51	83	0			
Added Vol:	0	0	5				0	0	0				0	2	5				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	30	0	11				0	0	0				0	84	74				52	83	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	40	0	15				0	0	0				0	112	99				70	111	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	40	0	15				0	0	0				0	112	99				70	111	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	40	0	15				0	0	0				0	112	99				70	111	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	587	0	728				0	0	0				0	742	866				670	741	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.02				xxxx	xxxx	xxxx				xxxx	0.15	0.11				0.10	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.5						xxxxxx						7.9						8.4					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.5						xxxxxx						7.9						8.4					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1373	0	2	2039	189	17	0	21	0	0	0
Added Vol:	0	14	57	50	0	21	0	0	0	22	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1387	57	52	2039	210	17	0	21	22	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1387	57	52	2039	210	17	0	21	22	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1387	57	52	2039	210	17	0	21	22	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1387	57	52	2039	210	17	0	21	22	0	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.72	0.28	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4352	448	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.03	0.47	0.47	0.01	0.00	0.01	0.01	0.00	0.01
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	2088	0	0	1459	74	39	0	50	0	0	0
Added Vol:	0	19	19	17	0	7	0	0	0	83	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	2107	19	17	1459	81	39	0	50	83	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2107	19	17	1459	81	39	0	50	83	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2107	19	17	1459	81	39	0	50	83	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	2107	19	17	1459	81	39	0	50	83	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.84	0.16	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4548	252	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.01	0.01	0.32	0.32	0.02	0.00	0.03	0.05	0.00	0.02
Crit Moves:		****		****					****	****		

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CT Industry Center Traffic Impact Study
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Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1288	742	211	1746	21	3	7	24	170	13	104
Added Vol:	0	67	35	0	22	0	0	0	0	5	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1355	777	211	1768	21	3	7	24	175	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1355	777	211	1768	21	3	7	24	175	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1355	777	211	1768	21	3	7	24	175	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1355	777	211	1768	21	3	7	24	175	13	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4744	56	141	329	1129	2979	221	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.49	0.13	0.37	0.37	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2019	372	91	1367	16	14	11	44	651	13	266
Added Vol:	0	23	12	0	83	0	0	0	0	19	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	2042	384	91	1450	16	14	11	44	670	13	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2042	384	91	1450	16	14	11	44	670	13	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2042	384	91	1450	16	14	11	44	670	13	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2042	384	91	1450	16	14	11	44	670	13	282
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4748	52	325	255	1020	3139	61	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.24	0.06	0.31	0.31	0.04	0.04	0.04	0.21	0.21	0.18
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[21.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	0	3	0	3	10	905	17	6	309	7
Added Vol:	0	0	0	3	0	7	35	0	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	6	0	10	45	905	17	6	313	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	6	0	11	48	963	18	6	333	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	6	0	11	48	963	18	6	333	14
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1247	xxxx	xxxxx	930	xxxx	173	347	xxxx	xxxxx	981	xxxx	xxxxx
Potent Cap.:	132	xxxx	xxxxx	225	xxxx	846	1223	xxxx	xxxxx	712	xxxx	xxxxx
Move Cap.:	126	xxxx	xxxxx	217	xxxx	846	1223	xxxx	xxxxx	712	xxxx	xxxxx
Total Cap:	217	261	xxxxx	390	256	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.8	xxxx	xxxxx	14.4	xxxx	9.3	8.1	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.8			11.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[16.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	1	1	0	1	1	0	0	1	0	1	1	0
Volume Module:																					
Base Vol:	20	0	11		6	0	2		4	500	6		6	842	1						
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
Initial Bse:	20	0	11		6	0	2		4	500	6		6	842	1						
Added Vol:	0	0	0		10	0	25		12	0	0		0	1	2						
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0						
Initial Fut:	20	0	11		16	0	27		16	500	6		6	843	3						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81						
PHF Volume:	25	0	14		20	0	33		20	614	7		7	1036	4						
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0						
FinalVolume:	25	0	14		20	0	33		20	614	7		7	1036	4						
Critical Gap Module:																					
Critical Gp:	7.5	6.5	6.9		7.5	xxxx	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																					
Cnflict Vol:	1190	1711	311		1399	xxxx	520		1039	xxxx	xxxxx		622	xxxx	xxxxx						
Potent Cap.:	146	92	691		102	xxxx	506		677	xxxx	xxxxx		969	xxxx	xxxxx						
Move Cap.:	132	88	691		97	xxxx	506		677	xxxx	xxxxx		969	xxxx	xxxxx						
Total Cap:	313	240	xxxxx		223	250	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Volume/Cap:	0.08	0.00	0.02		0.09	xxxx	0.07		0.03	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	0.2		0.1	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx		22.7	xxxx	12.6		10.5	xxxx	xxxxx		8.7	xxxx	xxxxx						
LOS by Move:	*	*	*		C	*	B		B	*	*		A	*	*						
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT						
Shared Cap.:	xxxx	388	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	15.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shared LOS:	*	C	*		*	*	*		*	*	*		*	*	*						
ApproachDel:	15.3				16.4				xxxxxx				xxxxxx								
ApproachLOS:	C				C				*				*								

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	25	15	81	19	35	26	727	124	5	202	29
Added Vol:	10	10	0	0	3	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	35	15	81	22	35	26	727	127	5	202	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	35	15	81	22	35	26	727	127	5	202	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	35	15	81	22	35	26	727	127	5	202	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	35	15	81	22	35	26	727	127	5	202	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	0.39	0.61	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1120	480	1600	618	982	1600	3200	1600	1600	2798	402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.05	0.04	0.04	0.02	0.23	0.08	0.00	0.07	0.07
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	13	9	68	20	14	8	424	115	12	651	65
Added Vol:	3	3	0	0	10	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	16	9	68	30	14	8	424	125	12	651	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	16	9	68	30	14	8	424	125	12	651	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	16	9	68	30	14	8	424	125	12	651	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	16	9	68	30	14	8	424	125	12	651	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	1.00	0.68	0.32	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	1024	576	1600	1091	509	1600	3200	1600	1600	2909	291
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.04	0.03	0.03	0.01	0.13	0.08	0.01	0.22	0.22
Crit Moves:	****			****			****				****	

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Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
Added Vol:	0	96	0	1	25	1	3	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	1828	182	243	1459	299	242	215	326	78	571	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1828	182	243	1459	299	242	215	326	78	571	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1828	182	243	1459	299	242	215	326	78	571	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1828	182	243	1459	299	242	215	326	78	571	194
OvlAdjVol:			143			178			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.24	0.76
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3583	1217
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.11	0.08	0.30	0.19	0.08	0.07	0.10	0.02	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
Added Vol:	0	33	0	2	97	4	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1714	201	337	1734	149	467	705	629	253	356	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1714	201	337	1734	149	467	705	629	253	356	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1714	201	337	1734	149	467	705	629	253	356	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1714	201	337	1734	149	467	705	629	253	356	348
OvlAdjVol:			74			0			228			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	725	1732	182	242	1434	298	239	215	326	78	571	192
Added Vol:	0	96	0	1	25	1	3	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	1828	182	243	1459	299	242	215	326	78	571	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	1828	182	243	1459	299	242	215	326	78	571	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	1828	182	243	1459	299	242	215	326	78	571	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	1828	182	243	1459	299	242	215	326	78	571	194
OvlAdjVol:			143			178			0			72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.11	0.08	0.30	0.19	0.08	0.07	0.10	0.02	0.18	0.12
OvlAdjV/S:			0.09			0.11			0.00			0.05
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	1681	201	335	1637	145	466	705	629	253	356	347
Added Vol:	0	33	0	2	97	4	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1714	201	337	1734	149	467	705	629	253	356	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	1714	201	337	1734	149	467	705	629	253	356	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1714	201	337	1734	149	467	705	629	253	356	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1714	201	337	1734	149	467	705	629	253	356	348
OvlAdjVol:			74			0			228			180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			0.11
Crit Moves:	****				****			****			****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	8	Average Delay (sec/veh):	27.9
Optimal Cycle:	125	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Added Vol:	0	69	0	0	11	14	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1743	236	0	1787	238	0	0	0	637	0	1142
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	1985	0	0	2035	0	0	0	0	726	0	1301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1985	0	0	2035	0	0	0	0	726	0	1301
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1985	0	0	2035	0	0	0	0	726	0	1301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2291	0	2769
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.64	0.00	0.95
Delay/Veh:	0.0	22.4	0.0	0.0	35.0	0.0	0.0	0.0	0.0	17.1	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	0.0	0.0	35.0	0.0	0.0	0.0	0.0	17.1	0.0	31.2
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	0	21	0	0	0	0	12	0	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	8	Average Delay (sec/veh):	22.1
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Added Vol:	0	23	0	0	43	54	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1845	724	0	1735	1057	0	0	0	732	1	584
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1896	0	0	1783	0	0	0	0	752	1	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1896	0	0	1783	0	0	0	0	752	1	600
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1896	0	0	1783	0	0	0	0	752	1	600
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.55	0.01	1.44
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2531	2	2348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.30	0.42	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.67	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.60	0.83	0.51
Delay/Veh:	0.0	22.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	16.5	23.2	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	16.5	23.2	15.3
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	12	0	0	15	0	0	0	0	10	19	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	8	Average Delay (sec/veh):	21.2
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1591	15	0	1834	725	862	130	225	0	0	98
Added Vol:	0	15	0	0	4	7	54	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1606	15	0	1838	732	916	130	225	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1773	17	0	2029	0	1011	143	248	0	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1773	17	0	2029	0	1011	143	248	0	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1773	17	0	2029	0	1011	143	248	0	0	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.71	0.71	0.71	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.37	0.63	0.00	0.00	1.00
Final Sat.:	0	6845	64	0	6916	1900	2715	497	860	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.29	0.00	0.37	0.29	0.29	0.00	0.00	0.07
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.40	0.40	0.00	0.40	0.00	0.51	0.51	0.51	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.00	0.73	0.00	0.73	0.57	0.57	0.00	0.00	xxxx
Delay/Veh:	0.0	22.3	22.3	0.0	23.8	0.0	18.7	15.5	15.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	0.0	23.8	0.0	18.7	15.5	15.5	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	12	12	0	14	0	13	8	8	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 0	0 0	4	0 1	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2033	33	0	1941	373	602	347	385	0	0	424
Added Vol:	0	5	0	0	16	27	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2038	33	0	1957	400	620	347	385	0	0	424
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2082	34	0	1999	0	633	354	393	0	0	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2082	34	0	1999	0	633	354	393	0	0	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2082	34	0	1999	0	633	354	393	0	0	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.38	0.77	0.85	0.00	0.00	1.00
Final Sat.:	0	6792	110	0	6916	1900	1925	1077	1195	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.29	0.00	0.33	0.33	0.33	0.00	0.00	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.00	0.66	0.00	0.70	0.70	0.70	0.00	0.00	xxxx
Delay/Veh:	0.0	21.1	21.1	0.0	20.4	0.0	19.8	19.8	19.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	0.0	20.4	0.0	19.8	19.8	19.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	14	14	0	13	0	12	12	12	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix F

Project Buildout (Year 2017) Without Project
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	1345	72	52	1965	95	164	70	117	113	115	67
Added Vol:	7	13	7	0	15	0	0	0	7	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1358	79	52	1980	95	164	70	124	120	115	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1358	79	52	1980	95	164	70	124	120	115	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1358	79	52	1980	95	164	70	124	120	115	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1358	79	52	1980	95	164	70	124	120	115	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.86	0.14	0.70	0.30	1.00	0.40	0.38	0.22
Final Sat.:	1600	4535	265	1600	4580	220	1120	480	1600	635	609	356
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.43	0.43	0.10	0.15	0.08	0.08	0.19	0.19
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	2208	148	58	1314	80	174	67	90	66	46	38
Added Vol:	5	11	5	0	12	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	2219	153	58	1326	80	174	67	96	72	46	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	2219	153	58	1326	80	174	67	96	72	46	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2219	153	58	1326	80	174	67	96	72	46	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	2219	153	58	1326	80	174	67	96	72	46	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.81	0.19	1.00	2.83	0.17	0.72	0.28	1.00	0.47	0.29	0.24
Final Sat.:	1600	4491	309	1600	4528	272	1154	446	1600	742	471	387
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.49	0.04	0.29	0.29	0.11	0.15	0.06	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	1050	240	161	1729	1	166	24	326	145	27	235
Added Vol:	7	27	28	0	29	0	0	0	7	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1077	268	161	1758	1	166	24	333	179	27	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1077	268	161	1758	1	166	24	333	179	27	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1077	268	161	1758	1	166	24	333	179	27	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1077	268	161	1758	1	166	24	333	179	27	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.17	0.10	0.37	0.37	0.06	0.06	0.21	0.11	0.02	0.15
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	255	1870	248	97	1049	2	249	11	262	161	23	308
Added Vol:	5	20	24	0	23	0	0	0	6	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1890	272	97	1072	2	249	11	268	186	23	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1890	272	97	1072	2	249	11	268	186	23	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1890	272	97	1072	2	249	11	268	186	23	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1890	272	97	1072	2	249	11	268	186	23	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.39	0.17	0.06	0.22	0.22	0.08	0.08	0.17	0.12	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	299	0	89	23	1016	0	0	1848	396
Added Vol:	0	0	0	14	0	14	17	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	0	103	40	1016	0	0	1848	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	313	0	103	40	1016	0	0	1848	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	103	40	1016	0	0	1848	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	313	0	103	40	1016	0	0	1848	413
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3924	876
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.06	0.03	0.21	0.00	0.00	0.47	0.47
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	312	0	63	31	1779	0	0	1250	436
Added Vol:	0	0	0	12	0	12	12	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	324	0	75	43	1779	0	0	1250	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	324	0	75	43	1779	0	0	1250	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	324	0	75	43	1779	0	0	1250	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	324	0	75	43	1779	0	0	1250	448
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.21	0.79
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3534	1266
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.03	0.37	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	117	90	78	6	91	159	65	49	54	10	54	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	78	6	91	159	65	49	54	10	54	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	97	84	7	98	173	71	53	59	11	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	97	84	7	98	173	71	53	59	11	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	97	84	7	98	173	71	53	59	11	59	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	337	258	707	39	572	698	307	230	627	85	448	601
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.12	0.17	0.17	0.25	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****		****			****	
Delay/Veh:	11.9	11.9	8.2	9.5	9.5	9.2	10.8	10.8	8.6	9.8	9.8	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	8.2	9.5	9.5	9.2	10.8	10.8	8.6	9.8	9.8	8.3
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.9			9.3			10.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			9.3			10.1			9.5		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.6	0.6	0.1	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	136	40	13	138	79	228	106	77	15	44	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	136	40	13	138	79	228	106	77	15	44	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	43	162	47	16	164	94	272	126	91	18	52	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	162	47	16	164	94	272	126	91	18	52	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	162	47	16	164	94	272	126	91	18	52	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	105	399	563	45	464	566	368	171	631	124	357	540
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.08	0.35	0.35	0.17	0.74	0.74	0.14	0.15	0.15	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	13.7	9.2	12.8	12.8	9.8	24.6	24.6	9.1	10.8	10.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	9.2	12.8	12.8	9.8	24.6	24.6	9.1	10.8	10.8	9.3
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.9			11.8			21.7			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			11.8			21.7			10.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.3	2.3	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.167
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	48	0	44				0	0	0				0	106	17				20	43	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	49	0	45				0	0	0				0	108	17				20	44	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	49	0	45				0	0	0				0	108	17				20	44	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	56	0	51				0	0	0				0	123	20				23	50	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	56	0	51				0	0	0				0	123	20				23	50	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	56	0	51				0	0	0				0	123	20				23	50	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	635	0	805				0	0	0				0	734	855				658	724	0			
Capacity Analysis Module:																								
Vol/Sat:	0.09	xxxx	0.06				xxxx	xxxx	xxxx				xxxx	0.17	0.02				0.04	0.07	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.7	0.0	7.3				0.0	0.0	0.0				0.0	8.5	6.9				8.3	7.9	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.7	0.0	7.3				0.0	0.0	0.0				0.0	8.5	6.9				8.3	7.9	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.0						xxxxxx						8.3						8.0					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.0						xxxxxx						8.3						8.0					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.1				0.0	0.0	0.0				0.0	0.2	0.0				0.0	0.1	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.152
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	31	0	6				0	0	0				0	84	70				52	85	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	31	0	6				0	0	0				0	84	70				52	85	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	41	0	8				0	0	0				0	112	94				70	113	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	0	8				0	0	0				0	112	94				70	113	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	41	0	8				0	0	0				0	112	94				70	113	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	587	0	729				0	0	0				0	745	869				674	743	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.01				xxxx	xxxx	xxxx				xxxx	0.15	0.11				0.10	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.9	0.0	7.4				0.0	0.0	0.0				0.0	8.3	7.3				8.6	8.3	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.7						xxxxxx						7.8						8.4					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.7						xxxxxx						7.8						8.4					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	1400	0	2	2080	193	17	0	21	0	0	0
Added Vol:	0	61	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1461	0	2	2150	193	17	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1461	0	2	2150	193	17	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1461	0	2	2150	193	17	0	21	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1461	0	2	2150	193	17	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4405	395	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.49	0.49	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	2130	0	0	1488	75	40	0	51	0	0	0
Added Vol:	0	50	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2180	0	0	1541	75	40	0	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2180	0	0	1541	75	40	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2180	0	0	1541	75	40	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2180	0	0	1541	75	40	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.00	0.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	4800	1600	1600	4576	224	1600	0	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.00	0.00	0.34	0.34	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	60	1314	757	215	1781	21	3	7	24	173	13	106
Added Vol:	0	59	12	6	64	0	0	0	0	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1373	769	221	1845	21	3	7	24	176	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1373	769	221	1845	21	3	7	24	176	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1373	769	221	1845	21	3	7	24	176	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1373	769	221	1845	21	3	7	24	176	13	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4745	55	141	329	1129	2976	224	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.48	0.14	0.39	0.39	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	2059	379	93	1394	16	14	11	45	664	13	271
Added Vol:	0	43	4	2	51	0	0	0	0	12	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2102	383	95	1445	16	14	11	45	676	13	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	2102	383	95	1445	16	14	11	45	676	13	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2102	383	95	1445	16	14	11	45	676	13	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2102	383	95	1445	16	14	11	45	676	13	277
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4746	54	325	255	1020	3138	62	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.24	0.06	0.30	0.30	0.04	0.04	0.04	0.22	0.22	0.17
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	0	0	3	0	3	10	923	17	6	315	7
Added Vol:	0	0	0	0	0	0	0	18	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	3	0	3	10	941	17	6	320	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	3	0	3	11	1001	18	7	341	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	3	0	3	11	1001	18	7	341	8
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1215	xxxx	xxxxx	880	xxxx	174	348	xxxx	xxxxx	1020	xxxx	xxxxx
Potent Cap.:	139	xxxx	xxxxx	245	xxxx	845	1222	xxxx	xxxxx	688	xxxx	xxxxx
Move Cap.:	137	xxxx	xxxxx	241	xxxx	845	1222	xxxx	xxxxx	688	xxxx	xxxxx
Total Cap:	235	280	xxxxx	423	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.5	xxxx	xxxxx	13.6	xxxx	9.3	8.0	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.5			11.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	1	0	0	0	1	1	0	1	1	0	0	1	0	1	1	0
Volume Module:																					
Base Vol:	20	0	11		6	0	2		4	500	6		6	842	1						
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02						
Initial Bse:	20	0	11		6	0	2		4	510	6		6	859	1						
Added Vol:	0	0	0		0	0	0		0	6	0		0	19	0						
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0						
Initial Fut:	20	0	11		6	0	2		4	516	6		6	878	1						
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00						
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81						
PHF Volume:	25	0	14		8	0	3		5	634	8		8	1078	1						
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0						
FinalVolume:	25	0	14		8	0	3		5	634	8		8	1078	1						
Critical Gap Module:																					
Critical Gp:	7.5	6.5	6.9		7.5	xxxx	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3		3.5	xxxx	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																					
Cnflict Vol:	1202	1742	321		1421	xxxx	540		1080	xxxx	xxxxx		641	xxxx	xxxxx						
Potent Cap.:	143	88	681		98	xxxx	491		654	xxxx	xxxxx		953	xxxx	xxxxx						
Move Cap.:	140	86	681		95	xxxx	491		654	xxxx	xxxxx		953	xxxx	xxxxx						
Total Cap:	329	242	xxxxx		212	244	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
Volume/Cap:	0.08	0.00	0.02		0.04	xxxx	0.01		0.01	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																					
2Way95thQ:	xxxx	xxxx	xxxxx		0.1	xxxx	0.0		0.0	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx		22.6	xxxx	12.4		10.6	xxxx	xxxxx		8.8	xxxx	xxxxx						
LOS by Move:	*	*	*		C	*	B		B	*	*		A	*	*						
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT						
Shared Cap.:	xxxx	403	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	14.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*						
ApproachDel:	14.9				20.0				xxxxxx				xxxxxx								
ApproachLOS:	B				C				*				*								

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	26	15	83	19	36	27	742	126	5	206	30
Added Vol:	0	0	0	0	0	0	0	18	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	26	15	83	19	36	27	760	126	5	211	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	26	15	83	19	36	27	760	126	5	211	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	26	15	83	19	36	27	760	126	5	211	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	26	15	83	19	36	27	760	126	5	211	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.35	0.65	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1000	600	1600	563	1037	1600	3200	1600	1600	2807	393
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.05	0.03	0.03	0.02	0.24	0.08	0.00	0.08	0.08
Crit Moves:	****			****				****		****		

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CT Industry Center Traffic Impact Study
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	136	13	9	69	20	14	8	432	117	12	664	66
Added Vol:	0	0	0	0	0	0	0	6	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	13	9	69	20	14	8	438	117	12	683	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	13	9	69	20	14	8	438	117	12	683	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	13	9	69	20	14	8	438	117	12	683	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	13	9	69	20	14	8	438	117	12	683	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.59	0.41	1.00	0.59	0.41	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	945	655	1600	941	659	1600	3200	1600	1600	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.01	0.04	0.02	0.02	0.01	0.14	0.07	0.01	0.23	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	71	3	0	67	0	0	0	4	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1838	189	247	1530	304	244	219	337	83	582	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1838	189	247	1530	304	244	219	337	83	582	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1838	189	247	1530	304	244	219	337	83	582	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1838	189	247	1530	304	244	219	337	83	582	196
OvlAdjVol:			147			182			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.25	0.75
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3592	1208
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.12	0.08	0.32	0.19	0.08	0.07	0.11	0.03	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	47	2	0	63	0	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1762	207	342	1733	148	475	719	645	260	363	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1762	207	342	1733	148	475	719	645	260	363	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1762	207	342	1733	148	475	719	645	260	363	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1762	207	342	1733	148	475	719	645	260	363	354
OvlAdjVol:			77			0			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.36	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	8	Average Delay (sec/veh):	30.1
Optimal Cycle:	151	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1707	241	0	1812	228	0	0	0	650	0	1137
Added Vol:	0	75	26	0	72	2	0	0	0	28	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1782	267	0	1884	230	0	0	0	678	0	1140
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	2030	0	0	2145	0	0	0	0	772	0	1299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	0	0	2145	0	0	0	0	772	0	1299
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2030	0	0	2145	0	0	0	0	772	0	1299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2321	0	2751
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.33	0.00	0.47
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.69	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.68	0.00	0.97
Delay/Veh:	0.0	21.7	0.0	0.0	38.6	0.0	0.0	0.0	0.0	18.5	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	0.0	0.0	38.6	0.0	0.0	0.0	0.0	18.5	0.0	36.1
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	D
HCM2kAvgQ:	0	13	0	0	23	0	0	0	0	13	0	28

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8	Average Delay (sec/veh):	22.7
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1858	738	0	1726	1023	0	0	0	747	1	587
Added Vol:	0	51	19	0	61	8	0	0	0	23	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1909	757	0	1787	1031	0	0	0	770	1	588
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1962	0	0	1836	0	0	0	0	791	1	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	0	0	1836	0	0	0	0	791	1	604
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1962	0	0	1836	0	0	0	0	791	1	604
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.56	0.01	1.43
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2546	2	2328
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.31	0.43	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.62	0.86	0.52
Delay/Veh:	0.0	22.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	16.9	24.7	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	27.9	0.0	0.0	0.0	0.0	16.9	24.7	15.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	13	0	0	17	0	0	0	0	11	20	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8	Average Delay (sec/veh):	20.9
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1623	15	0	1871	740	879	133	230	0	0	100
Added Vol:	0	107	0	0	100	1	8	0	28	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1730	15	0	1971	741	887	133	258	0	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1909	17	0	2175	0	979	146	284	0	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1909	17	0	2175	0	979	146	284	0	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1909	17	0	2175	0	979	146	284	0	0	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.72	0.72	0.72	1.00	1.00	0.87
Lanes:	0.00	3.96	0.04	0.00	4.00	1.00	2.00	0.34	0.66	0.00	0.00	1.00
Final Sat.:	0	6849	61	0	6916	1900	2717	462	897	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.31	0.00	0.36	0.32	0.32	0.00	0.00	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.42	0.42	0.00	0.42	0.00	0.49	0.49	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.00	0.74	0.00	0.74	0.65	0.65	0.00	0.00	xxxx
Delay/Veh:	0.0	21.2	21.2	0.0	22.8	0.0	20.1	18.1	18.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	0.0	22.8	0.0	20.1	18.1	18.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	B	B	A	A	A
HCM2kAvgQ:	0	12	12	0	15	0	13	10	10	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	8	Average Delay (sec/veh):	19.4
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 0	0 0	4	0 1	1 1	0	1 0	0 0	0	0 1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	2074	34	0	1980	380	614	354	393	0	0	432
Added Vol:	0	77	0	0	81	3	3	0	23	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2151	34	0	2061	383	617	354	416	0	0	442
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2197	34	0	2105	0	630	362	425	0	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2197	34	0	2105	0	630	362	425	0	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2197	34	0	2105	0	630	362	425	0	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.33	0.77	0.90	0.00	0.00	1.00
Final Sat.:	0	6796	106	0	6916	1900	1871	1073	1260	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.30	0.00	0.34	0.34	0.34	0.00	0.00	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.72	0.00	0.68	0.00	0.72	0.72	0.72	0.00	0.00	xxxx
Delay/Veh:	0.0	21.3	21.3	0.0	20.5	0.0	20.8	20.8	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	21.3	0.0	20.5	0.0	20.8	20.8	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	0	14	0	12	12	12	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix G

Project Buildout (Year 2017) With Project
Intersection Analysis Worksheets

CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	61	1319	71	51	1926	93	161	69	115	111	113	66
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	1345	72	52	1965	95	164	70	117	113	115	67
Added Vol:	8	18	8	0	31	0	0	0	13	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1363	80	52	1996	95	164	70	130	126	115	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1363	80	52	1996	95	164	70	130	126	115	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1363	80	52	1996	95	164	70	130	126	115	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1363	80	52	1996	95	164	70	130	126	115	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.86	0.14	0.70	0.30	1.00	0.41	0.37	0.22
Final Sat.:	1600	4533	267	1600	4582	218	1120	480	1600	654	597	349
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.44	0.44	0.10	0.15	0.08	0.08	0.19	0.19
Crit Moves:	****				****		****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Azusa Avenue (NS) at Salais Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	69	2165	145	57	1288	78	171	66	88	65	45	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	70	2208	148	58	1314	80	174	67	90	66	46	38
Added Vol:	11	26	11	0	17	0	0	0	8	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2234	159	58	1331	80	174	67	98	74	46	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2234	159	58	1331	80	174	67	98	74	46	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2234	159	58	1331	80	174	67	98	74	46	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	2234	159	58	1331	80	174	67	98	74	46	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.83	0.17	0.72	0.28	1.00	0.47	0.29	0.24
Final Sat.:	1600	4481	319	1600	4529	271	1154	446	1600	753	465	382
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.50	0.04	0.29	0.29	0.11	0.15	0.06	0.05	0.10	0.10
Crit Moves:		****		****			****				****	

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	136	1029	235	158	1695	1	163	24	320	142	26	230
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	139	1050	240	161	1729	1	166	24	326	145	27	235
Added Vol:	8	34	38	0	56	0	0	0	13	72	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1084	278	161	1785	1	166	24	339	217	27	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1084	278	161	1785	1	166	24	339	217	27	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1084	278	161	1785	1	166	24	339	217	27	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1084	278	161	1785	1	166	24	339	217	27	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4797	3	2789	411	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.17	0.10	0.37	0.37	0.06	0.06	0.21	0.14	0.02	0.15
Crit Moves:	****				****				****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Azusa Avenue (NS) at Hurley Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	250	1833	243	95	1028	2	244	11	257	158	23	302
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	255	1870	248	97	1049	2	249	11	262	161	23	308
Added Vol:	11	48	63	0	32	0	0	0	8	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1918	311	97	1081	2	249	11	270	199	23	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1918	311	97	1081	2	249	11	270	199	23	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1918	311	97	1081	2	249	11	270	199	23	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1918	311	97	1081	2	249	11	270	199	23	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4791	9	3062	138	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.19	0.06	0.23	0.23	0.08	0.08	0.17	0.12	0.01	0.19
Crit Moves:		****		****					****			****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	293	0	87	23	996	0	0	1812	388
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	299	0	89	23	1016	0	0	1848	396
Added Vol:	0	0	0	19	0	19	36	0	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	318	0	108	59	1016	0	0	1848	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	318	0	108	59	1016	0	0	1848	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	0	108	59	1016	0	0	1848	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	318	0	108	59	1016	0	0	1848	432
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.43	0.57
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3891	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.04	0.21	0.00	0.00	0.47	0.48
Crit Moves:				****			****					****

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Hurley Street (NS) at Valley Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	306	0	62	30	1744	0	0	1225	427
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	312	0	63	31	1779	0	0	1250	436
Added Vol:	0	0	0	32	0	32	19	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	344	0	95	50	1779	0	0	1250	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	344	0	95	50	1779	0	0	1250	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	344	0	95	50	1779	0	0	1250	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	344	0	95	50	1779	0	0	1250	455
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.20	0.80
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	3520	1280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.03	0.37	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	115	88	76	6	89	156	64	48	53	10	53	16
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	117	90	78	6	91	159	65	49	54	10	54	16
Added Vol:	0	0	21	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	99	6	91	159	65	49	54	10	54	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	127	97	107	7	98	173	71	53	59	11	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	97	107	7	98	173	71	53	59	11	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	97	107	7	98	173	71	53	59	11	59	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.06	0.94	1.00	0.57	0.43	1.00	0.16	0.84	1.00
Final Sat.:	337	258	707	38	569	694	305	228	622	84	445	596
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.15	0.17	0.17	0.25	0.23	0.23	0.09	0.13	0.13	0.03
Crit Moves:	****					****		****			****	
Delay/Veh:	11.9	11.9	8.4	9.5	9.5	9.2	10.9	10.9	8.6	9.9	9.9	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	8.4	9.5	9.5	9.2	10.9	10.9	8.6	9.9	9.9	8.4
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
ApproachDel:	10.8			9.3			10.1			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.3			10.1			9.6		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.6	0.6	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Anaheim and Puente Road (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	35	133	39	13	135	77	224	104	75	15	43	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	136	40	13	138	79	228	106	77	15	44	32
Added Vol:	0	0	7	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	136	47	13	138	79	228	106	77	15	44	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	43	162	56	16	164	94	272	126	91	18	52	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	162	56	16	164	94	272	126	91	18	52	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	162	56	16	164	94	272	126	91	18	52	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	0.09	0.91	1.00	0.68	0.32	1.00	0.26	0.74	1.00
Final Sat.:	105	398	563	45	463	564	367	171	629	124	356	538
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.10	0.35	0.35	0.17	0.74	0.74	0.14	0.15	0.15	0.07
Crit Moves:		****			****			****			****	
Delay/Veh:	13.7	13.7	9.3	12.8	12.8	9.8	24.8	24.8	9.1	10.8	10.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	9.3	12.8	12.8	9.8	24.8	24.8	9.1	10.8	10.8	9.3
LOS by Move:	B	B	A	B	B	A	C	C	A	B	B	A
ApproachDel:	12.8			11.8			21.9			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			11.8			21.9			10.3		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.6	0.6	0.1	0.5	0.5	0.2	2.3	2.3	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.178
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	48	0	44				0	0	0				0	106	17				20	43	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	49	0	45				0	0	0				0	108	17				20	44	0			
Added Vol:	0	0	1				0	0	0				0	7	14				4	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	49	0	46				0	0	0				0	115	31				24	44	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88				0.88	0.88	0.88			
PHF Volume:	56	0	52				0	0	0				0	131	36				28	50	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	56	0	52				0	0	0				0	131	36				28	50	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	56	0	52				0	0	0				0	131	36				28	50	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	627	0	792				0	0	0				0	733	853				655	721	0			
Capacity Analysis Module:																								
Vol/Sat:	0.09	xxxx	0.07				xxxx	xxxx	xxxx				xxxx	0.18	0.04				0.04	0.07	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	8.8	0.0	7.3				0.0	0.0	0.0				0.0	8.6	7.0				8.3	8.0	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	8.8	0.0	7.3				0.0	0.0	0.0				0.0	8.6	7.0				8.3	8.0	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.1						xxxxxx						8.2						8.1					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.1						xxxxxx						8.2						8.1					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.1				0.0	0.0	0.0				0.0	0.2	0.0				0.0	0.1	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Virgil Waters Way (NS) at Chestnut Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	0	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	30	0	6				0	0	0				0	82	69				51	83	0			
Growth Adj:	1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02				1.02	1.02	1.02			
Initial Bse:	31	0	6				0	0	0				0	84	70				52	85	0			
Added Vol:	0	0	5				0	0	0				0	2	5				1	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	31	0	11				0	0	0				0	86	75				53	85	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75				0.75	0.75	0.75			
PHF Volume:	41	0	15				0	0	0				0	114	101				71	113	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	0	15				0	0	0				0	114	101				71	113	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	41	0	15				0	0	0				0	114	101				71	113	0			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	585	0	726				0	0	0				0	741	865				669	740	0			
Capacity Analysis Module:																								
Vol/Sat:	0.07	xxxx	0.02				xxxx	xxxx	xxxx				xxxx	0.15	0.12				0.11	0.15	xxxx			
Crit Moves:	****													****						****				
Delay/Veh:	9.0	0.0	7.4				0.0	0.0	0.0				0.0	8.4	7.3				8.6	8.4	0.0			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	9.0	0.0	7.4				0.0	0.0	0.0				0.0	8.4	7.3				8.6	8.4	0.0			
LOS by Move:	A	*	A				*	*	*				*	A	A				A	A	*			
ApproachDel:	8.6						xxxxxx						7.9						8.5					
Delay Adj:	1.00						xxxxx						1.00						1.00					
ApprAdjDel:	8.6						xxxxxx						7.9						8.5					
LOS by Appr:	A						*						A						A					
AllWayAvgQ:	0.1	0.0	0.0				0.0	0.0	0.0				0.0	0.2	0.1				0.1	0.2	0.0			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	95	1373	0	2	2039	189	17	0	21	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	1400	0	2	2080	193	17	0	21	0	0	0
Added Vol:	0	75	57	50	70	21	0	0	0	22	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1475	57	52	2150	214	17	0	21	22	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1475	57	52	2150	214	17	0	21	22	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1475	57	52	2150	214	17	0	21	22	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1475	57	52	2150	214	17	0	21	22	0	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.73	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4366	434	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.04	0.03	0.49	0.49	0.01	0.00	0.01	0.01	0.00	0.01
Crit Moves:	****				****				****	****		

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Azusa Avenue (NS) at Anaheim and Puente Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	144	2088	0	0	1459	74	39	0	50	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	2130	0	0	1488	75	40	0	51	0	0	0
Added Vol:	0	68	19	17	53	7	0	0	0	83	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2198	19	17	1541	82	40	0	51	83	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	2198	19	17	1541	82	40	0	51	83	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2198	19	17	1541	82	40	0	51	83	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	2198	19	17	1541	82	40	0	51	83	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4556	244	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.01	0.01	0.34	0.34	0.02	0.00	0.03	0.05	0.00	0.02
Crit Moves:		****		****					****	****		

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	59	1288	742	211	1746	21	3	7	24	170	13	104
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	60	1314	757	215	1781	21	3	7	24	173	13	106
Added Vol:	0	126	46	6	86	0	0	0	0	8	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1440	803	221	1867	21	3	7	24	181	13	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1440	803	221	1867	21	3	7	24	181	13	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1440	803	221	1867	21	3	7	24	181	13	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1440	803	221	1867	21	3	7	24	181	13	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.09	0.20	0.71	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4746	54	141	329	1129	2982	218	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.50	0.14	0.39	0.39	0.02	0.02	0.02	0.06	0.06	0.07
Crit Moves:			****	****				****				****

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Azusa Avenue (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	36	2019	372	91	1367	16	14	11	44	651	13	266
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	2059	379	93	1394	16	14	11	45	664	13	271
Added Vol:	0	66	16	2	135	0	0	0	0	32	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2125	395	95	1529	16	14	11	45	696	13	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	2125	395	95	1529	16	14	11	45	696	13	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2125	395	95	1529	16	14	11	45	696	13	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2125	395	95	1529	16	14	11	45	696	13	293
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.20	0.16	0.64	1.96	0.04	1.00
Final Sat.:	1600	4800	1600	1600	4749	51	325	255	1020	3140	60	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.25	0.06	0.32	0.32	0.04	0.04	0.04	0.22	0.22	0.18
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[22.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	3	0	0	3	0	3	10	905	17	6	309	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	0	0	3	0	3	10	923	17	6	315	7
Added Vol:	0	0	0	3	0	7	35	18	0	0	8	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	6	0	10	45	941	17	6	323	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	3	0	0	6	0	11	48	1001	18	7	344	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	0	6	0	11	48	1001	18	7	344	14
Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1291	xxxx	xxxxx	961	xxxx	179	358	xxxx	xxxxx	1020	xxxx	xxxxx
Potent Cap.:	123	xxxx	xxxxx	214	xxxx	839	1212	xxxx	xxxxx	688	xxxx	xxxxx
Move Cap.:	116	xxxx	xxxxx	206	xxxx	839	1212	xxxx	xxxxx	688	xxxx	xxxxx
Total Cap:	205	251	xxxxx	379	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	0.0	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	22.8	xxxx	xxxxx	14.7	xxxx	9.3	8.1	xxxx	xxxxx	10.3	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	A	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	22.8			11.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

Note: Queue reported is the number of cars per lane.

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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Curl Court (NS) at Railroad Street (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[17.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 0 1			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	20	0	11	6	0	2	4	500	6	6	842	1
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	0	11	6	0	2	4	510	6	6	859	1
Added Vol:	0	0	0	10	0	25	12	6	0	0	20	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	11	16	0	27	16	516	6	6	879	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	25	0	14	20	0	33	20	634	8	8	1080	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	14	20	0	33	20	634	8	8	1080	4
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1232	1776	321	1453	xxxx	542	1083	xxxx	xxxxx	641	xxxx	xxxxx
Potent Cap.:	136	84	681	93	xxxx	490	651	xxxx	xxxxx	953	xxxx	xxxxx
Move Cap.:	123	80	681	89	xxxx	490	651	xxxx	xxxxx	953	xxxx	xxxxx
Total Cap:	302	228	xxxxx	210	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.02	0.09	xxxx	0.07	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.9	xxxx	12.9	10.7	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	376	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.7			17.0			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	25	15	81	19	35	26	727	124	5	202	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	26	15	83	19	36	27	742	126	5	206	30
Added Vol:	10	10	0	0	3	0	0	18	3	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	36	15	83	22	36	27	760	129	5	211	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	36	15	83	22	36	27	760	129	5	211	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	36	15	83	22	36	27	760	129	5	211	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	36	15	83	22	36	27	760	129	5	211	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.70	0.30	1.00	0.39	0.61	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1118	482	1600	617	983	1600	3200	1600	1600	2807	393
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.05	0.04	0.04	0.02	0.24	0.08	0.00	0.08	0.08
Crit Moves:	****			****				****		****		

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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Chestnut Street (NS) at Railroad Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	133	13	9	68	20	14	8	424	115	12	651	65
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	136	13	9	69	20	14	8	432	117	12	664	66
Added Vol:	3	3	0	0	10	0	0	6	10	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	16	9	69	30	14	8	438	127	12	683	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	16	9	69	30	14	8	438	127	12	683	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	16	9	69	30	14	8	438	127	12	683	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	16	9	69	30	14	8	438	127	12	683	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	1.00	0.68	0.32	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1600	1023	577	1600	1089	511	1600	3200	1600	1600	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.04	0.03	0.03	0.01	0.14	0.08	0.01	0.23	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	167	3	1	92	1	3	0	4	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1934	189	248	1555	305	247	219	337	83	582	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1934	189	248	1555	305	247	219	337	83	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1934	189	248	1555	305	247	219	337	83	582	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1934	189	248	1555	305	247	219	337	83	582	198
OvlAdjVol:			147			182			0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.24	0.76
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3583	1217
Capacity Analysis Module:												
Vol/Sat:	0.23	0.40	0.12	0.08	0.32	0.19	0.08	0.07	0.11	0.03	0.16	0.16
OvlAdjV/S:			0.09			0.11			0.00			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	2	2 0	2 1	0
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	80	2	2	160	4	1	0	3	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1795	207	344	1830	152	476	719	645	260	363	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1795	207	344	1830	152	476	719	645	260	363	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1795	207	344	1830	152	476	719	645	260	363	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1795	207	344	1830	152	476	719	645	260	363	355
OvlAdjVol:			77			0			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.38	0.09	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05			0.00			0.07			
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	725	1732	182	242	1434	298	239	215	326	78	571	192
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	740	1767	186	247	1463	304	244	219	333	80	582	196
Added Vol:	4	167	3	1	92	1	3	0	4	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	744	1934	189	248	1555	305	247	219	337	83	582	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	744	1934	189	248	1555	305	247	219	337	83	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	1934	189	248	1555	305	247	219	337	83	582	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	744	1934	189	248	1555	305	247	219	337	83	582	198
OvlAdjVol:			147						0			74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.34	0.66	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	5350	1050	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.40	0.12	0.08	0.29	0.29	0.08	0.07	0.11	0.03	0.18	0.12
OvlAdjV/S:			0.09						0.00			0.05
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Azusa Avenue (NS) at Gale Avenue (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	2 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	401	1681	201	335	1637	145	466	705	629	253	356	347
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	409	1715	205	342	1670	148	475	719	642	258	363	354
Added Vol:	3	80	2	2	160	4	1	0	3	2	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1795	207	344	1830	152	476	719	645	260	363	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1795	207	344	1830	152	476	719	645	260	363	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1795	207	344	1830	152	476	719	645	260	363	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1795	207	344	1830	152	476	719	645	260	363	355
OvlAdjVol:			77						233			183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.69	0.31	2.00	2.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	5909	491	3200	3200	3200	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.13	0.11	0.31	0.31	0.15	0.22	0.20	0.08	0.11	0.22
OvlAdjV/S:			0.05						0.07			0.11
Crit Moves:		****		****				****		****		

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CT Industry Center Traffic Impact Study
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Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8	Average Delay (sec/veh):	31.9
Optimal Cycle:	168	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1674	236	0	1776	224	0	0	0	637	0	1115
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1707	241	0	1812	228	0	0	0	650	0	1137
Added Vol:	0	144	26	0	83	16	0	0	0	28	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1851	267	0	1895	244	0	0	0	678	0	1166
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	2109	0	0	2158	0	0	0	0	772	0	1328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2109	0	0	2158	0	0	0	0	772	0	1328
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2109	0	0	2158	0	0	0	0	772	0	1328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2309	0	2757
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.33	0.00	0.48
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.72	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.68	0.00	0.99
Delay/Veh:	0.0	22.5	0.0	0.0	41.6	0.0	0.0	0.0	0.0	18.3	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	41.6	0.0	0.0	0.0	0.0	18.3	0.0	38.8
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	D
HCM2kAvgQ:	0	14	0	0	23	0	0	0	0	13	0	29

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Azusa Avenue (NS) at CA-60 Westbound Ramp (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	8	Average Delay (sec/veh):	22.9
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1822	724	0	1692	1003	0	0	0	732	1	575
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1858	738	0	1726	1023	0	0	0	747	1	587
Added Vol:	0	75	19	0	104	62	0	0	0	23	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1933	757	0	1830	1085	0	0	0	770	1	597
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1987	0	0	1881	0	0	0	0	791	1	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1987	0	0	1881	0	0	0	0	791	1	613
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1987	0	0	1881	0	0	0	0	791	1	613
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	0.00	4.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.56	0.01	1.43
Final Sat.:	0	6916	1729	0	5187	1900	0	0	0	2543	2	2337
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.43	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.00	0.69	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.63	0.87	0.53
Delay/Veh:	0.0	22.3	0.0	0.0	28.3	0.0	0.0	0.0	0.0	17.2	25.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	0.0	0.0	28.3	0.0	0.0	0.0	0.0	17.2	25.7	15.7
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	B
HCM2kAvgQ:	0	13	0	0	16	0	0	0	0	11	21	8

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	8	Average Delay (sec/veh):	21.7
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1591	15	0	1834	725	862	130	225	0	0	98
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1623	15	0	1871	740	879	133	230	0	0	100
Added Vol:	0	123	0	0	104	8	61	0	28	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1746	15	0	1975	748	940	133	258	0	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1927	17	0	2180	0	1038	146	284	0	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1927	17	0	2180	0	1038	146	284	0	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1927	17	0	2180	0	1038	146	284	0	0	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.71	0.71	0.71	1.00	1.00	0.87
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.34	0.66	0.00	0.00	1.00
Final Sat.:	0	6849	60	0	6916	1900	2717	462	897	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.32	0.00	0.38	0.32	0.32	0.00	0.00	0.08
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.41	0.41	0.00	0.41	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.68	0.00	0.77	0.00	0.77	0.63	0.63	0.00	0.00	xxxx
Delay/Veh:	0.0	22.4	22.4	0.0	24.0	0.0	20.1	17.1	17.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	22.4	0.0	24.0	0.0	20.1	17.1	17.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	16	0	14	10	10	0	0	3

Note: Queue reported is the number of cars per lane.

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Azusa Avenue (NS) at CA-60 Eastbound Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8	Average Delay (sec/veh):	19.5
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	2033	33	0	1941	373	602	347	385	0	0	424
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	2074	34	0	1980	380	614	354	393	0	0	432
Added Vol:	0	83	0	0	97	30	21	0	23	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2157	34	0	2077	410	635	354	416	0	0	442
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	2203	34	0	2121	0	649	362	425	0	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2203	34	0	2121	0	649	362	425	0	0	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2203	34	0	2121	0	649	362	425	0	0	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.74	0.74	0.74	1.00	1.00	0.87
Lanes:	0.00	3.94	0.06	0.00	4.00	1.00	1.36	0.75	0.89	0.00	0.00	1.00
Final Sat.:	0	6796	106	0	6916	1900	1900	1059	1244	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.31	0.00	0.34	0.34	0.34	0.00	0.00	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.47	0.47	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.73	0.00	0.69	0.00	0.73	0.73	0.73	0.00	0.00	xxxx
Delay/Veh:	0.0	21.5	21.5	0.0	20.8	0.0	20.8	20.8	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	21.5	0.0	20.8	0.0	20.8	20.8	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	0	14	0	13	13	13	0	0	11

Note: Queue reported is the number of cars per lane.

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Appendix H

Queueing Analysis:
Azusa Avenue (NS) at Anaheim and Puente Road (EW)

CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	5	0	1	18	18	2	0	4	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Existing Conditions

Base Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	7	12	0	0	15	15	4	0	5	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	9	1	4	18	18	2	0	3	2	0	1

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CT Industry Center Traffic Impact Study
City of Industry
Existing Plus Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	7	16	0	3	17	17	3	0	3	6	0	2

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	6	0	1	19	19	2	0	4	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) Without Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	8	12	0	0	16	16	4	0	5	0	0	0

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	6	9	1	4	20	20	2	0	3	2	0	1

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CT Industry Center Traffic Impact Study
City of Industry
Project Buildout (Year 2017) With Project Conditions

Future Queue Report (cars)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#6	[HCM2k95thQ]:	8	17	0	3	18	18	3	0	4	7	0	2

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Appendix B Response to Notice of Preparation

Appendices

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious drought.
Help save water!

November 23, 2015

Mr. Brian James
City of Industry
15651 E. Stanfford Street
City of Industry, CA 91744-7089

Re: Proposed Warehouse Building Project
Vic: LA-60
SCH#2015101079
IGR#151053ME -NOP

Dear Mr. James:

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation (NOP) prepared for the proposed Warehouse Building Project. The project would subdivide the 28.9 acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. The warehouse building would be a maximum of 50 feet tall and would provide a total combined building area of 614,597 square feet.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The traffic study should include the following information:

1. An analysis of the traffic impacts on State Route SR-60, all associated on/off ramps, streets, crossroads, and controlling intersections.

2. Traffic volume counts to include anticipated AM and PM peak-hour volumes.

3. Level of service (LOS) before and after construction.

4. Future conditions, which include both, project and project plus cumulative traffic generated up to General Plan build out year.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State transportation facilities. If you have any questions regarding these comments or would like to meet to discuss the comments provided in this letter, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No. 151053ME.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Appendix C Air Quality/GHG Data

Appendices

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Regional Construction Emissions Worksheet - Unmitigated

Site Preparation		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Fugitive Dust						7.7233	4.2454
Off-Road		5.0771	54.6323	41.1053	0.0391	2.9387	2.7036
Total		**5.0771**	**54.6323**	**41.1053**	**0.0391**	**10.662**	**6.949**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
Worker		0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
Total		**0.1206**	**0.4707**	**1.6676**	**3.34E-03**	**0.2162**	**0.063**
TOTAL		***5.1977***	***55.1030***	***42.7729***	***0.0424***	***10.8782***	***7.0120***

Grading		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Fugitive Dust						3.7079	1.5375
Off-Road		6.4795	74.8137	49.1374	0.0617	3.5842	3.2975
Total		**6.4795**	**74.8137**	**49.1374**	**0.0617**	**7.2921**	**4.835**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
Worker		0.0927	0.1243	1.3028	2.74E-03	0.2082	0.0569
Total		**0.1299**	**0.4831**	**1.7979**	**3.61E-03**	**0.237**	**0.0687**
TOTAL		***6.6094***	***75.2968***	***50.9353***	***0.0653***	***7.5291***	***4.9037***

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Off-Road		3.4062	28.5063	18.5066	0.0268	1.9674	1.8485
Total		**3.4062**	**28.5063**	**18.5066**	**0.0268**	**1.9674**	**1.8485**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		1.1526	11.1235	15.349	0.0271	0.8938	0.3652
Worker		1.4688	1.9705	20.6485	0.0435	3.2996	0.9025
Total		**2.6214**	**13.094**	**35.9975**	**0.0705**	**4.1934**	**1.2676**
TOTAL		***6.0276***	***41.6003***	***54.5041***	***0.0973***	***6.1608***	***3.1161***

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Off-Road		3.1024	26.4057	18.1291	0.0268	1.7812	1.673
Total		**3.1024**	**26.4057**	**18.1291**	**0.0268**	**1.7812**	**1.673**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		1.0493	10.1351	14.5585	0.027	0.8754	0.3481
Worker		1.3171	1.7821	18.6323	0.0435	3.2982	0.9013
Total		**2.3664**	**11.9172**	**33.1908**	**0.0705**	**4.1736**	**1.2493**
TOTAL		***5.4688***	***38.3229***	***51.3199***	***0.0973***	***5.9548***	***2.9223***

Paving		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Off-Road		1.9074	20.2964	14.727	0.0223	1.1384	1.0473
Paving		1.3809				0	0
Total		**3.2883**	**20.2964**	**14.727**	**0.0223**	**1.1384**	**1.0473**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0	0	0	0	0	0
Worker		0.0623	0.0843	0.8817	2.06E-03	0.1561	0.0427
Total		**0.0623**	**0.0843**	**0.8817**	**2.06E-03**	**0.1561**	**0.0427**
TOTAL		***3.3506***	***20.3807***	***15.6087***	***0.0244***	***1.2945***	***1.0900***

Architectural Coating		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Architectural Coating		329.0406				0	0
Off-Road		0.3323	2.185	1.8681	2.97E-03	0.1733	0.1733
Total		**329.3729**	**2.185**	**1.8681**	**2.97E-03**	**0.1733**	**0.1733**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0	0	0	0	0	0
Worker		0.2618	0.3542	3.703	8.64E-03	0.6555	0.1791
Total		**0.2618**	**0.3542**	**3.703**	**8.64E-03**	**0.6555**	**0.1791**
TOTAL		***329.6347***	***2.5392***	***5.5711***	***0.0116***	***0.8288***	***0.3524***
2017 Const + Paving + AC		***338.4541***	***61.2428***	***72.4997***	***0.1333***	***8.0781***	***4.3647***
MAX DAILY		**338**	**75**	**72**	**0**	**11**	**7**
Regional Thresholds		**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?		Yes	No	No	No	No	No

Regional Construction Emissions Worksheet - Mitigated

Site Preparation		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Fugitive Dust						7.7233	4.2454
Off-Road		5.0771	54.6323	41.1053	0.0391	2.9387	2.7036
Total		**5.0771**	**54.6323**	**41.1053**	**0.0391**	**10.662**	**6.949**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
Worker		0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
Total		**0.1206**	**0.4707**	**1.6676**	**3.34E-03**	**0.2162**	**0.063**
TOTAL		***5.1977***	***55.1030***	***42.7729***	***0.0424***	***10.8782***	***7.0120***

Grading		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Fugitive Dust						3.7079	1.5375
Off-Road		6.4795	74.8137	49.1374	0.0617	3.5842	3.2975
Total		**6.4795**	**74.8137**	**49.1374**	**0.0617**	**7.2921**	**4.835**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
Worker		0.0927	0.1243	1.3028	2.74E-03	0.2082	0.0569
Total		**0.1299**	**0.4831**	**1.7979**	**3.61E-03**	**0.237**	**0.0687**
TOTAL		***6.6094***	***75.2968***	***50.9353***	***0.0653***	***7.5291***	***4.9037***

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2016**						
Off-Road		3.4062	28.5063	18.5066	0.0268	1.9674	1.8485
Total		**3.4062**	**28.5063**	**18.5066**	**0.0268**	**1.9674**	**1.8485**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		1.1526	11.1235	15.349	0.0271	0.8938	0.3652
Worker		1.4688	1.9705	20.6485	0.0435	3.2996	0.9025
Total		**2.6214**	**13.094**	**35.9975**	**0.0705**	**4.1934**	**1.2676**
TOTAL		***6.0276***	***41.6003***	***54.5041***	***0.0973***	***6.1608***	***3.1161***

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Off-Road		3.1024	26.4057	18.1291	0.0268	1.7812	1.673
Total		**3.1024**	**26.4057**	**18.1291**	**0.0268**	**1.7812**	**1.673**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		1.0493	10.1351	14.5585	0.027	0.8754	0.3481
Worker		1.3171	1.7821	18.6323	0.0435	3.2982	0.9013
Total		**2.3664**	**11.9172**	**33.1908**	**0.0705**	**4.1736**	**1.2493**
TOTAL		***5.4688***	***38.3229***	***51.3199***	***0.0973***	***5.9548***	***2.9223***

Paving		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Off-Road		1.9074	20.2964	14.727	0.0223	1.1384	1.0473
Paving		1.3809				0	0
Total		**3.2883**	**20.2964**	**14.727**	**0.0223**	**1.1384**	**1.0473**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0	0	0	0	0	0
Worker		0.0623	0.0843	0.8817	2.06E-03	0.1561	0.0427
Total		**0.0623**	**0.0843**	**0.8817**	**2.06E-03**	**0.1561**	**0.0427**
TOTAL		***3.3506***	***20.3807***	***15.6087***	***0.0244***	***1.2945***	***1.0900***

Architectural Coating		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	**2017**						
Architectural Coating		41.3577				0	0
Off-Road		0.3323	2.185	1.8681	2.97E-03	0.1733	0.1733
Total		**41.69**	**2.185**	**1.8681**	**2.97E-03**	**0.1733**	**0.1733**
Offsite							
Hauling		0	0	0	0	0	0
Vendor		0	0	0	0	0	0
Worker		0.2618	0.3542	3.703	8.64E-03	0.6555	0.1791
Total		**0.2618**	**0.3542**	**3.703**	**8.64E-03**	**0.6555**	**0.1791**
TOTAL		***41.9518***	***2.5392***	***5.5711***	***0.0116***	***0.8288***	***0.3524***
2017 Const + Paving + AC		***50.7712***	***61.2428***	***72.4997***	***0.1333***	***8.0781***	***4.3647***
MAX DAILY		**51**	**75**	**72**	**0**	**11**	**7**
Regional Thresholds		**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?		No	No	No	No	No	No

Localized Construction Emissions Worksheet

Site Preparation					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2016**				
	Fugitive Dust			7.7233	4.2454
	Off-Road	54.6323	41.1053	2.9387	2.7036
	Total	**54.6323**	**41.1053**	**10.662**	**6.949**
LSTs		152	1,422	59.71	20.52
Exceed Thresholds?		No	No	No	No

Grading					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2016**				
	Fugitive Dust			3.7079	1.5375
	Off-Road	74.8137	49.1374	3.5842	3.2975
	Total	**74.8137**	**49.1374**	**7.2921**	**4.835**
LSTs		162	1,553	63.43	21.87
Exceed Thresholds?		No	No	No	No

Building Construction					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2016**				
	Off-Road	28.5063	18.5066	1.9674	1.8485
	Total	**28.5063**	**18.5066**	**1.9674**	**1.8485**
LSTs		95	785	43.02	14.14
Exceed Thresholds?		No	No	No	No

Building Construction					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2017**				
Off-Road		26.4057	18.1291	1.7812	1.673
Total		**26.4057**	**18.1291**	**1.7812**	**1.673**
LSTs		95	785	43.02	14.14
Exceed Thresholds?		No	No	No	No

Paving					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2017**				
Off-Road		20.2964	14.727	1.1384	1.0473
Paving				0	0
Total		**20.2964**	**14.727**	**1.1384**	**1.0473**

Architectural Coating					
		NOx	CO	PM10 Total	PM2.5 Total
Onsite	**2017**				
Architectural Coating				0	0
Off-Road		2.185	1.8681	0.1733	0.1733
Total		**2.185**	**1.8681**	**0.1733**	**0.1733**
2017 Const + Paving + AC		***48.8871***	***34.7242***	***3.0929***	***2.8936***
LSTs		95	785	43.02	14.14
Exceed Thresholds?		No	No	No	No

Regional Operational Emissions Worksheet - Unmitigated

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.248	112.031	170.392	0.523	26.865	8.421
Offroad	3.705	32.076	21.937	0.027	2.646	2.435
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**36.641**	**153.316**	**199.302**	**0.563**	**29.563**	**10.906**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.933	116.235	181.979	0.511	26.872	8.428
Offroad	3.705	32.076	21.937	0.027	2.646	2.435
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**37.326**	**157.520**	**210.888**	**0.551**	**29.570**	**10.912**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.933	116.235	181.979	0.523	26.872	8.428
Offroad	3.705	32.076	21.937	0.027	2.646	2.435
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**37.326**	**157.520**	**210.888**	**0.563**	**29.570**	**10.912**
Regional Thresholds	**55**	**55**	**550**	**150**	**150**	**550**
Exceeds Thresholds?	No	Yes	No	No	No	No

Regional Operational Emissions Worksheet - Mitigated

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.248	112.031	170.392	0.523	26.865	8.421
Offroad (1 propane 8.5hr/day)	0.224	1.941	1.327	0.002	0.160	0.147
Offroad (11 propane 12hr/day)	8.683	14.541	13.495	0.037	0.272	0.251
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**41.844**	**137.721**	**192.186**	**0.575**	**27.349**	**8.869**

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.933	116.235	181.979	0.511	26.872	8.428
Offroad (1 propane 8.5hr/day)	0.224	1.941	1.327	0.002	0.160	0.147
Offroad (11 propane 12hr/day)	8.683	14.541	13.495	0.037	0.262	0.262
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**42.528**	**141.925**	**203.773**	**0.562**	**27.346**	**8.886**

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	18.867	0.001	0.065	0.000	0.000	0.000
Energy	0.012	0.107	0.090	0.001	0.008	0.008
Mobile	13.933	116.235	181.979	0.523	26.872	8.428
Offroad (1 propane 8.5hr/day)	0.224	1.941	1.327	0.002	0.160	0.147
Offroad (11 propane 12hr/day)	8.683	14.541	13.495	0.037	0.272	0.262
Truck Idling	0.810	9.101	6.818	0.013	0.043	0.041
Total	**42.528**	**141.925**	**203.773**	**0.575**	**27.349**	**8.886**
Regional Thresholds	**55**	**55**	**550**	**150**	**150**	**550**
Exceeds Thresholds?	No	Yes	No	No	No	No

Localized Operational Emissions Worksheet

Summer

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.001	0.065	0.000	0.000
Offroad	32.076	21.937	2.646	2.435
Truck Idling	9.101	6.818	0.043	0.041
Total	41.178	28.820	2.690	2.476

Winter

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.001	0.065	0.000	0.000
Offroad	32.076	21.937	2.646	2.435
Truck Idling	9.101	6.818	0.043	0.041
Total	41.178	28.820	2.690	2.476

Max Daily

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.001	0.065	0.000	0.000
Offroad	32.076	21.937	2.646	2.435
Truck Idling	9.101	6.818	0.043	0.041
Total	41.178	28.820	2.690	2.476
Regional Thresholds	**183**	**1,814**	**18**	**6**
Exceeds Thresholds?	No	No	No	No

GHG Emissions Worksheet

Proposed Project Buildout

	MTons Total
Total Construction	1,067

Source	Buildout MTons/Year	Percent of Project Total
Area	0	0%
Energy	785	8%
Mobile	7,821	79%
Truck Idling	235	2%
Offroad	326	3%
Waste	263	3%
Water	496	5%
Amortized Construction Emissions*	36	0%
Total All Sectors	9,960	100%
SCAQMD Bright-Line Threshold ($MTCO_2e$)	3,000	
Exceed Threshold?	**Yes**	
Service Population (SP)	603	
Project Efficiency (MTCO2e/SP)	16.5	
SCAQMD Efficiency Metric Target ($MTCO_2e$/SP)	4.8	
Exceeds Efficiency Metric?	**Yes**	

*Total construction emissions are amortized over 30 years per SCAQMD methodology; SCAQMD. 2010, September 28. Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting 15.
http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/sept29.html.

With Mitigation

	MTons Total
Total Construction	1,067

Source	Buildout MTons/Year	Percent of Project Total
Area	0	0%
Energy	785	8%
Mobile	7,821	80%
Truck Idling	235	2%
Offroad (1 propane forklift - 8.5hr/day)	20	0%
Offroad (11 propane forklift - 12hr/day)	152	2%
Waste	263	3%
Water	496	5%
Amortized Construction Emissions*	36	0%
Total All Sectors	9,806	100%
SCAQMD Bright-Line Threshold ($MTCO_2e$)	3,000	
Exceed Threshold?	**Yes**	
Service Population (SP)	603	
Project Efficiency (MTCO2e/SP)	16.3	
SCAQMD Efficiency Metric Target ($MTCO_2e$/SP)	4.8	
Exceeds Efficiency Metric?	**Yes**	

Propane Forklift Emissions Worksheet

Number of Forklifts:	11	
Hours of Operation per Day:	12	
Propane Forklift Fuel Consumption*:	3.0	liters per hour
	0.79	gallons per hour

Emission Factors	lb/1,000 gallons**	Total Fuel Consumption (/1,000 gallons)	Total Emission (lb/day)	
ROG	83	0.1046	8.68	
NOx	139	0.1046	14.54	
CO	129	0.1046	13.49	
SO2	0.35	0.1046	0.04	
PM	5	0.1046	0.52	
	kg/gallon* **	**Total Fuel Consumption (/gallons)**	**Total Emission (kg/day)**	**Total Emission (MTon/Year)**** **
CO2	5.59	104.6121	584.782	152

*Yale. GDP/GLP2-=35vX. Accessed January 2016. http://www.yale.com/emea/en-gb/our-products/product-overview/internal-combustion-trucks/diesel-lpg-forklift-truck-2000-3500kg/

**SCAQMD. AEP Reporting Tool Help and Support Manual - Internal Combustion. Accessed January 2016. http://www3.aqmd.gov/webappl/help/newaer/index.html

***CARB. Local Government Operations Protocols. Accessed January 2016. http://www.arb.ca.gov/cc/protocols/localgov/pubs/lgo_protocol_v1_1_2010-05-03.pdf

****260 operating days per year is consistent with CalEEMod.

CalEEMod Project Characteristics Inputs (Construction)

Name:	Proposed Industrial Building Project - Development Plan 15-12 and Tentative Parcel Map 348
Address:	888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry, Los Angeles County
County/Air Basin:	Los Angeles- South Coast County
Climate Zone:	9
Land Use Setting:	Urban
Operational Year:	2017
Utility Company:	Southern California Edison
Air Basin:	South Coast Air Basin
Air District:	SCAQMD
SRA:	11

Total Project Site Area: 29 acres

Project Components		SQFT	Acres	Footprint
Parking Lot		139,545	3.20	3.20
Non-Parking Asphalt		250,689	5.76	5.76
Hardscape		58,535	1.34	1.34
Landscape		183,058	4.20	4.20
			14.5	14.5
Building A				
	Warehouse	127,100		
	Office Space	28,500		
		155,600	7.17	3.58
Building B				
	Warehouse	176,716		
	Office Space	47,400		
		224,116	10.28	5.14
Building C				
	Warehouse	104,227		
	Office Space	11,000		
		115,227	5.41	2.70
Building D				
	Warehouse	62,271		
	Office Space	10,000		
		72,271	3.36	1.68
Building E				
	Warehouse	39,383		
	Office Space	8,000		
		47,383	2.60	1.30
				29

CalEEMod Land Use Inputs

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet
Warehouse	Industrial	Unrefrigerated Warehouse-No Rail	614.60	1000 sqft	14.41	614,597
Surface Parking Lot	Parking	Parking Lot	3.20	acres	3.20	139,545
Non-Parking Asphalt	Parking	Other Aspahlt Surfaces	5.76	acres	5.76	0
Hardscape & Landscape	Parking	Other Non-Asphalt Surfaces	5.55	acres	5.55	0
					29	

Architectural Coating

Source: Provided by the Applicant

Non-Residential Architectural Coating

Percentage of Buildings' Interior Painted: 98%

Percentage of Buildings' Exterior Painted: 96%

SCAQMD Rule 1113

Interior Paint VOC content: 100 grams per liter

Exterior Paint VOC content: 100 grams per liter

Mitigation

Interior Paint VOC content: 0 grams per liter

Exterior Paint VOC content: 50 grams per liter

Nonresidential Structures	Land Use Square Feet	SCAQMD Factor	Total Paintable Surface Area[2]	Paintable Interior Area[1]	Paintable Exterior Area[1]
Warehouse	614,597	2	1,229,194	903,458	295,007
Surface Parking Lot	139,545	0.06	8,373		8,373
			Total	903,458	303,379

[1] *CalEEMod methodology calculates the paintable interior and exterior areas by multiplying the total paintable surface area by 75 and 25 percent, respectively. Architectural coatings for the parking lot is based on CalEEMod methodology applied to a surface parking lot (i.e., striping), in which 6% of surface area is painted.

[2] ** Applied CalEEMod Methodology in calculating total

Construction - Unmitigated Run

SCAQMD Rule 403

Replace Ground Cover
PM10: 5 % Reduction
PM25: 5 % Reduction

Water Exposed Area
Frequency: 2 per day
PM10: 55 % Reduction
PM25: 55 % Reduction

Unpaved Roads
Vehicle Speed: 15 mph

SCAQMD Rule 1186

Clean Paved Road 9 % PM Reduction

CalEEMod Construction Phase Inputs

5-Day Work Week

CalEEMod Default Construction Schedule

Phase Name	Phase Type	Start Date	End Date	CalEEMod Total Days	Total Days
Site Preparation	Site Preparation	2/12/2016	3/10/2016	20	27
Grading	Grading	3/11/2016	5/12/2016	45	62
Building Construction	Construction	5/13/2016	1/18/2018	440	615
Paving	Paving	1/19/2018	3/8/2018	35	48
Architectural Coating	Architectural Coating	3/9/2018	4/26/2018	35	48
				Duration:	804

Normalized for 12-Month Construction Schedule*

				Duration:	365
Phase Name	**Phase Type**	**Start Date**	**End Date**	**CalEEMod Total Days**	**Total Days**
Site Preparation	Site Preparation	3/15/2016	3/27/2016	9	12
Grading	Grading	3/28/2016	4/25/2016	21	28
Building Construction	Construction	4/26/2016	3/15/2017	232	323
Paving	Paving	2/21/2017	3/15/2017	17	22
Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	17	22

**Normalized CalEEmod default schedule for 12 months construction schedule.*

CalEEMod Construction Off-Road Equipment Inputs*

Equipment Type	CalEEMod Equipment Type	Unit Amount	Hours/Day	HP	LF	CalEEMod Vendor Trips
Site Preparation						
Rubber Tired Dozers	Rubber Tired Dozers	3	8	255	0.4	
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	4	8	97	0.37	
Water Truck**						4
Grading						
Excavators	Excavators	2	8	162	0.38	
Graders	Graders	1	8	174	0.41	
Rubber Tired Dozers	Rubber Tired Dozers	1	8	255	0.4	
Scrapers	Scrapers	2	8	361	0.48	
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	2	8	97	0.37	
Water Truck**						4
Building Construction						
Cranes	Cranes	1	7	226	0.29	
Forklifts	Forklifts	3	8	89	0.2	
Generator Sets	Generator Sets	1	8	84	0.74	
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	3	7	97	0.37	
Welders	Welders	1	8	46	0.45	
Paving						
Pavers	Pavers	2	8	125	0.42	
Paving Equipment	Paving Equipment	2	8	130	0.36	
Rollers	Rollers	2	8	80	0.38	
Architectural Coating						
Air Compressors	Air Compressors	1	6	78	0.48	

**CalEEMod Default.*
***Assume 4 water truck trips per day.*

CalEEMod Project Characteristics Inputs (Operation)

Name:	Proposed Industrial Building Project - Development Plan 15-12 and Tentative Parcel Map 348
Project Location:	888 and 880 Azusa Avenue, 17300 Chestnut Street, 890 Curl Court, and 850 New Street, City of Industry, Los Angeles County
County/Air Basin:	Los Angeles- South Coast County
Climate Zone:	9
Land Use Setting:	Urban
Operational Year:	2017
Utility Company:	Southern California Edison
Air Basin:	South Coast Air Basin
Air District:	SCAQMD
SRA:	11

Warehouse:	1 employee/1,500 SF
Warehouse Employee:	340
Office:	1 employee/400 SF
Office Employee:	263
Total Employee:	**603**

Warehouse Portion (SF)	509,697
Office Portion (SF)	104,900

Trip Generation

	Weekday	Saturday	Sunday			
Daily Trips:	2,188	2,188	2,188			
	Weekday	**Saturday**	**Sunday**			
Trip rate	3.56	3.56	3.56			
	Trips[2]	**Type**	**Average VMT/Trip[1]**	**Miles/day**	**Percent VMT**	**Percent ADT[2]**
Fleet Mix:	1,741	LDA- Passenger Vehicles & Trucks	11.96	20,822	61.91%	79.56%
	76	MDV - 2 axle Trucks	18.56	1,411	4.20%	3.47%
	102	LHDT - 3 axle Trucks	15.01	1,524	4.53%	4.64%
Trucks	270	MHDT & HHDT - 4+ axle Trucks	36.64	9,881	29.38%	12.32%
Total Trips	2,188		Total VMT	33,637	100%	100%
			average trip length (all trips)	**15.38**		
	truck trips/day total	447	trucks/day	224		

Sources:

[1] VMT Source: Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG 2012 RTP model for model year 2020 provided by Iteris. Iteris. 2015, April 3. City of Industry Draft Vehicle Miles Traveled and Potential Reductions Measures Memorandum.

[2] CT Industry Center Traffic Impact Study (RK Engineering Group, Inc. August 2015)

Onsite Equipment

Forklifts	Shift	Hours/shift	Operational Hours	Type of Fuel	Type of Fuel Mitigation
Building E					
1	1	8.5	8.5	CNG (Propane)	NA
Building B					
0					
Building A & C & D	**Total SQFT:**	**293,598**			
11	3	4	12	Diesel	Propane or Electric

Approximately 11 forklift would be needed for the proposed storage of 293,598 square feet.

Sources:

[1] Pallets stored: Raymond Handling Solutions. Calculators and Tools, Maximizing Your Space. http://www.raymondhs.net/systems-integration/maximize-space.asp

[2] Forklifts needed: Raymond Handling Solutions. Calculators and Tools, Fleet Right Sizing. http://www.raymondhs.net/systems-integration/fleet-right-sizing.asp

Water Use

Septic Tank	0%	
Aerobic	100%	
Facultative Lagoons	0%	
Indoor Water Use Rate*	231,250	gallons/1000sqft/year
Indoor Water Use:	142,126,250	gallons/year

**CalEEMod Appendix D*

Solid Waste

Solid Waste Generation Rate*:	0.94	tons/1000sqft/year
Solid Waste Generation:	577.72	tons/year

**CalEEMod Appendix D*

Water Mitigation

Install Low Flow Bathroom Faucet	32	% Reduction in flow
Install Low Flow Kitchen Faucet	18	% Reduction in flow
Install Low Flow Toilet	20	% Reduction in flow
Install Low Flow Shower	20	% Reduction in flow
Use Water Efficiency Irrigation System	6.1	% Reduction in flow

Energy Mitigation

2013 Building and Energy Efficiency Standards

Exceed Title 24	30%	Improvement

Changes to the CalEEMod Defaults - Fleet Mix 2017

The following changes to fleet mix are made to calibrate the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Default	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
FleetMix	0.532559	0.058242	0.178229	0.125155	0.038934	0.006273	0.016761	0.032323	0.002478	0.003154	0.003685	0.000544	0.001663	100%
Trips	1,165	127	390	274	85	14	37	71	5	7	8	1	4	2,188
Percent	0.772715			0.13	0.045207		0.056923							100%
Proportion	0.689205	0.075373	0.230653	1.000000	0.861238	0.138762	0.294450	0.567837	0.043532	0.055408	0.004769	0.009557	0.029215	
	100%			100%	100%		100%							
Proportion calibrated for zero buses	0.689205	0.075373	0.230653	1.000000	0.861238	0.138762	0.294450	0.567837	0	0	0.004769	0	0	
	100%			100%	100%		86%							
Adjusted Proportion	0.689205	0.075373	0.230653	1.000000	0.861238	0.138762	0.341476	0.658524	0	0	0.004769	0	0	
Assumed Mix	61.91%			4.20%	4.53%		29.38%							100%
Adjusted Fleet Mix w/Assumed	**0.426687**	**0.046664**	**0.142797**	**0.042000**	**0.039014**	**0.006286**	**0.100326**	**0.193474**	**0**	**0**	**0.002952**	**0**	**0**	**100%**
Trips	934	102	312	92	85	14	220	423	0	0	6	0	0	2,189
	1,355			92	99		643							
VMT CHECK	**20,835**			**1,413**	**1,525**		**9,888**							

Utility Trailer

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer

Los Angeles-South Coast County, Winter

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer

Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	11.00
tblProjectCharacteristics	OperationalYear	2014	2017

Utility Trailer

Los Angeles-South Coast County, Winter

tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00

tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer

Los Angeles-South Coast County, Winter

2.0 Emissions Summary

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					
2016	6.6093	75.2969	54.5041	0.0974	18.2924	3.5919	21.2385	9.9911	3.3045	12.7016	0.0000	9,054.6471	9,054.6471	1.9490	0.0000	9,095.5768
2017	338.4540	61.2428	72.4996	0.1333	5.1888	3.2856	8.4744	1.3911	3.0709	4.4620	0.0000	12,277.3950	12,277.3950	1.6426	0.0000	12,311.8887
Total	**345.0633**	**136.5396**	**127.0038**	**0.2306**	**23.4812**	**6.8775**	**29.7129**	**11.3822**	**6.3755**	**17.1636**	**0.0000**	**21,332.0422**	**21,332.0422**	**3.5916**	**0.0000**	**21,407.4655**

Utility Trailer

Los Angeles-South Coast County, Winter

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					
2016	6.6093	75.2969	54.5041	0.0974	7.9321	3.5919	10.8782	4.3016	3.3045	7.0120	0.0000	9,054.6471	9,054.6471	1.9490	0.0000	9,095.5768
2017	338.4540	61.2428	72.4996	0.1333	4.7924	3.2856	8.0781	1.2938	3.0709	4.3647	0.0000	12,277.3950	12,277.3950	1.6426	0.0000	12,311.8887
Total	**345.0633**	**136.5396**	**127.0038**	**0.2306**	**12.7245**	**6.8775**	**18.9562**	**5.5953**	**6.3755**	**11.3767**	**0.0000**	**21,332.0422**	**21,332.0422**	**3.5916**	**0.0000**	**21,407.4655**

	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**	**45.81**	**0.00**	**36.20**	**50.84**	**0.00**	**33.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Utility Trailer

Los Angeles-South Coast County, Winter

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Mobile	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Offroad	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**36.5208**	**148.4620**	**204.1076**	**0.5383**	**25.0867**	**4.4437**	**29.5304**	**6.7850**	**4.0891**	**10.8741**		**50,004.2429**	**50,004.2429**	**1.8866**	**3.3000e-003**	**50,044.8848**

Utility Trailer

Los Angeles-South Coast County, Winter

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Mobile	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Offroad	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**36.5160**	**148.4184**	**204.0710**	**0.5381**	**25.0867**	**4.4404**	**29.5271**	**6.7850**	**4.0857**	**10.8707**		**49,951.9452**	**49,951.9452**	**1.8855**	**2.3500e-003**	**49,992.2688**

	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	**10.16**	**21.64**	**10.77**	**5.02**	**0.00**	**59.63**	**8.97**	**0.00**	**59.62**	**22.42**	**0.00**	**5.59**	**5.59**	**44.62**	**28.79**	**5.62**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Utility Trailer

Los Angeles-South Coast County, Winter

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Utility Trailer

Los Angeles-South Coast County, Winter

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	**0.1206**	**0.4707**	**1.6676**	**3.3400e-003**	**0.2262**	**7.4300e-003**	**0.2336**	**0.0605**	**6.8400e-003**	**0.0673**		**296.1624**	**296.1624**	**0.0127**		**296.4293**

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					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**7.7233**	**2.9387**	**10.6620**	**4.2454**	**2.7036**	**6.9490**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	**0.1206**	**0.4707**	**1.6676**	**3.3400e-003**	**0.2088**	**7.4300e-003**	**0.2162**	**0.0562**	**6.8400e-003**	**0.0630**		**296.1624**	**296.1624**	**0.0127**		**296.4293**

3.3 Grading - 2016

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**8.6733**	**3.5842**	**12.2576**	**3.5965**	**3.2975**	**6.8940**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.1299**	**0.4831**	**1.7979**	**3.6100e-003**	**0.2485**	**7.6400e-003**	**0.2562**	**0.0664**	**7.0300e-003**	**0.0734**		**319.3631**	**319.3631**	**0.0141**		**319.6580**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**3.7079**	**3.5842**	**7.2921**	**1.5375**	**3.2975**	**4.8350**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2061	2.1100e-003	0.2082	0.0550	1.9400e-003	0.0569		232.0062	232.0062	0.0134		232.2872
Total	**0.1299**	**0.4831**	**1.7979**	**3.6100e-003**	**0.2294**	**7.6400e-003**	**0.2370**	**0.0617**	**7.0300e-003**	**0.0687**		**319.3631**	**319.3631**	**0.0141**		**319.6580**

3.4 Building Construction - 2016

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	1.1526	11.1235	15.3490	0.0271	0.7733	0.1714	0.9448	0.2200	0.1577	0.3777		2,708.0621	2,708.0621	0.0206		2,708.4952
Worker	1.4688	1.9705	20.6485	0.0435	3.5433	0.0335	3.5768	0.9397	0.0308	0.9705		3,677.2986	3,677.2986	0.2121		3,681.7524
Total	**2.6214**	**13.0940**	**35.9975**	**0.0705**	**4.3166**	**0.2049**	**4.5216**	**1.1597**	**0.1885**	**1.3482**		**6,385.3608**	**6,385.3608**	**0.2327**		**6,390.2476**

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	1.1526	11.1235	15.3490	0.0271	0.7224	0.1714	0.8938	0.2075	0.1577	0.3652		2,708.0621	2,708.0621	0.0206		2,708.4952
Worker	1.4688	1.9705	20.6485	0.0435	3.2661	0.0335	3.2996	0.8717	0.0308	0.9025		3,677.2986	3,677.2986	0.2121		3,681.7524
Total	**2.6214**	**13.0940**	**35.9975**	**0.0705**	**3.9885**	**0.2049**	**4.1934**	**1.0792**	**0.1885**	**1.2676**		**6,385.3608**	**6,385.3608**	**0.2327**		**6,390.2476**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	1.0493	10.1351	14.5585	0.0270	0.7736	0.1527	0.9263	0.2202	0.1404	0.3606		2,664.7680	2,664.7680	0.0200		2,665.1876
Worker	1.3171	1.7821	18.6323	0.0435	3.5433	0.0321	3.5754	0.9397	0.0296	0.9693		3,539.4173	3,539.4173	0.1960		3,543.5336
Total	**2.3664**	**11.9172**	**33.1908**	**0.0705**	**4.3170**	**0.1848**	**4.5017**	**1.1599**	**0.1700**	**1.3299**		**6,204.1852**	**6,204.1852**	**0.2160**		**6,208.7212**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer

Los Angeles-South Coast County, Winter

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
Vendor	1.0493	10.1351	14.5585	0.0270	0.7227	0.1527	0.8754	0.2077	0.1404	0.3481		2,664.7680	2,664.7680	0.0200		2,665.1876
Worker	1.3171	1.7821	18.6323	0.0435	3.2661	0.0321	3.2982	0.8717	0.0296	0.9013		3,539.4173	3,539.4173	0.1960		3,543.5336
Total	**2.3664**	**11.9172**	**33.1908**	**0.0705**	**3.9888**	**0.1848**	**4.1736**	**1.0793**	**0.1700**	**1.2493**		**6,204.1852**	**6,204.1852**	**0.2160**		**6,208.7212**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer

Los Angeles-South Coast County, Winter

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
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
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer

Los Angeles-South Coast County, Winter

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
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
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1546	1.5200e-003	0.1561	0.0413	1.4000e-003	0.0427		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1546**	**1.5200e-003**	**0.1561**	**0.0413**	**1.4000e-003**	**0.0427**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

3.6 Architectural Coating - 2017

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	329.0406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**329.3729**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer

Los Angeles-South Coast County, Winter

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
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
Worker	0.2618	0.3542	3.7030	8.6400e-003	0.7042	6.3800e-003	0.7106	0.1868	5.8800e-003	0.1926		703.4173	703.4173	0.0390		704.2354
Total	**0.2618**	**0.3542**	**3.7030**	**8.6400e-003**	**0.7042**	**6.3800e-003**	**0.7106**	**0.1868**	**5.8800e-003**	**0.1926**		**703.4173**	**703.4173**	**0.0390**		**704.2354**

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	329.0406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**329.3729**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer

Los Angeles-South Coast County, Winter

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
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
Worker	0.2618	0.3542	3.7030	8.6400e-003	0.6491	6.3800e-003	0.6555	0.1732	5.8800e-003	0.1791		703.4173	703.4173	0.0390		704.2354
Total	**0.2618**	**0.3542**	**3.7030**	**8.6400e-003**	**0.6491**	**6.3800e-003**	**0.6555**	**0.1732**	**5.8800e-003**	**0.1791**		**703.4173**	**703.4173**	**0.0390**		**704.2354**

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	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Unmitigated	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917

Utility Trailer

Los Angeles-South Coast County, Winter

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

Utility Trailer

Los Angeles-South Coast County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
NaturalGas Unmitigated	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657

Utility Trailer

Los Angeles-South Coast County, Winter

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1532.28	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0165**	**0.1502**	**0.1262**	**9.0000e-004**		**0.0114**	**0.0114**		**0.0114**	**0.0114**		**180.2686**	**180.2686**	**3.4600e-003**	**3.3000e-003**	**181.3657**

Utility Trailer

Los Angeles-South Coast County, Winter

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08775	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0117**	**0.1066**	**0.0896**	**6.4000e-004**		**8.1000e-003**	**8.1000e-003**		**8.1000e-003**	**8.1000e-003**		**127.9709**	**127.9709**	**2.4500e-003**	**2.3500e-003**	**128.7497**

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Unmitigated	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457

Utility Trailer

Los Angeles-South Coast County, Winter

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
Forklifts	1	8.50	260	89	0.20	CNG
Forklifts	11	12.00	260	89	0.20	Diesel

Utility Trailer

Los Angeles-South Coast County, Winter

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**3.7046**	**32.0762**	**21.9373**	**0.0268**		**2.6463**	**2.6463**		**2.4346**	**2.4346**		**2,744.2243**	**2,744.2243**	**0.8408**		**2,761.8817**

10.0 Vegetation

Utility Trailer

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer

Los Angeles-South Coast County, Summer

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer

Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	11.00
tblProjectCharacteristics	OperationalYear	2014	2017

Utility Trailer

Los Angeles-South Coast County, Summer

tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00

tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer

Los Angeles-South Coast County, Summer

2.0 Emissions Summary

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					
2016	6.6022	75.2759	53.1036	0.1002	18.2924	3.5918	21.2385	9.9911	3.3045	12.7015	0.0000	9,296.0195	9,296.0195	1.9490	0.0000	9,336.9487
2017	338.2998	60.7818	71.3869	0.1367	5.1888	3.2841	8.4729	1.3911	3.0695	4.4606	0.0000	12,562.3997	12,562.3997	1.6420	0.0000	12,596.8810
Total	**344.9020**	**136.0576**	**124.4905**	**0.2369**	**23.4812**	**6.8759**	**29.7113**	**11.3822**	**6.3740**	**17.1621**	**0.0000**	**21,858.4191**	**21,858.4191**	**3.5910**	**0.0000**	**21,933.8297**

Utility Trailer

Los Angeles-South Coast County, Summer

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					
2016	6.6022	75.2759	53.1036	0.1002	7.9321	3.5918	10.8781	4.3016	3.3045	7.0119	0.0000	9,296.0194	9,296.0194	1.9490	0.0000	9,336.9487
2017	338.2998	60.7818	71.3869	0.1367	4.7924	3.2841	8.0765	1.2938	3.0695	4.3633	0.0000	12,562.3997	12,562.3997	1.6420	0.0000	12,596.8810
Total	**344.9020**	**136.0576**	**124.4905**	**0.2369**	**12.7245**	**6.8759**	**18.9547**	**5.5953**	**6.3740**	**11.3752**	**0.0000**	**21,858.4191**	**21,858.4191**	**3.5910**	**0.0000**	**21,933.8297**

	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**	**45.81**	**0.00**	**36.20**	**50.84**	**0.00**	**33.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Utility Trailer

Los Angeles-South Coast County, Summer

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Mobile	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Offroad	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**35.8363**	**144.2579**	**192.5208**	**0.5510**	**25.0867**	**4.4365**	**29.5232**	**6.7850**	**4.0825**	**10.8675**		**51,062.8258**	**51,062.8258**	**1.8830**	**3.3000e-003**	**51,103.3934**

Utility Trailer

Los Angeles-South Coast County, Summer

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Mobile	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Offroad	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**35.8315**	**144.2144**	**192.4842**	**0.5507**	**25.0867**	**4.4332**	**29.5199**	**6.7850**	**4.0791**	**10.8641**		**51,010.5281**	**51,010.5281**	**1.8820**	**2.3500e-003**	**51,050.7774**

	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	**10.35**	**22.27**	**11.41**	**4.91**	**0.00**	**59.72**	**8.97**	**0.00**	**59.72**	**22.43**	**0.00**	**5.48**	**5.48**	**44.71**	**28.79**	**5.51**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Utility Trailer

Los Angeles-South Coast County, Summer

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Utility Trailer

Los Angeles-South Coast County, Summer

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	**0.1139**	**0.4509**	**1.6553**	**3.5000e-003**	**0.2262**	**7.3700e-003**	**0.2335**	**0.0605**	**6.7800e-003**	**0.0672**		**309.3121**	**309.3121**	**0.0127**		**309.5786**

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					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**7.7233**	**2.9387**	**10.6620**	**4.2454**	**2.7036**	**6.9490**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	**0.1139**	**0.4509**	**1.6553**	**3.5000e-003**	**0.2088**	**7.3700e-003**	**0.2161**	**0.0562**	**6.7800e-003**	**0.0630**		**309.3121**	**309.3121**	**0.0127**		**309.5786**

3.3 Grading - 2016

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**8.6733**	**3.5842**	**12.2576**	**3.5965**	**3.2975**	**6.8940**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.1228**	**0.4621**	**1.7941**	**3.7900e-003**	**0.2485**	**7.5800e-003**	**0.2561**	**0.0664**	**6.9700e-003**	**0.0734**		**333.8925**	**333.8925**	**0.0140**		**334.1871**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**3.7079**	**3.5842**	**7.2921**	**1.5375**	**3.2975**	**4.8350**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2061	2.1100e-003	0.2082	0.0550	1.9400e-003	0.0569		245.8043	245.8043	0.0134		246.0853
Total	**0.1228**	**0.4621**	**1.7941**	**3.7900e-003**	**0.2294**	**7.5800e-003**	**0.2370**	**0.0617**	**6.9700e-003**	**0.0687**		**333.8925**	**333.8925**	**0.0140**		**334.1871**

3.4 Building Construction - 2016

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	1.0447	10.8511	12.6068	0.0272	0.7733	0.1696	0.9429	0.2200	0.1560	0.3760		2,730.7356	2,730.7356	0.0201		2,731.1566
Worker	1.4119	1.7770	21.9902	0.0461	3.5433	0.0335	3.5768	0.9397	0.0308	0.9705		3,895.9975	3,895.9975	0.2121		3,900.4513
Total	**2.4566**	**12.6280**	**34.5970**	**0.0733**	**4.3166**	**0.2031**	**4.5198**	**1.1597**	**0.1868**	**1.3465**		**6,626.7331**	**6,626.7331**	**0.2321**		**6,631.6078**

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	1.0447	10.8511	12.6068	0.0272	0.7224	0.1696	0.8920	0.2075	0.1560	0.3635		2,730.7356	2,730.7356	0.0201		2,731.1566
Worker	1.4119	1.7770	21.9902	0.0461	3.2661	0.0335	3.2996	0.8717	0.0308	0.9025		3,895.9975	3,895.9975	0.2121		3,900.4513
Total	**2.4566**	**12.6280**	**34.5970**	**0.0733**	**3.9885**	**0.2031**	**4.1916**	**1.0792**	**0.1868**	**1.2660**		**6,626.7331**	**6,626.7331**	**0.2321**		**6,631.6078**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.9553	9.8921	11.8362	0.0272	0.7736	0.1511	0.9248	0.2202	0.1390	0.3591		2,687.1287	2,687.1287	0.0194		2,687.5361
Worker	1.2688	1.6071	19.9240	0.0461	3.5433	0.0321	3.5754	0.9397	0.0296	0.9693		3,750.1973	3,750.1973	0.1960		3,754.3136
Total	**2.2241**	**11.4992**	**31.7602**	**0.0733**	**4.3170**	**0.1832**	**4.5002**	**1.1599**	**0.1686**	**1.3284**		**6,437.3260**	**6,437.3260**	**0.2154**		**6,441.8497**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer

Los Angeles-South Coast County, Summer

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
Vendor	0.9553	9.8921	11.8362	0.0272	0.7227	0.1511	0.8739	0.2077	0.1390	0.3467		2,687.1287	2,687.1287	0.0194		2,687.5361
Worker	1.2688	1.6071	19.9240	0.0461	3.2661	0.0321	3.2982	0.8717	0.0296	0.9013		3,750.1973	3,750.1973	0.1960		3,754.3136
Total	**2.2241**	**11.4992**	**31.7602**	**0.0733**	**3.9888**	**0.1832**	**4.1720**	**1.0793**	**0.1686**	**1.2479**		**6,437.3260**	**6,437.3260**	**0.2154**		**6,441.8497**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer

Los Angeles-South Coast County, Summer

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
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
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer

Los Angeles-South Coast County, Summer

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
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
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1546	1.5200e-003	0.1561	0.0413	1.4000e-003	0.0427		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1546**	**1.5200e-003**	**0.1561**	**0.0413**	**1.4000e-003**	**0.0427**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

3.6 Architectural Coating - 2017

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	329.0406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**329.3729**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer

Los Angeles-South Coast County, Summer

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
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
Worker	0.2522	0.3194	3.9597	9.1600e-003	0.7042	6.3800e-003	0.7106	0.1868	5.8800e-003	0.1926		745.3073	745.3073	0.0390		746.1254
Total	**0.2522**	**0.3194**	**3.9597**	**9.1600e-003**	**0.7042**	**6.3800e-003**	**0.7106**	**0.1868**	**5.8800e-003**	**0.1926**		**745.3073**	**745.3073**	**0.0390**		**746.1254**

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	329.0406					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**329.3729**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer

Los Angeles-South Coast County, Summer

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
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
Worker	0.2522	0.3194	3.9597	9.1600e-003	0.6491	6.3800e-003	0.6555	0.1732	5.8800e-003	0.1791		745.3073	745.3073	0.0390		746.1254
Total	**0.2522**	**0.3194**	**3.9597**	**9.1600e-003**	**0.6491**	**6.3800e-003**	**0.6555**	**0.1732**	**5.8800e-003**	**0.1791**		**745.3073**	**745.3073**	**0.0390**		**746.1254**

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	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Unmitigated	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003

Utility Trailer

Los Angeles-South Coast County, Summer

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

Utility Trailer

Los Angeles-South Coast County, Summer

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
NaturalGas Unmitigated	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657

Utility Trailer

Los Angeles-South Coast County, Summer

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1532.28	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0165**	**0.1502**	**0.1262**	**9.0000e-004**		**0.0114**	**0.0114**		**0.0114**	**0.0114**		**180.2686**	**180.2686**	**3.4600e-003**	**3.3000e-003**	**181.3657**

Utility Trailer

Los Angeles-South Coast County, Summer

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08775	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0117**	**0.1066**	**0.0896**	**6.4000e-004**		**8.1000e-003**	**8.1000e-003**		**8.1000e-003**	**8.1000e-003**		**127.9709**	**127.9709**	**2.4500e-003**	**2.3500e-003**	**128.7497**

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Unmitigated	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457

Utility Trailer

Los Angeles-South Coast County, Summer

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

Utility Trailer

Los Angeles-South Coast County, Summer

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
Forklifts	1	8.50	260	89	0.20	CNG
Forklifts	11	12.00	260	89	0.20	Diesel

Utility Trailer

Los Angeles-South Coast County, Summer

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	3.7046	32.0762	21.9373	0.0268		2.6463	2.6463		2.4346	2.4346		2,744.2243	2,744.2243	0.8408		2,761.8817
Total	**3.7046**	**32.0762**	**21.9373**	**0.0268**		**2.6463**	**2.6463**		**2.4346**	**2.4346**		**2,744.2243**	**2,744.2243**	**0.8408**		**2,761.8817**

10.0 Vegetation

Utility Trailer

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer

Los Angeles-South Coast County, Annual

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	11.00
tblProjectCharacteristics	OperationalYear	2014	2017

Utility Trailer

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tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00

tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer

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2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.6213	4.7864	5.5897	9.6600e-003	0.5549	0.2453	0.8002	0.1854	0.2291	0.4145	0.0000	823.0479	823.0479	0.0962	0.0000	825.0690
2017	2.9722	1.2171	1.5355	2.9100e-003	0.1195	0.0633	0.1828	0.0321	0.0593	0.0914	0.0000	240.8778	240.8778	0.0268	0.0000	241.4405
Total	**3.5935**	**6.0035**	**7.1252**	**0.0126**	**0.6744**	**0.3086**	**0.9830**	**0.2175**	**0.2884**	**0.5059**	**0.0000**	**1,063.9257**	**1,063.9257**	**0.1230**	**0.0000**	**1,066.5094**

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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	tons/yr										MT/yr					
2016	0.6213	4.7864	5.5897	9.6600e-003	0.4272	0.2453	0.6725	0.1311	0.2291	0.3602	0.0000	823.0475	823.0475	0.0962	0.0000	825.0686
2017	2.9722	1.2171	1.5355	2.9100e-003	0.1104	0.0633	0.1737	0.0299	0.0593	0.0892	0.0000	240.8777	240.8777	0.0268	0.0000	241.4404
Total	**3.5935**	**6.0035**	**7.1252**	**0.0126**	**0.5376**	**0.3086**	**0.8462**	**0.1610**	**0.2884**	**0.4493**	**0.0000**	**1,063.9252**	**1,063.9252**	**0.1230**	**0.0000**	**1,066.5090**

	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**	**20.28**	**0.00**	**13.91**	**26.00**	**0.00**	**11.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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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	tons/yr										MT/yr					
Area	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Energy	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	831.8118	831.8118	0.0374	8.1700e-003	835.1319
Mobile	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Offroad	0.4816	4.1699	2.8519	3.4800e-003		0.3440	0.3440		0.3165	0.3165	0.0000	323.6374	323.6374	0.0992	0.0000	325.7198
Waste						0.0000	0.0000		0.0000	0.0000	117.2719	0.0000	117.2719	6.9306	0.0000	262.8140
Water						0.0000	0.0000		0.0000	0.0000	50.2845	529.5879	579.8724	0.1974	0.1144	619.4787
Total	**6.3858**	**25.7303**	**35.5927**	**0.0972**	**4.4804**	**0.6700**	**5.1504**	**1.2139**	**0.6165**	**1.8305**	**167.5564**	**9,502.0484**	**9,669.6048**	**7.4361**	**0.1226**	**9,863.7577**

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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	tons/yr										MT/yr					
Area	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Energy	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	781.4704	781.4704	0.0354	7.6200e-003	784.5747
Mobile	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Offroad	0.4816	4.1699	2.8519	3.4800e-003		0.3440	0.3440		0.3165	0.3165	0.0000	323.6374	323.6374	0.0992	0.0000	325.7198
Waste						0.0000	0.0000		0.0000	0.0000	117.2719	0.0000	117.2719	6.9306	0.0000	262.8140
Water						0.0000	0.0000		0.0000	0.0000	40.2276	423.6703	463.8979	0.1572	0.0914	495.5188
Total	**6.3850**	**25.7223**	**35.5860**	**0.0971**	**4.4804**	**0.6694**	**5.1498**	**1.2139**	**0.6159**	**1.8299**	**157.4995**	**9,345.7894**	**9,503.2890**	**7.3938**	**0.0990**	**9,689.2406**

	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	**7.56**	**16.24**	**8.03**	**3.62**	**0.00**	**51.44**	**6.69**	**0.00**	**51.43**	**17.32**	**6.00**	**5.05**	**5.07**	**1.90**	**19.24**	**5.07**

Utility Trailer

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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	tons/yr										MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2459	0.1850	1.8000e-004		0.0132	0.0132		0.0122	0.0122	0.0000	16.5947	16.5947	5.0100e-003	0.0000	16.6998
Total	**0.0229**	**0.2459**	**0.1850**	**1.8000e-004**	**0.0813**	**0.0132**	**0.0945**	**0.0447**	**0.0122**	**0.0569**	**0.0000**	**16.5947**	**16.5947**	**5.0100e-003**	**0.0000**	**16.6998**

Utility Trailer

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	1.6500e-003	2.1400e-003	0.0000	1.1000e-004	2.0000e-005	1.4000e-004	3.0000e-005	2.0000e-005	5.0000e-005	0.0000	0.3584	0.3584	0.0000	0.0000	0.3584
Worker	3.5000e-004	5.2000e-004	5.3900e-003	1.0000e-005	8.9000e-004	1.0000e-005	9.0000e-004	2.4000e-004	1.0000e-005	2.4000e-004	0.0000	0.8661	0.8661	5.0000e-005	0.0000	0.8672
Total	**5.1000e-004**	**2.1700e-003**	**7.5300e-003**	**1.0000e-005**	**1.0000e-003**	**3.0000e-005**	**1.0400e-003**	**2.7000e-004**	**3.0000e-005**	**2.9000e-004**	**0.0000**	**1.2245**	**1.2245**	**5.0000e-005**	**0.0000**	**1.2256**

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	tons/yr										MT/yr					
Fugitive Dust					0.0348	0.0000	0.0348	0.0191	0.0000	0.0191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2459	0.1850	1.8000e-004		0.0132	0.0132		0.0122	0.0122	0.0000	16.5947	16.5947	5.0100e-003	0.0000	16.6998
Total	**0.0229**	**0.2459**	**0.1850**	**1.8000e-004**	**0.0348**	**0.0132**	**0.0480**	**0.0191**	**0.0122**	**0.0313**	**0.0000**	**16.5947**	**16.5947**	**5.0100e-003**	**0.0000**	**16.6998**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	1.6500e-003	2.1400e-003	0.0000	1.0000e-004	2.0000e-005	1.3000e-004	3.0000e-005	2.0000e-005	5.0000e-005	0.0000	0.3584	0.3584	0.0000	0.0000	0.3584
Worker	3.5000e-004	5.2000e-004	5.3900e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.3000e-004	0.0000	0.8661	0.8661	5.0000e-005	0.0000	0.8672
Total	**5.1000e-004**	**2.1700e-003**	**7.5300e-003**	**1.0000e-005**	**9.2000e-004**	**3.0000e-005**	**9.6000e-004**	**2.5000e-004**	**3.0000e-005**	**2.8000e-004**	**0.0000**	**1.2245**	**1.2245**	**5.0000e-005**	**0.0000**	**1.2256**

3.3 Grading - 2016

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	tons/yr										MT/yr					
Fugitive Dust					0.0911	0.0000	0.0911	0.0378	0.0000	0.0378	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7855	0.5159	6.5000e-004		0.0376	0.0376		0.0346	0.0346	0.0000	61.1055	61.1055	0.0184	0.0000	61.4926
Total	**0.0680**	**0.7855**	**0.5159**	**6.5000e-004**	**0.0911**	**0.0376**	**0.1287**	**0.0378**	**0.0346**	**0.0724**	**0.0000**	**61.1055**	**61.1055**	**0.0184**	**0.0000**	**61.4926**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	3.8400e-003	4.9900e-003	1.0000e-005	2.6000e-004	6.0000e-005	3.2000e-004	7.0000e-005	5.0000e-005	1.3000e-004	0.0000	0.8362	0.8362	1.0000e-005	0.0000	0.8363
Worker	9.2000e-004	1.3400e-003	0.0140	3.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.2455	2.2455	1.3000e-004	0.0000	2.2482
Total	**1.3000e-003**	**5.1800e-003**	**0.0190**	**4.0000e-005**	**2.5600e-003**	**8.0000e-005**	**2.6400e-003**	**6.8000e-004**	**7.0000e-005**	**7.6000e-004**	**0.0000**	**3.0816**	**3.0816**	**1.4000e-004**	**0.0000**	**3.0844**

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	tons/yr										MT/yr					
Fugitive Dust					0.0389	0.0000	0.0389	0.0161	0.0000	0.0161	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7855	0.5159	6.5000e-004		0.0376	0.0376		0.0346	0.0346	0.0000	61.1054	61.1054	0.0184	0.0000	61.4925
Total	**0.0680**	**0.7855**	**0.5159**	**6.5000e-004**	**0.0389**	**0.0376**	**0.0766**	**0.0161**	**0.0346**	**0.0508**	**0.0000**	**61.1054**	**61.1054**	**0.0184**	**0.0000**	**61.4925**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	3.8400e-003	4.9900e-003	1.0000e-005	2.4000e-004	6.0000e-005	3.0000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.8362	0.8362	1.0000e-005	0.0000	0.8363
Worker	9.2000e-004	1.3400e-003	0.0140	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.2455	2.2455	1.3000e-004	0.0000	2.2482
Total	**1.3000e-003**	**5.1800e-003**	**0.0190**	**4.0000e-005**	**2.3600e-003**	**8.0000e-005**	**2.4400e-003**	**6.4000e-004**	**7.0000e-005**	**7.1000e-004**	**0.0000**	**3.0816**	**3.0816**	**1.4000e-004**	**0.0000**	**3.0844**

3.4 Building Construction - 2016

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	tons/yr										MT/yr					
Off-Road	0.3049	2.5513	1.6563	2.4000e-003		0.1761	0.1761		0.1654	0.1654	0.0000	216.7275	216.7275	0.0538	0.0000	217.8563
Total	**0.3049**	**2.5513**	**1.6563**	**2.4000e-003**		**0.1761**	**0.1761**		**0.1654**	**0.1654**	**0.0000**	**216.7275**	**216.7275**	**0.0538**	**0.0000**	**217.8563**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0998	1.0154	1.3189	2.4300e-003	0.0681	0.0153	0.0833	0.0194	0.0140	0.0334	0.0000	220.9435	220.9435	1.6500e-003	0.0000	220.9781
Worker	0.1239	0.1810	1.8871	3.9500e-003	0.3109	3.0000e-003	0.3139	0.0826	2.7600e-003	0.0853	0.0000	303.3706	303.3706	0.0172	0.0000	303.7322
Total	**0.2237**	**1.1964**	**3.2060**	**6.3800e-003**	**0.3790**	**0.0183**	**0.3972**	**0.1020**	**0.0168**	**0.1188**	**0.0000**	**524.3141**	**524.3141**	**0.0189**	**0.0000**	**524.7103**

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	tons/yr										MT/yr					
Off-Road	0.3049	2.5513	1.6563	2.4000e-003		0.1761	0.1761		0.1654	0.1654	0.0000	216.7272	216.7272	0.0538	0.0000	217.8560
Total	**0.3049**	**2.5513**	**1.6563**	**2.4000e-003**		**0.1761**	**0.1761**		**0.1654**	**0.1654**	**0.0000**	**216.7272**	**216.7272**	**0.0538**	**0.0000**	**217.8560**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0998	1.0154	1.3189	2.4300e-003	0.0636	0.0153	0.0789	0.0183	0.0140	0.0323	0.0000	220.9435	220.9435	1.6500e-003	0.0000	220.9781
Worker	0.1239	0.1810	1.8871	3.9500e-003	0.2866	3.0000e-003	0.2896	0.0766	2.7600e-003	0.0794	0.0000	303.3706	303.3706	0.0172	0.0000	303.7322
Total	**0.2237**	**1.1964**	**3.2060**	**6.3800e-003**	**0.3503**	**0.0183**	**0.3685**	**0.0949**	**0.0168**	**0.1117**	**0.0000**	**524.3141**	**524.3141**	**0.0189**	**0.0000**	**524.7103**

3.4 Building Construction - 2017

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	tons/yr										MT/yr					
Off-Road	0.0822	0.6998	0.4804	7.1000e-004		0.0472	0.0472		0.0443	0.0443	0.0000	63.4620	63.4620	0.0156	0.0000	63.7900
Total	**0.0822**	**0.6998**	**0.4804**	**7.1000e-004**		**0.0472**	**0.0472**		**0.0443**	**0.0443**	**0.0000**	**63.4620**	**63.4620**	**0.0156**	**0.0000**	**63.7900**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.2739	0.3695	7.2000e-004	0.0202	4.0200e-003	0.0242	5.7500e-003	3.7000e-003	9.4500e-003	0.0000	64.3739	64.3739	4.7000e-004	0.0000	64.3838
Worker	0.0329	0.0485	0.5047	1.1700e-003	0.0921	8.5000e-004	0.0929	0.0245	7.8000e-004	0.0252	0.0000	86.4586	86.4586	4.7100e-003	0.0000	86.5576
Total	**0.0598**	**0.3224**	**0.8742**	**1.8900e-003**	**0.1122**	**4.8700e-003**	**0.1171**	**0.0302**	**4.4800e-003**	**0.0347**	**0.0000**	**150.8325**	**150.8325**	**5.1800e-003**	**0.0000**	**150.9414**

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	tons/yr										MT/yr					
Off-Road	0.0822	0.6998	0.4804	7.1000e-004		0.0472	0.0472		0.0443	0.0443	0.0000	63.4619	63.4619	0.0156	0.0000	63.7899
Total	**0.0822**	**0.6998**	**0.4804**	**7.1000e-004**		**0.0472**	**0.0472**		**0.0443**	**0.0443**	**0.0000**	**63.4619**	**63.4619**	**0.0156**	**0.0000**	**63.7899**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.2739	0.3695	7.2000e-004	0.0188	4.0200e-003	0.0229	5.4300e-003	3.7000e-003	9.1300e-003	0.0000	64.3739	64.3739	4.7000e-004	0.0000	64.3838
Worker	0.0329	0.0485	0.5047	1.1700e-003	0.0849	8.5000e-004	0.0857	0.0227	7.8000e-004	0.0235	0.0000	86.4586	86.4586	4.7100e-003	0.0000	86.5576
Total	**0.0598**	**0.3224**	**0.8742**	**1.8900e-003**	**0.1037**	**4.8700e-003**	**0.1086**	**0.0281**	**4.4800e-003**	**0.0326**	**0.0000**	**150.8325**	**150.8325**	**5.1800e-003**	**0.0000**	**150.9414**

3.5 Paving - 2017

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	tons/yr										MT/yr					
Off-Road	0.0162	0.1725	0.1252	1.9000e-004		9.6800e-003	9.6800e-003		8.9000e-003	8.9000e-003	0.0000	17.5894	17.5894	5.3900e-003	0.0000	17.7026
Paving	0.0117					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1725**	**0.1252**	**1.9000e-004**		**9.6800e-003**	**9.6800e-003**		**8.9000e-003**	**8.9000e-003**	**0.0000**	**17.5894**	**17.5894**	**5.3900e-003**	**0.0000**	**17.7026**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.4000e-004	7.6600e-003	2.0000e-005	1.4000e-003	1.0000e-005	1.4100e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.3122	1.3122	7.0000e-005	0.0000	1.3137
Total	**5.0000e-004**	**7.4000e-004**	**7.6600e-003**	**2.0000e-005**	**1.4000e-003**	**1.0000e-005**	**1.4100e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**0.0000**	**1.3122**	**1.3122**	**7.0000e-005**	**0.0000**	**1.3137**

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	tons/yr										MT/yr					
Off-Road	0.0162	0.1725	0.1252	1.9000e-004		9.6800e-003	9.6800e-003		8.9000e-003	8.9000e-003	0.0000	17.5894	17.5894	5.3900e-003	0.0000	17.7026
Paving	0.0117					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1725**	**0.1252**	**1.9000e-004**		**9.6800e-003**	**9.6800e-003**		**8.9000e-003**	**8.9000e-003**	**0.0000**	**17.5894**	**17.5894**	**5.3900e-003**	**0.0000**	**17.7026**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.4000e-004	7.6600e-003	2.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.6000e-004	0.0000	1.3122	1.3122	7.0000e-005	0.0000	1.3137
Total	**5.0000e-004**	**7.4000e-004**	**7.6600e-003**	**2.0000e-005**	**1.2900e-003**	**1.0000e-005**	**1.3000e-003**	**3.4000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.3122**	**1.3122**	**7.0000e-005**	**0.0000**	**1.3137**

3.6 Architectural Coating - 2017

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	tons/yr										MT/yr					
Archit. Coating	2.7968					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8200e-003	0.0186	0.0159	3.0000e-005		1.4700e-003	1.4700e-003		1.4700e-003	1.4700e-003	0.0000	2.1703	2.1703	2.3000e-004	0.0000	2.1751
Total	**2.7997**	**0.0186**	**0.0159**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**2.1703**	**2.1703**	**2.3000e-004**	**0.0000**	**2.1751**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0900e-003	3.0900e-003	0.0322	7.0000e-005	5.8700e-003	5.0000e-005	5.9200e-003	1.5600e-003	5.0000e-005	1.6100e-003	0.0000	5.5114	5.5114	3.0000e-004	0.0000	5.5177
Total	**2.0900e-003**	**3.0900e-003**	**0.0322**	**7.0000e-005**	**5.8700e-003**	**5.0000e-005**	**5.9200e-003**	**1.5600e-003**	**5.0000e-005**	**1.6100e-003**	**0.0000**	**5.5114**	**5.5114**	**3.0000e-004**	**0.0000**	**5.5177**

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	tons/yr										MT/yr					
Archit. Coating	2.7968					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8200e-003	0.0186	0.0159	3.0000e-005		1.4700e-003	1.4700e-003		1.4700e-003	1.4700e-003	0.0000	2.1703	2.1703	2.3000e-004	0.0000	2.1751
Total	**2.7997**	**0.0186**	**0.0159**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**2.1703**	**2.1703**	**2.3000e-004**	**0.0000**	**2.1751**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0900e-003	3.0900e-003	0.0322	7.0000e-005	5.4100e-003	5.0000e-005	5.4600e-003	1.4500e-003	5.0000e-005	1.5000e-003	0.0000	5.5114	5.5114	3.0000e-004	0.0000	5.5177
Total	**2.0900e-003**	**3.0900e-003**	**0.0322**	**7.0000e-005**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**1.4500e-003**	**5.0000e-005**	**1.5000e-003**	**0.0000**	**5.5114**	**5.5114**	**3.0000e-004**	**0.0000**	**5.5177**

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	tons/yr										MT/yr					
Mitigated	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Unmitigated	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968

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4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	760.2833	760.2833	0.0350	7.2300e-003	763.2587
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	801.9663	801.9663	0.0369	7.6300e-003	805.1048
NaturalGas Mitigated	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1870	21.1870	4.1000e-004	3.9000e-004	21.3160
NaturalGas Unmitigated	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.8455	29.8455	5.7000e-004	5.5000e-004	30.0271

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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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	559283	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.8455	29.8455	5.7000e-004	5.5000e-004	30.0271
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.0200e-003**	**0.0274**	**0.0230**	**1.6000e-004**		**2.0800e-003**	**2.0800e-003**		**2.0800e-003**	**2.0800e-003**	**0.0000**	**29.8455**	**29.8455**	**5.7000e-004**	**5.5000e-004**	**30.0271**

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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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	397030	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1870	21.1870	4.1000e-004	3.9000e-004	21.3160
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1400e-003**	**0.0195**	**0.0164**	**1.2000e-004**		**1.4800e-003**	**1.4800e-003**		**1.4800e-003**	**1.4800e-003**	**0.0000**	**21.1870**	**21.1870**	**4.1000e-004**	**3.9000e-004**	**21.3160**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	122800	35.1412	1.6200e-003	3.3000e-004	35.2787
Unrefrigerated Warehouse-No Rail	2.67964e+006	766.8251	0.0353	7.2900e-003	769.8261
Total		**801.9663**	**0.0369**	**7.6200e-003**	**805.1048**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	122800	35.1412	1.6200e-003	3.3000e-004	35.2787
Unrefrigerated Warehouse-No Rail	2.53398e+006	725.1422	0.0333	6.9000e-003	727.9800
Total		**760.2833**	**0.0350**	**7.2300e-003**	**763.2587**

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	tons/yr										MT/yr					
Mitigated	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Unmitigated	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165

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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	tons/yr										MT/yr					
Architectural Coating	0.7170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.9000e-004	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Total	**3.4429**	**8.0000e-005**	**8.1800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0156**	**0.0156**	**4.0000e-005**	**0.0000**	**0.0165**

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	tons/yr										MT/yr					
Architectural Coating	0.7170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.9000e-004	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Total	**3.4429**	**8.0000e-005**	**8.1800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0156**	**0.0156**	**4.0000e-005**	**0.0000**	**0.0165**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	463.8979	0.1572	0.0914	495.5188
Unmitigated	579.8724	0.1974	0.1144	619.4787

Utility Trailer

Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	142.126 / 0	579.8724	0.1974	0.1144	619.4787
Total		**579.8724**	**0.1974**	**0.1144**	**619.4787**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	113.701 / 0	463.8979	0.1572	0.0914	495.5188
Total		**463.8979**	**0.1572**	**0.0914**	**495.5188**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	117.2719	6.9306	0.0000	262.8140
Unmitigated	117.2719	6.9306	0.0000	262.8140

Utility Trailer

Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	577.72	117.2719	6.9306	0.0000	262.8140
Total		**117.2719**	**6.9306**	**0.0000**	**262.8140**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	577.72	117.2719	6.9306	0.0000	262.8140
Total		**117.2719**	**6.9306**	**0.0000**	**262.8140**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	1	8.50	260	89	0.20	CNG
Forklifts	11	12.00	260	89	0.20	Diesel

Utility Trailer

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UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.4816	4.1699	2.8519	3.4800e-003		0.3440	0.3440		0.3165	0.3165	0.0000	323.6374	323.6374	0.0992	0.0000	325.7198
Total	**0.4816**	**4.1699**	**2.8519**	**3.4800e-003**		**0.3440**	**0.3440**		**0.3165**	**0.3165**	**0.0000**	**323.6374**	**323.6374**	**0.0992**	**0.0000**	**325.7198**

10.0 Vegetation

CalEEMod Version: CalEEMod.2013.2.2

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Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	2	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.82000E-003	1.85700E-002	1.58800E-002	3.00000E-005	1.47000E-003	1.47000E-003	0.00000E+000	2.17027E+000	2.17027E+000	2.30000E-004	0.00000E+000	2.17508E+000
Cranes	7.14100E-002	8.46510E-001	2.97660E-001	5.70000E-004	3.82700E-002	3.52100E-002	0.00000E+000	5.37908E+001	5.37908E+001	1.62800E-002	0.00000E+000	5.41328E+001
Excavators	8.15000E-003	9.30500E-002	7.20000E-002	1.10000E-004	4.58000E-003	4.21000E-003	0.00000E+000	1.04764E+001	1.04764E+001	3.16000E-003	0.00000E+000	1.05428E+001
Forklifts	7.77000E-002	6.69660E-001	4.38420E-001	5.30000E-004	5.58300E-002	5.13700E-002	0.00000E+000	4.99306E+001	4.99306E+001	1.51100E-002	0.00000E+000	5.02480E+001
Generator Sets	7.23100E-002	5.51010E-001	4.40380E-001	7.60000E-004	3.82800E-002	3.82800E-002	0.00000E+000	6.55641E+001	6.55641E+001	5.84000E-003	0.00000E+000	6.56867E+001
Graders	1.07000E-002	1.08990E-001	5.17400E-002	7.00000E-005	6.12000E-003	5.63000E-003	0.00000E+000	6.18589E+000	6.18589E+000	1.87000E-003	0.00000E+000	6.22507E+000
Pavers	6.12000E-003	6.85200E-002	4.82100E-002	8.00000E-005	3.37000E-003	3.10000E-003	0.00000E+000	7.12525E+000	7.12525E+000	2.18000E-003	0.00000E+000	7.17109E+000
Paving Equipment	4.81000E-003	5.46700E-002	4.31200E-002	7.00000E-005	2.73000E-003	2.51000E-003	0.00000E+000	6.32850E+000	6.32850E+000	1.94000E-003	0.00000E+000	6.36921E+000
Rollers	5.29000E-003	4.93200E-002	3.38400E-002	4.00000E-005	3.57000E-003	3.29000E-003	0.00000E+000	4.13566E+000	4.13566E+000	1.27000E-003	0.00000E+000	4.16227E+000
Rubber Tired Dozers	2.97200E-002	3.32900E-001	2.51640E-001	2.10000E-004	1.54900E-002	1.42500E-002	0.00000E+000	2.01054E+001	2.01054E+001	6.06000E-003	0.00000E+000	2.02327E+001
Scrapers	2.90300E-002	3.69510E-001	2.31450E-001	3.10000E-004	1.48900E-002	1.37000E-002	0.00000E+000	2.94808E+001	2.94808E+001	8.89000E-003	0.00000E+000	2.96675E+001
Tractors/Loaders/Backhoes	1.15330E-001	1.10342E+000	8.27430E-001	1.07000E-003	8.45800E-002	7.78100E-002	0.00000E+000	1.00522E+002	1.00522E+002	3.04200E-002	0.00000E+000	1.01161E+002
Welders	6.35900E-002	2.07410E-001	2.26970E-001	3.00000E-004	1.61000E-002	1.61000E-002	0.00000E+000	2.18336E+001	2.18336E+001	5.17000E-003	0.00000E+000	2.19422E+001

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.82000E-003	1.85700E-002	1.58800E-002	3.00000E-005	1.47000E-003	1.47000E-003	0.00000E+000	2.17026E+000	2.17026E+000	2.30000E-004	0.00000E+000	2.17507E+000
Cranes	7.14100E-002	8.46510E-001	2.97660E-001	5.70000E-004	3.82700E-002	3.52100E-002	0.00000E+000	5.37907E+001	5.37907E+001	1.62800E-002	0.00000E+000	5.41327E+001
Excavators	8.15000E-003	9.30500E-002	7.20000E-002	1.10000E-004	4.58000E-003	4.21000E-003	0.00000E+000	1.04764E+001	1.04764E+001	3.16000E-003	0.00000E+000	1.05428E+001
Forklifts	7.77000E-002	6.69660E-001	4.38420E-001	5.30000E-004	5.58300E-002	5.13700E-002	0.00000E+000	4.99306E+001	4.99306E+001	1.51100E-002	0.00000E+000	5.02480E+001
Generator Sets	7.23100E-002	5.51010E-001	4.40380E-001	7.60000E-004	3.82800E-002	3.82800E-002	0.00000E+000	6.55640E+001	6.55640E+001	5.84000E-003	0.00000E+000	6.56867E+001
Graders	1.07000E-002	1.08990E-001	5.17400E-002	7.00000E-005	6.12000E-003	5.63000E-003	0.00000E+000	6.18588E+000	6.18588E+000	1.87000E-003	0.00000E+000	6.22506E+000
Pavers	6.12000E-003	6.85200E-002	4.82100E-002	8.00000E-005	3.37000E-003	3.10000E-003	0.00000E+000	7.12524E+000	7.12524E+000	2.18000E-003	0.00000E+000	7.17109E+000
Paving Equipment	4.81000E-003	5.46700E-002	4.31200E-002	7.00000E-005	2.73000E-003	2.51000E-003	0.00000E+000	6.32849E+000	6.32849E+000	1.94000E-003	0.00000E+000	6.36921E+000
Rollers	5.29000E-003	4.93200E-002	3.38400E-002	4.00000E-005	3.57000E-003	3.29000E-003	0.00000E+000	4.13566E+000	4.13566E+000	1.27000E-003	0.00000E+000	4.16227E+000
Rubber Tired Dozers	2.97200E-002	3.32900E-001	2.51640E-001	2.10000E-004	1.54900E-002	1.42500E-002	0.00000E+000	2.01053E+001	2.01053E+001	6.06000E-003	0.00000E+000	2.02327E+001
Scrapers	2.90300E-002	3.69510E-001	2.31450E-001	3.10000E-004	1.48900E-002	1.37000E-002	0.00000E+000	2.94807E+001	2.94807E+001	8.89000E-003	0.00000E+000	2.96675E+001
Tractors/Loaders/Backhoes	1.15330E-001	1.10342E+000	8.27430E-001	1.07000E-003	8.45800E-002	7.78100E-002	0.00000E+000	1.00522E+002	1.00522E+002	3.04200E-002	0.00000E+000	1.01161E+002
Welders	6.35900E-002	2.07410E-001	2.26970E-001	3.00000E-004	1.61000E-002	1.61000E-002	0.00000E+000	2.18336E+001	2.18336E+001	5.17000E-003	0.00000E+000	2.19421E+001

Utility Trailer

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	4.60772E-006	4.60772E-006	0.00000E+000	0.00000E+000	4.59753E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.30134E-006	1.30134E-006	0.00000E+000	0.00000E+000	1.10839E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.54525E-007	9.54525E-007	0.00000E+000	0.00000E+000	9.48516E-007
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20167E-006	1.20167E-006	0.00000E+000	0.00000E+000	1.19408E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.06766E-006	1.06766E-006	0.00000E+000	0.00000E+000	1.21790E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.61658E-006	1.61658E-006	0.00000E+000	0.00000E+000	1.60641E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.40346E-006	1.40346E-006	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.58015E-006	1.58015E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.94760E-007	9.94760E-007	0.00000E+000	0.00000E+000	1.48275E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.35682E-006	1.35682E-006	0.00000E+000	0.00000E+000	1.01121E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19377E-006	1.19377E-006	0.00000E+000	0.00000E+000	1.18623E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.16020E-007	9.16020E-007	0.00000E+000	0.00000E+000	1.36723E-006

Utility Trailer

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Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
Yes	Clean Paved Road	% PM Reduction	9.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.01	0.00	0.01	0.00	0.08	0.07
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.49	0.13	0.45	0.12	0.08	0.07
Grading	Fugitive Dust	0.09	0.04	0.04	0.02	0.57	0.57
Grading	Roads	0.00	0.00	0.00	0.00	0.08	0.06
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.08	0.08
Site Preparation	Fugitive Dust	0.08	0.04	0.03	0.02	0.57	0.57
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.08	0.07

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.20	5.20	5.21	5.12	5.20
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	29.14	29.03	29.01	25.00	28.85	28.85	0.00	29.01	29.01	28.07	29.09	29.01
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	20.00	20.38	20.13	20.01
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.04	0.22		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	250.00
No	Use Low VOC Paint (Non-residential Exterior)	250.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Utility Trailer

Los Angeles-South Coast County, Mitigation Report

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
Yes	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	
Percent Reduction in Waste Disposed	

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant. Mitigation: Interior 0 g/L; Exterior 50 g/L.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00

tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

2.0 Emissions Summary

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					
2016	6.6093	75.2969	54.5041	0.0974	18.2924	3.5919	21.2385	9.9911	3.3045	12.7016	0.0000	9,054.6471	9,054.6471	1.9490	0.0000	9,095.5768
2017	50.7711	61.2428	72.4996	0.1333	5.1888	3.2856	8.4744	1.3911	3.0709	4.4620	0.0000	12,277.3950	12,277.3950	1.6426	0.0000	12,311.8887
Total	**57.3804**	**136.5396**	**127.0038**	**0.2306**	**23.4812**	**6.8775**	**29.7129**	**11.3822**	**6.3755**	**17.1636**	**0.0000**	**21,332.0422**	**21,332.0422**	**3.5916**	**0.0000**	**21,407.4655**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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					
2016	6.6093	75.2969	54.5041	0.0974	7.9321	3.5919	10.8782	4.3016	3.3045	7.0120	0.0000	9,054.6471	9,054.6471	1.9490	0.0000	9,095.5768
2017	50.7711	61.2428	72.4996	0.1333	4.7924	3.2856	8.0781	1.2938	3.0709	4.3647	0.0000	12,277.3950	12,277.3950	1.6426	0.0000	12,311.8887
Total	**57.3804**	**136.5396**	**127.0038**	**0.2306**	**12.7245**	**6.8775**	**18.9562**	**5.5953**	**6.3755**	**11.3767**	**0.0000**	**21,332.0422**	**21,332.0422**	**3.5916**	**0.0000**	**21,407.4655**

	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**	**45.81**	**0.00**	**36.20**	**50.84**	**0.00**	**33.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Mobile	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Offroad	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**33.0403**	**118.3263**	**183.4974**	**0.5132**	**25.0867**	**1.9575**	**27.0442**	**6.7850**	**1.8017**	**8.5867**		**47,426.0393**	**47,426.0393**	**1.0966**	**3.3000e-003**	**47,450.0920**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Mobile	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Offroad	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**33.0355**	**118.2827**	**183.4608**	**0.5129**	**25.0867**	**1.9541**	**27.0408**	**6.7850**	**1.7984**	**8.5834**		**47,373.7416**	**47,373.7416**	**1.0956**	**2.3500e-003**	**47,397.4761**

	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	**0.69**	**1.68**	**0.74**	**0.37**	**0.00**	**8.35**	**0.60**	**0.00**	**8.36**	**1.75**	**0.00**	**0.46**	**0.46**	**4.73**	**28.79**	**0.46**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	**0.1206**	**0.4707**	**1.6676**	**3.3400e-003**	**0.2262**	**7.4300e-003**	**0.2336**	**0.0605**	**6.8400e-003**	**0.0673**		**296.1624**	**296.1624**	**0.0127**		**296.4293**

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					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**7.7233**	**2.9387**	**10.6620**	**4.2454**	**2.7036**	**6.9490**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	**0.1206**	**0.4707**	**1.6676**	**3.3400e-003**	**0.2088**	**7.4300e-003**	**0.2162**	**0.0562**	**6.8400e-003**	**0.0630**		**296.1624**	**296.1624**	**0.0127**		**296.4293**

3.3 Grading - 2016

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**8.6733**	**3.5842**	**12.2576**	**3.5965**	**3.2975**	**6.8940**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		232.0062	232.0062	0.0134		232.2872
Total	**0.1299**	**0.4831**	**1.7979**	**3.6100e-003**	**0.2485**	**7.6400e-003**	**0.2562**	**0.0664**	**7.0300e-003**	**0.0734**		**319.3631**	**319.3631**	**0.0141**		**319.6580**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**3.7079**	**3.5842**	**7.2921**	**1.5375**	**3.2975**	**4.8350**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0927	0.1243	1.3028	2.7400e-003	0.2061	2.1100e-003	0.2082	0.0550	1.9400e-003	0.0569		232.0062	232.0062	0.0134		232.2872
Total	**0.1299**	**0.4831**	**1.7979**	**3.6100e-003**	**0.2294**	**7.6400e-003**	**0.2370**	**0.0617**	**7.0300e-003**	**0.0687**		**319.3631**	**319.3631**	**0.0141**		**319.6580**

3.4 Building Construction - 2016

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	1.1526	11.1235	15.3490	0.0271	0.7733	0.1714	0.9448	0.2200	0.1577	0.3777		2,708.0621	2,708.0621	0.0206		2,708.4952
Worker	1.4688	1.9705	20.6485	0.0435	3.5433	0.0335	3.5768	0.9397	0.0308	0.9705		3,677.2986	3,677.2986	0.2121		3,681.7524
Total	**2.6214**	**13.0940**	**35.9975**	**0.0705**	**4.3166**	**0.2049**	**4.5216**	**1.1597**	**0.1885**	**1.3482**		**6,385.3608**	**6,385.3608**	**0.2327**		**6,390.2476**

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	1.1526	11.1235	15.3490	0.0271	0.7224	0.1714	0.8938	0.2075	0.1577	0.3652		2,708.0621	2,708.0621	0.0206		2,708.4952
Worker	1.4688	1.9705	20.6485	0.0435	3.2661	0.0335	3.2996	0.8717	0.0308	0.9025		3,677.2986	3,677.2986	0.2121		3,681.7524
Total	**2.6214**	**13.0940**	**35.9975**	**0.0705**	**3.9885**	**0.2049**	**4.1934**	**1.0792**	**0.1885**	**1.2676**		**6,385.3608**	**6,385.3608**	**0.2327**		**6,390.2476**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	1.0493	10.1351	14.5585	0.0270	0.7736	0.1527	0.9263	0.2202	0.1404	0.3606		2,664.7680	2,664.7680	0.0200		2,665.1876
Worker	1.3171	1.7821	18.6323	0.0435	3.5433	0.0321	3.5754	0.9397	0.0296	0.9693		3,539.4173	3,539.4173	0.1960		3,543.5336
Total	**2.3664**	**11.9172**	**33.1908**	**0.0705**	**4.3170**	**0.1848**	**4.5017**	**1.1599**	**0.1700**	**1.3299**		**6,204.1852**	**6,204.1852**	**0.2160**		**6,208.7212**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
Vendor	1.0493	10.1351	14.5585	0.0270	0.7227	0.1527	0.8754	0.2077	0.1404	0.3481		2,664.7680	2,664.7680	0.0200		2,665.1876
Worker	1.3171	1.7821	18.6323	0.0435	3.2661	0.0321	3.2982	0.8717	0.0296	0.9013		3,539.4173	3,539.4173	0.1960		3,543.5336
Total	**2.3664**	**11.9172**	**33.1908**	**0.0705**	**3.9888**	**0.1848**	**4.1736**	**1.0793**	**0.1700**	**1.2493**		**6,204.1852**	**6,204.1852**	**0.2160**		**6,208.7212**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
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
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
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
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1546	1.5200e-003	0.1561	0.0413	1.4000e-003	0.0427		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1546**	**1.5200e-003**	**0.1561**	**0.0413**	**1.4000e-003**	**0.0427**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

3.6 Architectural Coating - 2017

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	41.3577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**41.6900**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
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
Worker	0.2618	0.3542	3.7030	8.6400e-003	0.7042	6.3800e-003	0.7106	0.1868	5.8800e-003	0.1926		703.4173	703.4173	0.0390		704.2354
Total	**0.2618**	**0.3542**	**3.7030**	**8.6400e-003**	**0.7042**	**6.3800e-003**	**0.7106**	**0.1868**	**5.8800e-003**	**0.1926**		**703.4173**	**703.4173**	**0.0390**		**704.2354**

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	41.3577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**41.6900**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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
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
Worker	0.2618	0.3542	3.7030	8.6400e-003	0.6491	6.3800e-003	0.6555	0.1732	5.8800e-003	0.1791		703.4173	703.4173	0.0390		704.2354
Total	**0.2618**	**0.3542**	**3.7030**	**8.6400e-003**	**0.6491**	**6.3800e-003**	**0.6555**	**0.1732**	**5.8800e-003**	**0.1791**		**703.4173**	**703.4173**	**0.0390**		**704.2354**

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	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917
Unmitigated	13.9325	116.2349	181.9786	0.5107	25.0867	1.7857	26.8724	6.7850	1.6428	8.4278		47,079.6123	47,079.6123	1.0419		47,101.4917

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
NaturalGas Unmitigated	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1532.28	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0165**	**0.1502**	**0.1262**	**9.0000e-004**		**0.0114**	**0.0114**		**0.0114**	**0.0114**		**180.2686**	**180.2686**	**3.4600e-003**	**3.3000e-003**	**181.3657**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08775	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0117**	**0.1066**	**0.0896**	**6.4000e-004**		**8.1000e-003**	**8.1000e-003**		**8.1000e-003**	**8.1000e-003**		**127.9709**	**127.9709**	**2.4500e-003**	**2.3500e-003**	**128.7497**

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Unmitigated	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
Forklifts	1	8.50	260	89	0.20	CNG

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Winter

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**0.2241**	**1.9406**	**1.3272**	**1.6200e-003**		**0.1601**	**0.1601**		**0.1473**	**0.1473**		**166.0207**	**166.0207**	**0.0509**		**167.0889**

10.0 Vegetation

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant. Mitigation: Interior 0 g/L; Exterior 50 g/L.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

2.0 Emissions Summary

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					
2016	6.6022	75.2759	53.1036	0.1002	18.2924	3.5918	21.2385	9.9911	3.3045	12.7015	0.0000	9,296.0195	9,296.0195	1.9490	0.0000	9,336.9487
2017	50.6170	60.7818	71.3869	0.1367	5.1888	3.2841	8.4729	1.3911	3.0695	4.4606	0.0000	12,562.3997	12,562.3997	1.6420	0.0000	12,596.8810
Total	**57.2192**	**136.0576**	**124.4905**	**0.2369**	**23.4812**	**6.8759**	**29.7113**	**11.3822**	**6.3740**	**17.1621**	**0.0000**	**21,858.4191**	**21,858.4191**	**3.5910**	**0.0000**	**21,933.8297**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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					
2016	6.6022	75.2759	53.1036	0.1002	7.9321	3.5918	10.8781	4.3016	3.3045	7.0119	0.0000	9,296.0194	9,296.0194	1.9490	0.0000	9,336.9487
2017	50.6170	60.7818	71.3869	0.1367	4.7924	3.2841	8.0765	1.2938	3.0695	4.3633	0.0000	12,562.3997	12,562.3997	1.6420	0.0000	12,596.8810
Total	**57.2192**	**136.0576**	**124.4905**	**0.2369**	**12.7245**	**6.8759**	**18.9547**	**5.5953**	**6.3740**	**11.3752**	**0.0000**	**21,858.4191**	**21,858.4191**	**3.5910**	**0.0000**	**21,933.8297**

	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**	**45.81**	**0.00**	**36.20**	**50.84**	**0.00**	**33.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Mobile	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Offroad	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**32.3558**	**114.1223**	**171.9106**	**0.5258**	**25.0867**	**1.9503**	**27.0370**	**6.7850**	**1.7951**	**8.5801**		**48,484.6222**	**48,484.6222**	**1.0931**	**3.3000e-003**	**48,508.6006**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Energy	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Mobile	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Offroad	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**32.3510**	**114.0787**	**171.8740**	**0.5255**	**25.0867**	**1.9469**	**27.0336**	**6.7850**	**1.7918**	**8.5768**		**48,432.3245**	**48,432.3245**	**1.0920**	**2.3500e-003**	**48,455.9847**

	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	**0.71**	**1.74**	**0.79**	**0.36**	**0.00**	**8.38**	**0.60**	**0.00**	**8.39**	**1.76**	**0.00**	**0.45**	**0.45**	**4.75**	**28.79**	**0.45**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	**0.1139**	**0.4509**	**1.6553**	**3.5000e-003**	**0.2262**	**7.3700e-003**	**0.2335**	**0.0605**	**6.7800e-003**	**0.0672**		**309.3121**	**309.3121**	**0.0127**		**309.5786**

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					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**7.7233**	**2.9387**	**10.6620**	**4.2454**	**2.7036**	**6.9490**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	**0.1139**	**0.4509**	**1.6553**	**3.5000e-003**	**0.2088**	**7.3700e-003**	**0.2161**	**0.0562**	**6.7800e-003**	**0.0630**		**309.3121**	**309.3121**	**0.0127**		**309.5786**

3.3 Grading - 2016

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**8.6733**	**3.5842**	**12.2576**	**3.5965**	**3.2975**	**6.8940**		**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2236	2.1100e-003	0.2257	0.0593	1.9400e-003	0.0612		245.8043	245.8043	0.0134		246.0853
Total	**0.1228**	**0.4621**	**1.7941**	**3.7900e-003**	**0.2485**	**7.5800e-003**	**0.2561**	**0.0664**	**6.9700e-003**	**0.0734**		**333.8925**	**333.8925**	**0.0140**		**334.1871**

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					3.7079	0.0000	3.7079	1.5375	0.0000	1.5375			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	**6.4795**	**74.8137**	**49.1374**	**0.0617**	**3.7079**	**3.5842**	**7.2921**	**1.5375**	**3.2975**	**4.8350**	**0.0000**	**6,414.9807**	**6,414.9807**	**1.9350**		**6,455.6154**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0891	0.1121	1.3874	2.9100e-003	0.2061	2.1100e-003	0.2082	0.0550	1.9400e-003	0.0569		245.8043	245.8043	0.0134		246.0853
Total	**0.1228**	**0.4621**	**1.7941**	**3.7900e-003**	**0.2294**	**7.5800e-003**	**0.2370**	**0.0617**	**6.9700e-003**	**0.0687**		**333.8925**	**333.8925**	**0.0140**		**334.1871**

3.4 Building Construction - 2016

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	1.0447	10.8511	12.6068	0.0272	0.7733	0.1696	0.9429	0.2200	0.1560	0.3760		2,730.7356	2,730.7356	0.0201		2,731.1566
Worker	1.4119	1.7770	21.9902	0.0461	3.5433	0.0335	3.5768	0.9397	0.0308	0.9705		3,895.9975	3,895.9975	0.2121		3,900.4513
Total	**2.4566**	**12.6280**	**34.5970**	**0.0733**	**4.3166**	**0.2031**	**4.5198**	**1.1597**	**0.1868**	**1.3465**		**6,626.7331**	**6,626.7331**	**0.2321**		**6,631.6078**

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	1.0447	10.8511	12.6068	0.0272	0.7224	0.1696	0.8920	0.2075	0.1560	0.3635		2,730.7356	2,730.7356	0.0201		2,731.1566
Worker	1.4119	1.7770	21.9902	0.0461	3.2661	0.0335	3.2996	0.8717	0.0308	0.9025		3,895.9975	3,895.9975	0.2121		3,900.4513
Total	**2.4566**	**12.6280**	**34.5970**	**0.0733**	**3.9885**	**0.2031**	**4.1916**	**1.0792**	**0.1868**	**1.2660**		**6,626.7331**	**6,626.7331**	**0.2321**		**6,631.6078**

3.4 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.9553	9.8921	11.8362	0.0272	0.7736	0.1511	0.9248	0.2202	0.1390	0.3591		2,687.1287	2,687.1287	0.0194		2,687.5361
Worker	1.2688	1.6071	19.9240	0.0461	3.5433	0.0321	3.5754	0.9397	0.0296	0.9693		3,750.1973	3,750.1973	0.1960		3,754.3136
Total	**2.2241**	**11.4992**	**31.7602**	**0.0733**	**4.3170**	**0.1832**	**4.5002**	**1.1599**	**0.1686**	**1.3284**		**6,437.3260**	**6,437.3260**	**0.2154**		**6,441.8497**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
Vendor	0.9553	9.8921	11.8362	0.0272	0.7227	0.1511	0.8739	0.2077	0.1390	0.3467		2,687.1287	2,687.1287	0.0194		2,687.5361
Worker	1.2688	1.6071	19.9240	0.0461	3.2661	0.0321	3.2982	0.8717	0.0296	0.9013		3,750.1973	3,750.1973	0.1960		3,754.3136
Total	**2.2241**	**11.4992**	**31.7602**	**0.0733**	**3.9888**	**0.1832**	**4.1720**	**1.0793**	**0.1686**	**1.2479**		**6,437.3260**	**6,437.3260**	**0.2154**		**6,441.8497**

3.5 Paving - 2017

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
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
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	1.3809					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.2883**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
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
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1546	1.5200e-003	0.1561	0.0413	1.4000e-003	0.0427		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1546**	**1.5200e-003**	**0.1561**	**0.0413**	**1.4000e-003**	**0.0427**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

3.6 Architectural Coating - 2017

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	41.3577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**41.6900**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
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
Worker	0.2522	0.3194	3.9597	9.1600e-003	0.7042	6.3800e-003	0.7106	0.1868	5.8800e-003	0.1926		745.3073	745.3073	0.0390		746.1254
Total	**0.2522**	**0.3194**	**3.9597**	**9.1600e-003**	**0.7042**	**6.3800e-003**	**0.7106**	**0.1868**	**5.8800e-003**	**0.1926**		**745.3073**	**745.3073**	**0.0390**		**746.1254**

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	41.3577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**41.6900**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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
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
Worker	0.2522	0.3194	3.9597	9.1600e-003	0.6491	6.3800e-003	0.6555	0.1732	5.8800e-003	0.1791		745.3073	745.3073	0.0390		746.1254
Total	**0.2522**	**0.3194**	**3.9597**	**9.1600e-003**	**0.6491**	**6.3800e-003**	**0.6555**	**0.1732**	**5.8800e-003**	**0.1791**		**745.3073**	**745.3073**	**0.0390**		**746.1254**

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	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003
Unmitigated	13.2480	112.0309	170.3918	0.5233	25.0867	1.7785	26.8652	6.7850	1.6362	8.4212		48,138.1952	48,138.1952	1.0383		48,160.0003

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
NaturalGas Unmitigated	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1532.28	0.0165	0.1502	0.1262	9.0000e-004		0.0114	0.0114		0.0114	0.0114		180.2686	180.2686	3.4600e-003	3.3000e-003	181.3657
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0165**	**0.1502**	**0.1262**	**9.0000e-004**		**0.0114**	**0.0114**		**0.0114**	**0.0114**		**180.2686**	**180.2686**	**3.4600e-003**	**3.3000e-003**	**181.3657**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08775	0.0117	0.1066	0.0896	6.4000e-004		8.1000e-003	8.1000e-003		8.1000e-003	8.1000e-003		127.9709	127.9709	2.4500e-003	2.3500e-003	128.7497
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0117**	**0.1066**	**0.0896**	**6.4000e-004**		**8.1000e-003**	**8.1000e-003**		**8.1000e-003**	**8.1000e-003**		**127.9709**	**127.9709**	**2.4500e-003**	**2.3500e-003**	**128.7497**

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	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Unmitigated	18.8672	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

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	3.9289					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	14.9320					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.3200e-003	6.2000e-004	0.0654	0.0000		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		0.1377	0.1377	3.8000e-004		0.1457
Total	**18.8672**	**6.2000e-004**	**0.0654**	**0.0000**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**		**0.1377**	**0.1377**	**3.8000e-004**		**0.1457**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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
Forklifts	1	8.50	260	89	0.20	CNG

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Summer

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.2241	1.9406	1.3272	1.6200e-003		0.1601	0.1601		0.1473	0.1473		166.0207	166.0207	0.0509		167.0889
Total	**0.2241**	**1.9406**	**1.3272**	**1.6200e-003**		**0.1601**	**0.1601**		**0.1473**	**0.1473**		**166.0207**	**166.0207**	**0.0509**		**167.0889**

10.0 Vegetation

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	614.60	1000sqft	14.41	614,597.00	0
Other Asphalt Surfaces	5.76	Acre	5.76	0.00	0
Other Non-Asphalt Surfaces	5.55	Acre	5.55	0.00	0
Parking Lot	3.20	Acre	3.20	139,545.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Normalized CalEEmod default schedule for 12 months construction schedule.

Trips and VMT - Water truck trips accounted for in vendor trips.

Grading -

Architectural Coating - Based on construction information provided by the Applicant. Mitigation: Interior 0 g/L; Exterior 50 g/L.

Vehicle Trips - SCAG 2012 RTP model by Iteris and TIA by RK Engineering Group, Inc.

Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.
Vechicle Emission Factors - Calibrated the VMT by fleet type so that it corresponds to the number of trips by fleet type provided by RK Engineering and the average trip length by trip type for the City of Industry.

Water And Wastewater - 100% Aerobic.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation -

Water Mitigation -

Operational Off-Road Equipment - Building B: 1 propane forklift. Building E: 0 forklift. Building A&C&D: assume 11 forklifts based on SQFT.

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	309,392.00	303,379.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	928,175.00	903,458.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	440.00	232.00
tblConstructionPhase	NumDays	45.00	21.00
tblConstructionPhase	NumDays	35.00	17.00
tblConstructionPhase	NumDays	20.00	9.00
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	4/7/2017	3/15/2017
tblConstructionPhase	PhaseEndDate	3/25/2016	3/27/2016
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblConstructionPhase	PhaseStartDate	3/16/2017	2/21/2017
tblLandUse	LandUseSquareFeet	614,600.00	614,597.00
tblLandUse	LandUseSquareFeet	250,905.60	0.00
tblLandUse	LandUseSquareFeet	241,758.00	0.00
tblLandUse	LandUseSquareFeet	139,392.00	139,545.00
tblLandUse	LotAcreage	14.11	14.41
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	8.50
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	HHD	0.03	0.19
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDA	0.53	0.43
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT1	0.06	0.05
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LDT2	0.18	0.14
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	LHD2	6.2730e-003	6.2860e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MCY	3.6850e-003	2.9520e-003
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MDV	0.13	0.04
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00
tblVehicleEF	MH	1.6630e-003	0.00

tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	MHD	0.02	0.10
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	OBUS	2.4780e-003	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	SBUS	5.4400e-004	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleEF	UBUS	3.1540e-003	0.00
tblVehicleTrips	CC_TL	8.40	15.38
tblVehicleTrips	CNW_TL	6.90	15.38
tblVehicleTrips	CW_TL	16.60	15.38
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.6213	4.7864	5.5897	9.6600e-003	0.5549	0.2453	0.8002	0.1854	0.2291	0.4145	0.0000	823.0479	823.0479	0.0962	0.0000	825.0690
2017	0.5269	1.2171	1.5355	2.9100e-003	0.1195	0.0633	0.1828	0.0321	0.0593	0.0914	0.0000	240.8778	240.8778	0.0268	0.0000	241.4405
Total	**1.1482**	**6.0035**	**7.1252**	**0.0126**	**0.6744**	**0.3086**	**0.9830**	**0.2175**	**0.2884**	**0.5059**	**0.0000**	**1,063.9257**	**1,063.9257**	**0.1230**	**0.0000**	**1,066.5094**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

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	tons/yr										MT/yr					
2016	0.6213	4.7864	5.5897	9.6600e-003	0.4272	0.2453	0.6725	0.1311	0.2291	0.3602	0.0000	823.0475	823.0475	0.0962	0.0000	825.0686
2017	0.5269	1.2171	1.5355	2.9100e-003	0.1104	0.0633	0.1737	0.0299	0.0593	0.0892	0.0000	240.8777	240.8777	0.0268	0.0000	241.4404
Total	**1.1482**	**6.0035**	**7.1252**	**0.0126**	**0.5376**	**0.3086**	**0.8462**	**0.1610**	**0.2884**	**0.4493**	**0.0000**	**1,063.9252**	**1,063.9252**	**0.1230**	**0.0000**	**1,066.5090**

	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**	**20.28**	**0.00**	**13.91**	**26.00**	**0.00**	**11.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

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	tons/yr										MT/yr					
Area	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Energy	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	831.8118	831.8118	0.0374	8.1700e-003	835.1319
Mobile	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Offroad	0.0291	0.2523	0.1725	2.1000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	19.5795	19.5795	6.0000e-003	0.0000	19.7055
Waste						0.0000	0.0000		0.0000	0.0000	117.2719	0.0000	117.2719	6.9306	0.0000	262.8140
Water						0.0000	0.0000		0.0000	0.0000	50.2845	529.5879	579.8724	0.1974	0.1144	619.4787
Total	**5.9334**	**21.8127**	**32.9134**	**0.0939**	**4.4804**	**0.3468**	**4.8272**	**1.2139**	**0.3192**	**1.5331**	**167.5564**	**9,197.9905**	**9,365.5469**	**7.3430**	**0.1226**	**9,557.7434**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

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	tons/yr										MT/yr					
Area	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Energy	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	781.4704	781.4704	0.0354	7.6200e-003	784.5747
Mobile	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Offroad	0.0291	0.2523	0.1725	2.1000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	19.5795	19.5795	6.0000e-003	0.0000	19.7055
Waste						0.0000	0.0000		0.0000	0.0000	117.2719	0.0000	117.2719	6.9306	0.0000	262.8140
Water						0.0000	0.0000		0.0000	0.0000	40.2276	423.6703	463.8979	0.1572	0.0914	495.5188
Total	**5.9325**	**21.8047**	**32.9067**	**0.0939**	**4.4804**	**0.3462**	**4.8266**	**1.2139**	**0.3186**	**1.5325**	**157.4995**	**9,041.7315**	**9,199.2311**	**7.3006**	**0.0990**	**9,383.2263**

	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	**0.51**	**1.19**	**0.54**	**0.27**	**0.00**	**6.17**	**0.44**	**0.00**	**6.19**	**1.29**	**6.00**	**1.91**	**1.98**	**0.66**	**19.24**	**2.03**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/15/2016	3/27/2016	5	9	
2	Grading	Grading	3/28/2016	4/25/2016	5	21	
3	Building Construction	Building Construction	4/26/2016	3/15/2017	5	232	
4	Paving	Paving	2/21/2017	3/15/2017	5	17	
5	Architectural Coating	Architectural Coating	2/21/2017	3/15/2017	5	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 52.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 903,458; Non-Residential Outdoor: 303,379 (Architectural Coating

Utility Trailer (With Mitigation)

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	317.00	124.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	63.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2016

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	tons/yr										MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2459	0.1850	1.8000e-004		0.0132	0.0132		0.0122	0.0122	0.0000	16.5947	16.5947	5.0100e-003	0.0000	16.6998
Total	**0.0229**	**0.2459**	**0.1850**	**1.8000e-004**	**0.0813**	**0.0132**	**0.0945**	**0.0447**	**0.0122**	**0.0569**	**0.0000**	**16.5947**	**16.5947**	**5.0100e-003**	**0.0000**	**16.6998**

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	1.6500e-003	2.1400e-003	0.0000	1.1000e-004	2.0000e-005	1.4000e-004	3.0000e-005	2.0000e-005	5.0000e-005	0.0000	0.3584	0.3584	0.0000	0.0000	0.3584
Worker	3.5000e-004	5.2000e-004	5.3900e-003	1.0000e-005	8.9000e-004	1.0000e-005	9.0000e-004	2.4000e-004	1.0000e-005	2.4000e-004	0.0000	0.8661	0.8661	5.0000e-005	0.0000	0.8672
Total	**5.1000e-004**	**2.1700e-003**	**7.5300e-003**	**1.0000e-005**	**1.0000e-003**	**3.0000e-005**	**1.0400e-003**	**2.7000e-004**	**3.0000e-005**	**2.9000e-004**	**0.0000**	**1.2245**	**1.2245**	**5.0000e-005**	**0.0000**	**1.2256**

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	tons/yr										MT/yr					
Fugitive Dust					0.0348	0.0000	0.0348	0.0191	0.0000	0.0191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2459	0.1850	1.8000e-004		0.0132	0.0132		0.0122	0.0122	0.0000	16.5947	16.5947	5.0100e-003	0.0000	16.6998
Total	**0.0229**	**0.2459**	**0.1850**	**1.8000e-004**	**0.0348**	**0.0132**	**0.0480**	**0.0191**	**0.0122**	**0.0313**	**0.0000**	**16.5947**	**16.5947**	**5.0100e-003**	**0.0000**	**16.6998**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	1.6500e-003	2.1400e-003	0.0000	1.0000e-004	2.0000e-005	1.3000e-004	3.0000e-005	2.0000e-005	5.0000e-005	0.0000	0.3584	0.3584	0.0000	0.0000	0.3584
Worker	3.5000e-004	5.2000e-004	5.3900e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.3000e-004	0.0000	0.8661	0.8661	5.0000e-005	0.0000	0.8672
Total	**5.1000e-004**	**2.1700e-003**	**7.5300e-003**	**1.0000e-005**	**9.2000e-004**	**3.0000e-005**	**9.6000e-004**	**2.5000e-004**	**3.0000e-005**	**2.8000e-004**	**0.0000**	**1.2245**	**1.2245**	**5.0000e-005**	**0.0000**	**1.2256**

3.3 Grading - 2016

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	tons/yr										MT/yr					
Fugitive Dust					0.0911	0.0000	0.0911	0.0378	0.0000	0.0378	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7855	0.5159	6.5000e-004		0.0376	0.0376		0.0346	0.0346	0.0000	61.1055	61.1055	0.0184	0.0000	61.4926
Total	**0.0680**	**0.7855**	**0.5159**	**6.5000e-004**	**0.0911**	**0.0376**	**0.1287**	**0.0378**	**0.0346**	**0.0724**	**0.0000**	**61.1055**	**61.1055**	**0.0184**	**0.0000**	**61.4926**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	3.8400e-003	4.9900e-003	1.0000e-005	2.6000e-004	6.0000e-005	3.2000e-004	7.0000e-005	5.0000e-005	1.3000e-004	0.0000	0.8362	0.8362	1.0000e-005	0.0000	0.8363
Worker	9.2000e-004	1.3400e-003	0.0140	3.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.2455	2.2455	1.3000e-004	0.0000	2.2482
Total	**1.3000e-003**	**5.1800e-003**	**0.0190**	**4.0000e-005**	**2.5600e-003**	**8.0000e-005**	**2.6400e-003**	**6.8000e-004**	**7.0000e-005**	**7.6000e-004**	**0.0000**	**3.0816**	**3.0816**	**1.4000e-004**	**0.0000**	**3.0844**

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	tons/yr										MT/yr					
Fugitive Dust					0.0389	0.0000	0.0389	0.0161	0.0000	0.0161	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0680	0.7855	0.5159	6.5000e-004		0.0376	0.0376		0.0346	0.0346	0.0000	61.1054	61.1054	0.0184	0.0000	61.4925
Total	**0.0680**	**0.7855**	**0.5159**	**6.5000e-004**	**0.0389**	**0.0376**	**0.0766**	**0.0161**	**0.0346**	**0.0508**	**0.0000**	**61.1054**	**61.1054**	**0.0184**	**0.0000**	**61.4925**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-004	3.8400e-003	4.9900e-003	1.0000e-005	2.4000e-004	6.0000e-005	3.0000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.8362	0.8362	1.0000e-005	0.0000	0.8363
Worker	9.2000e-004	1.3400e-003	0.0140	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.2455	2.2455	1.3000e-004	0.0000	2.2482
Total	**1.3000e-003**	**5.1800e-003**	**0.0190**	**4.0000e-005**	**2.3600e-003**	**8.0000e-005**	**2.4400e-003**	**6.4000e-004**	**7.0000e-005**	**7.1000e-004**	**0.0000**	**3.0816**	**3.0816**	**1.4000e-004**	**0.0000**	**3.0844**

3.4 Building Construction - 2016

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	tons/yr										MT/yr					
Off-Road	0.3049	2.5513	1.6563	2.4000e-003		0.1761	0.1761		0.1654	0.1654	0.0000	216.7275	216.7275	0.0538	0.0000	217.8563
Total	**0.3049**	**2.5513**	**1.6563**	**2.4000e-003**		**0.1761**	**0.1761**		**0.1654**	**0.1654**	**0.0000**	**216.7275**	**216.7275**	**0.0538**	**0.0000**	**217.8563**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0998	1.0154	1.3189	2.4300e-003	0.0681	0.0153	0.0833	0.0194	0.0140	0.0334	0.0000	220.9435	220.9435	1.6500e-003	0.0000	220.9781
Worker	0.1239	0.1810	1.8871	3.9500e-003	0.3109	3.0000e-003	0.3139	0.0826	2.7600e-003	0.0853	0.0000	303.3706	303.3706	0.0172	0.0000	303.7322
Total	**0.2237**	**1.1964**	**3.2060**	**6.3800e-003**	**0.3790**	**0.0183**	**0.3972**	**0.1020**	**0.0168**	**0.1188**	**0.0000**	**524.3141**	**524.3141**	**0.0189**	**0.0000**	**524.7103**

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	tons/yr										MT/yr					
Off-Road	0.3049	2.5513	1.6563	2.4000e-003		0.1761	0.1761		0.1654	0.1654	0.0000	216.7272	216.7272	0.0538	0.0000	217.8560
Total	**0.3049**	**2.5513**	**1.6563**	**2.4000e-003**		**0.1761**	**0.1761**		**0.1654**	**0.1654**	**0.0000**	**216.7272**	**216.7272**	**0.0538**	**0.0000**	**217.8560**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0998	1.0154	1.3189	2.4300e-003	0.0636	0.0153	0.0789	0.0183	0.0140	0.0323	0.0000	220.9435	220.9435	1.6500e-003	0.0000	220.9781
Worker	0.1239	0.1810	1.8871	3.9500e-003	0.2866	3.0000e-003	0.2896	0.0766	2.7600e-003	0.0794	0.0000	303.3706	303.3706	0.0172	0.0000	303.7322
Total	**0.2237**	**1.1964**	**3.2060**	**6.3800e-003**	**0.3503**	**0.0183**	**0.3685**	**0.0949**	**0.0168**	**0.1117**	**0.0000**	**524.3141**	**524.3141**	**0.0189**	**0.0000**	**524.7103**

3.4 Building Construction - 2017

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	tons/yr										MT/yr					
Off-Road	0.0822	0.6998	0.4804	7.1000e-004		0.0472	0.0472		0.0443	0.0443	0.0000	63.4620	63.4620	0.0156	0.0000	63.7900
Total	**0.0822**	**0.6998**	**0.4804**	**7.1000e-004**		**0.0472**	**0.0472**		**0.0443**	**0.0443**	**0.0000**	**63.4620**	**63.4620**	**0.0156**	**0.0000**	**63.7900**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.2739	0.3695	7.2000e-004	0.0202	4.0200e-003	0.0242	5.7500e-003	3.7000e-003	9.4500e-003	0.0000	64.3739	64.3739	4.7000e-004	0.0000	64.3838
Worker	0.0329	0.0485	0.5047	1.1700e-003	0.0921	8.5000e-004	0.0929	0.0245	7.8000e-004	0.0252	0.0000	86.4586	86.4586	4.7100e-003	0.0000	86.5576
Total	**0.0598**	**0.3224**	**0.8742**	**1.8900e-003**	**0.1122**	**4.8700e-003**	**0.1171**	**0.0302**	**4.4800e-003**	**0.0347**	**0.0000**	**150.8325**	**150.8325**	**5.1800e-003**	**0.0000**	**150.9414**

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	tons/yr										MT/yr					
Off-Road	0.0822	0.6998	0.4804	7.1000e-004		0.0472	0.0472		0.0443	0.0443	0.0000	63.4619	63.4619	0.0156	0.0000	63.7899
Total	**0.0822**	**0.6998**	**0.4804**	**7.1000e-004**		**0.0472**	**0.0472**		**0.0443**	**0.0443**	**0.0000**	**63.4619**	**63.4619**	**0.0156**	**0.0000**	**63.7899**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.2739	0.3695	7.2000e-004	0.0188	4.0200e-003	0.0229	5.4300e-003	3.7000e-003	9.1300e-003	0.0000	64.3739	64.3739	4.7000e-004	0.0000	64.3838
Worker	0.0329	0.0485	0.5047	1.1700e-003	0.0849	8.5000e-004	0.0857	0.0227	7.8000e-004	0.0235	0.0000	86.4586	86.4586	4.7100e-003	0.0000	86.5576
Total	**0.0598**	**0.3224**	**0.8742**	**1.8900e-003**	**0.1037**	**4.8700e-003**	**0.1086**	**0.0281**	**4.4800e-003**	**0.0326**	**0.0000**	**150.8325**	**150.8325**	**5.1800e-003**	**0.0000**	**150.9414**

3.5 Paving - 2017

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	tons/yr										MT/yr					
Off-Road	0.0162	0.1725	0.1252	1.9000e-004		9.6800e-003	9.6800e-003		8.9000e-003	8.9000e-003	0.0000	17.5894	17.5894	5.3900e-003	0.0000	17.7026
Paving	0.0117					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1725**	**0.1252**	**1.9000e-004**		**9.6800e-003**	**9.6800e-003**		**8.9000e-003**	**8.9000e-003**	**0.0000**	**17.5894**	**17.5894**	**5.3900e-003**	**0.0000**	**17.7026**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.4000e-004	7.6600e-003	2.0000e-005	1.4000e-003	1.0000e-005	1.4100e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.3122	1.3122	7.0000e-005	0.0000	1.3137
Total	**5.0000e-004**	**7.4000e-004**	**7.6600e-003**	**2.0000e-005**	**1.4000e-003**	**1.0000e-005**	**1.4100e-003**	**3.7000e-004**	**1.0000e-005**	**3.8000e-004**	**0.0000**	**1.3122**	**1.3122**	**7.0000e-005**	**0.0000**	**1.3137**

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	tons/yr										MT/yr					
Off-Road	0.0162	0.1725	0.1252	1.9000e-004		9.6800e-003	9.6800e-003		8.9000e-003	8.9000e-003	0.0000	17.5894	17.5894	5.3900e-003	0.0000	17.7026
Paving	0.0117					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0280**	**0.1725**	**0.1252**	**1.9000e-004**		**9.6800e-003**	**9.6800e-003**		**8.9000e-003**	**8.9000e-003**	**0.0000**	**17.5894**	**17.5894**	**5.3900e-003**	**0.0000**	**17.7026**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.4000e-004	7.6600e-003	2.0000e-005	1.2900e-003	1.0000e-005	1.3000e-003	3.4000e-004	1.0000e-005	3.6000e-004	0.0000	1.3122	1.3122	7.0000e-005	0.0000	1.3137
Total	**5.0000e-004**	**7.4000e-004**	**7.6600e-003**	**2.0000e-005**	**1.2900e-003**	**1.0000e-005**	**1.3000e-003**	**3.4000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.3122**	**1.3122**	**7.0000e-005**	**0.0000**	**1.3137**

3.6 Architectural Coating - 2017

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	tons/yr										MT/yr					
Archit. Coating	0.3515					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8200e-003	0.0186	0.0159	3.0000e-005		1.4700e-003	1.4700e-003		1.4700e-003	1.4700e-003	0.0000	2.1703	2.1703	2.3000e-004	0.0000	2.1751
Total	**0.3544**	**0.0186**	**0.0159**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**2.1703**	**2.1703**	**2.3000e-004**	**0.0000**	**2.1751**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0900e-003	3.0900e-003	0.0322	7.0000e-005	5.8700e-003	5.0000e-005	5.9200e-003	1.5600e-003	5.0000e-005	1.6100e-003	0.0000	5.5114	5.5114	3.0000e-004	0.0000	5.5177
Total	**2.0900e-003**	**3.0900e-003**	**0.0322**	**7.0000e-005**	**5.8700e-003**	**5.0000e-005**	**5.9200e-003**	**1.5600e-003**	**5.0000e-005**	**1.6100e-003**	**0.0000**	**5.5114**	**5.5114**	**3.0000e-004**	**0.0000**	**5.5177**

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	tons/yr										MT/yr					
Archit. Coating	0.3515					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8200e-003	0.0186	0.0159	3.0000e-005		1.4700e-003	1.4700e-003		1.4700e-003	1.4700e-003	0.0000	2.1703	2.1703	2.3000e-004	0.0000	2.1751
Total	**0.3544**	**0.0186**	**0.0159**	**3.0000e-005**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**2.1703**	**2.1703**	**2.3000e-004**	**0.0000**	**2.1751**

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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	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0900e-003	3.0900e-003	0.0322	7.0000e-005	5.4100e-003	5.0000e-005	5.4600e-003	1.4500e-003	5.0000e-005	1.5000e-003	0.0000	5.5114	5.5114	3.0000e-004	0.0000	5.5177
Total	**2.0900e-003**	**3.0900e-003**	**0.0322**	**7.0000e-005**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**1.4500e-003**	**5.0000e-005**	**1.5000e-003**	**0.0000**	**5.5114**	**5.5114**	**3.0000e-004**	**0.0000**	**5.5177**

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	tons/yr										MT/yr					
Mitigated	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968
Unmitigated	2.4583	21.5329	32.7097	0.0935	4.4804	0.3239	4.8043	1.2139	0.2979	1.5119	0.0000	7,816.9958	7,816.9958	0.1715	0.0000	7,820.5968

Utility Trailer (With Mitigation)

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4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	2,187.98	2,187.98	2187.98	11,424,572	11,424,572
Total	2,187.98	2,187.98	2,187.98	11,424,572	11,424,572

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	15.38	15.38	15.38	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.426687	0.046664	0.142797	0.042000	0.039014	0.006286	0.100326	0.193474	0.000000	0.000000	0.002952	0.000000	0.000000

Utility Trailer (With Mitigation)

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	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	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	760.2833	760.2833	0.0350	7.2300e-003	763.2587
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	801.9663	801.9663	0.0369	7.6300e-003	805.1048
NaturalGas Mitigated	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1870	21.1870	4.1000e-004	3.9000e-004	21.3160
NaturalGas Unmitigated	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.8455	29.8455	5.7000e-004	5.5000e-004	30.0271

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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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	559283	3.0200e-003	0.0274	0.0230	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	29.8455	29.8455	5.7000e-004	5.5000e-004	30.0271
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.0200e-003**	**0.0274**	**0.0230**	**1.6000e-004**		**2.0800e-003**	**2.0800e-003**		**2.0800e-003**	**2.0800e-003**	**0.0000**	**29.8455**	**29.8455**	**5.7000e-004**	**5.5000e-004**	**30.0271**

Utility Trailer (With Mitigation)

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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	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	397030	2.1400e-003	0.0195	0.0164	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1870	21.1870	4.1000e-004	3.9000e-004	21.3160
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.1400e-003**	**0.0195**	**0.0164**	**1.2000e-004**		**1.4800e-003**	**1.4800e-003**		**1.4800e-003**	**1.4800e-003**	**0.0000**	**21.1870**	**21.1870**	**4.1000e-004**	**3.9000e-004**	**21.3160**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	122800	35.1412	1.6200e-003	3.3000e-004	35.2787
Unrefrigerated Warehouse-No Rail	2.67964e+006	766.8251	0.0353	7.2900e-003	769.8261
Total		**801.9663**	**0.0369**	**7.6200e-003**	**805.1048**

Utility Trailer (With Mitigation)

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	122800	35.1412	1.6200e-003	3.3000e-004	35.2787
Unrefrigerated Warehouse-No Rail	2.53398e+006	725.1422	0.0333	6.9000e-003	727.9800
Total		**760.2833**	**0.0350**	**7.2300e-003**	**763.2587**

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	tons/yr										MT/yr					
Mitigated	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Unmitigated	3.4429	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

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	tons/yr										MT/yr					
Architectural Coating	0.7170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.9000e-004	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Total	**3.4429**	**8.0000e-005**	**8.1800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0156**	**0.0156**	**4.0000e-005**	**0.0000**	**0.0165**

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	tons/yr										MT/yr					
Architectural Coating	0.7170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7251					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.9000e-004	8.0000e-005	8.1800e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0156	0.0156	4.0000e-005	0.0000	0.0165
Total	**3.4429**	**8.0000e-005**	**8.1800e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0156**	**0.0156**	**4.0000e-005**	**0.0000**	**0.0165**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	463.8979	0.1572	0.0914	495.5188
Unmitigated	579.8724	0.1974	0.1144	619.4787

Utility Trailer (With Mitigation)

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	142.126 / 0	579.8724	0.1974	0.1144	619.4787
Total		**579.8724**	**0.1974**	**0.1144**	**619.4787**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	113.701 / 0	463.8979	0.1572	0.0914	495.5188
Total		**463.8979**	**0.1572**	**0.0914**	**495.5188**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	117.2719	6.9306	0.0000	262.8140
Unmitigated	117.2719	6.9306	0.0000	262.8140

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	577.72	117.2719	6.9306	0.0000	262.8140
Total		**117.2719**	**6.9306**	**0.0000**	**262.8140**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	577.72	117.2719	6.9306	0.0000	262.8140
Total		**117.2719**	**6.9306**	**0.0000**	**262.8140**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	1	8.50	260	89	0.20	CNG

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UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0291	0.2523	0.1725	2.1000e-004		0.0208	0.0208		0.0192	0.0192	0.0000	19.5795	19.5795	6.0000e-003	0.0000	19.7055
Total	**0.0291**	**0.2523**	**0.1725**	**2.1000e-004**		**0.0208**	**0.0208**		**0.0192**	**0.0192**	**0.0000**	**19.5795**	**19.5795**	**6.0000e-003**	**0.0000**	**19.7055**

10.0 Vegetation

CalEEMod Version: CalEEMod.2013.2.2

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Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	2	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.82000E-003	1.85700E-002	1.58800E-002	3.00000E-005	1.47000E-003	1.47000E-003	0.00000E+000	2.17027E+000	2.17027E+000	2.30000E-004	0.00000E+000	2.17508E+000
Cranes	7.14100E-002	8.46510E-001	2.97660E-001	5.70000E-004	3.82700E-002	3.52100E-002	0.00000E+000	5.37908E+001	5.37908E+001	1.62800E-002	0.00000E+000	5.41328E+001
Excavators	8.15000E-003	9.30500E-002	7.20000E-002	1.10000E-004	4.58000E-003	4.21000E-003	0.00000E+000	1.04764E+001	1.04764E+001	3.16000E-003	0.00000E+000	1.05428E+001
Forklifts	7.77000E-002	6.69660E-001	4.38420E-001	5.30000E-004	5.58300E-002	5.13700E-002	0.00000E+000	4.99306E+001	4.99306E+001	1.51100E-002	0.00000E+000	5.02480E+001
Generator Sets	7.23100E-002	5.51010E-001	4.40380E-001	7.60000E-004	3.82800E-002	3.82800E-002	0.00000E+000	6.55641E+001	6.55641E+001	5.84000E-003	0.00000E+000	6.56867E+001
Graders	1.07000E-002	1.08990E-001	5.17400E-002	7.00000E-005	6.12000E-003	5.63000E-003	0.00000E+000	6.18589E+000	6.18589E+000	1.87000E-003	0.00000E+000	6.22507E+000
Pavers	6.12000E-003	6.85200E-002	4.82100E-002	8.00000E-005	3.37000E-003	3.10000E-003	0.00000E+000	7.12525E+000	7.12525E+000	2.18000E-003	0.00000E+000	7.17109E+000
Paving Equipment	4.81000E-003	5.46700E-002	4.31200E-002	7.00000E-005	2.73000E-003	2.51000E-003	0.00000E+000	6.32850E+000	6.32850E+000	1.94000E-003	0.00000E+000	6.36921E+000
Rollers	5.29000E-003	4.93200E-002	3.38400E-002	4.00000E-005	3.57000E-003	3.29000E-003	0.00000E+000	4.13566E+000	4.13566E+000	1.27000E-003	0.00000E+000	4.16227E+000
Rubber Tired Dozers	2.97200E-002	3.32900E-001	2.51640E-001	2.10000E-004	1.54900E-002	1.42500E-002	0.00000E+000	2.01054E+001	2.01054E+001	6.06000E-003	0.00000E+000	2.02327E+001
Scrapers	2.90300E-002	3.69510E-001	2.31450E-001	3.10000E-004	1.48900E-002	1.37000E-002	0.00000E+000	2.94808E+001	2.94808E+001	8.89000E-003	0.00000E+000	2.96675E+001
Tractors/Loaders/Backhoes	1.15330E-001	1.10342E+000	8.27430E-001	1.07000E-003	8.45800E-002	7.78100E-002	0.00000E+000	1.00522E+002	1.00522E+002	3.04200E-002	0.00000E+000	1.01161E+002
Welders	6.35900E-002	2.07410E-001	2.26970E-001	3.00000E-004	1.61000E-002	1.61000E-002	0.00000E+000	2.18336E+001	2.18336E+001	5.17000E-003	0.00000E+000	2.19422E+001

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.82000E-003	1.85700E-002	1.58800E-002	3.00000E-005	1.47000E-003	1.47000E-003	0.00000E+000	2.17026E+000	2.17026E+000	2.30000E-004	0.00000E+000	2.17507E+000
Cranes	7.14100E-002	8.46510E-001	2.97660E-001	5.70000E-004	3.82700E-002	3.52100E-002	0.00000E+000	5.37907E+001	5.37907E+001	1.62800E-002	0.00000E+000	5.41327E+001
Excavators	8.15000E-003	9.30500E-002	7.20000E-002	1.10000E-004	4.58000E-003	4.21000E-003	0.00000E+000	1.04764E+001	1.04764E+001	3.16000E-003	0.00000E+000	1.05428E+001
Forklifts	7.77000E-002	6.69660E-001	4.38420E-001	5.30000E-004	5.58300E-002	5.13700E-002	0.00000E+000	4.99306E+001	4.99306E+001	1.51100E-002	0.00000E+000	5.02480E+001
Generator Sets	7.23100E-002	5.51010E-001	4.40380E-001	7.60000E-004	3.82800E-002	3.82800E-002	0.00000E+000	6.55640E+001	6.55640E+001	5.84000E-003	0.00000E+000	6.56867E+001
Graders	1.07000E-002	1.08990E-001	5.17400E-002	7.00000E-005	6.12000E-003	5.63000E-003	0.00000E+000	6.18588E+000	6.18588E+000	1.87000E-003	0.00000E+000	6.22506E+000
Pavers	6.12000E-003	6.85200E-002	4.82100E-002	8.00000E-005	3.37000E-003	3.10000E-003	0.00000E+000	7.12524E+000	7.12524E+000	2.18000E-003	0.00000E+000	7.17109E+000
Paving Equipment	4.81000E-003	5.46700E-002	4.31200E-002	7.00000E-005	2.73000E-003	2.51000E-003	0.00000E+000	6.32849E+000	6.32849E+000	1.94000E-003	0.00000E+000	6.36921E+000
Rollers	5.29000E-003	4.93200E-002	3.38400E-002	4.00000E-005	3.57000E-003	3.29000E-003	0.00000E+000	4.13566E+000	4.13566E+000	1.27000E-003	0.00000E+000	4.16227E+000
Rubber Tired Dozers	2.97200E-002	3.32900E-001	2.51640E-001	2.10000E-004	1.54900E-002	1.42500E-002	0.00000E+000	2.01053E+001	2.01053E+001	6.06000E-003	0.00000E+000	2.02327E+001
Scrapers	2.90300E-002	3.69510E-001	2.31450E-001	3.10000E-004	1.48900E-002	1.37000E-002	0.00000E+000	2.94807E+001	2.94807E+001	8.89000E-003	0.00000E+000	2.96675E+001
Tractors/Loaders/Backhoes	1.15330E-001	1.10342E+000	8.27430E-001	1.07000E-003	8.45800E-002	7.78100E-002	0.00000E+000	1.00522E+002	1.00522E+002	3.04200E-002	0.00000E+000	1.01161E+002
Welders	6.35900E-002	2.07410E-001	2.26970E-001	3.00000E-004	1.61000E-002	1.61000E-002	0.00000E+000	2.18336E+001	2.18336E+001	5.17000E-003	0.00000E+000	2.19421E+001

Utility Trailer (With Mitigation)

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	4.60772E-006	4.60772E-006	0.00000E+000	0.00000E+000	4.59753E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.30134E-006	1.30134E-006	0.00000E+000	0.00000E+000	1.10839E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.54525E-007	9.54525E-007	0.00000E+000	0.00000E+000	9.48516E-007
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20167E-006	1.20167E-006	0.00000E+000	0.00000E+000	1.19408E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.06766E-006	1.06766E-006	0.00000E+000	0.00000E+000	1.21790E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.61658E-006	1.61658E-006	0.00000E+000	0.00000E+000	1.60641E-006
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.40346E-006	1.40346E-006	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.58015E-006	1.58015E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.94760E-007	9.94760E-007	0.00000E+000	0.00000E+000	1.48275E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.35682E-006	1.35682E-006	0.00000E+000	0.00000E+000	1.01121E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19377E-006	1.19377E-006	0.00000E+000	0.00000E+000	1.18623E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.16020E-007	9.16020E-007	0.00000E+000	0.00000E+000	1.36723E-006

Utility Trailer (With Mitigation)

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Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
Yes	Clean Paved Road	% PM Reduction	9.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.01	0.00	0.01	0.00	0.08	0.07
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.49	0.13	0.45	0.12	0.08	0.07
Grading	Fugitive Dust	0.09	0.04	0.04	0.02	0.57	0.57
Grading	Roads	0.00	0.00	0.00	0.00	0.08	0.06
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.08	0.08
Site Preparation	Fugitive Dust	0.08	0.04	0.03	0.02	0.57	0.57
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.08	0.07

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Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.20	5.20	5.21	5.12	5.20
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	29.14	29.03	29.01	25.00	28.85	28.85	0.00	29.01	29.01	28.07	29.09	29.01
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	20.00	20.00	20.00	20.38	20.13	20.01
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.04	0.22		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	250.00
No	Use Low VOC Paint (Non-residential Exterior)	250.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Utility Trailer (With Mitigation)

Los Angeles-South Coast County, Mitigation Report

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
Yes	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	
Percent Reduction in Waste Disposed	

Construction Localized Significance Thresholds: Site Preparation

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	25	82

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	25	Tractors	0.5	0.0625	8	4	2
NOx	**152**	Graders	0.5	0.0625	0	0	0
CO	**1,422**	Dozers	0.5	0.0625	8	3	1.5
		Scrapers	1	0.125	0	0	0
						Acres	3.50

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
		152	147	155	175	226
CO	3	1292	1423	1886	3115	8134
	4	1553	1704	2217	3569	8738
		1423	1564	2052	3342	8436
PM10	3	9	29	44	76	170
	4	12	36	52	83	178
		11	33	48	80	174
PM2.5	3	6	9	14	27	94
	4	8	11	17	31	99
		7	10	16	29	97

South San Gabriel Valley

3.50 Acres

	25	**50**	**100**	**200**	**500**
NOx	152	147	155	175	226
CO	1423	1564	2052	3342	8436
PM10	11	33	48	80	174
PM2.5	7	10	16	29	97

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Site Preparation

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	137	450

Source Receptor Distance (meters)	South San Gabriel Valley 137	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
		Tractors	0.5	0.0625	8	4	2
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	8	3	1.5
PM10	**59.71**	Scrapers	1	0.125	0	0	0
PM2.5	**20.52**					**Acres**	3.50

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
		152	147	155	175	226
CO	3	1292	1423	1886	3115	8134
	4	1553	1704	2217	3569	8738
		1423	1564	2052	3342	8436
PM10	3	9	29	44	76	170
	4	12	36	52	83	178
		11	33	48	80	174
PM2.5	3	6	9	14	27	94
	4	8	11	17	31	99
		7	10	16	29	97

South San Gabriel Valley

3.50 Acres

	25	**50**	**100**	**200**	**500**
NOx	152	147	155	175	226
CO	1423	1564	2052	3342	8436
PM10	11	33	48	80	174
PM2.5	7	10	16	29	97

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
100			
Distance Increment Above			
200			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	4.00	25	82

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	25	Tractors	0.5	0.0625	8	2	1
NOx	**162**	Graders	0.5	0.0625	8	1	0.5
CO	**1,553**	Dozers	0.5	0.0625	8	1	0.5
		Scrapers	1	0.125	8	2	2
						Acres	4.00

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	4	162	157	165	184	232
	4	162	157	165	184	232
		162	157	165	184	232
CO	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
		1553	1704	2217	3569	8738
PM10	4	12	36	52	83	178
	4	12	36	52	83	178
		12	36	52	83	178
PM2.5	4	8	11	17	31	99
	4	8	11	17	31	99
		8	11	17	31	99

South San Gabriel Valley

4.00 Acres

	25	**50**	**100**	**200**	**500**
NOx	162	157	165	184	232
CO	1553	1704	2217	3569	8738
PM10	12	36	52	83	178
PM2.5	8	11	17	31	99

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	4.00	137	450

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	137	Tractors	0.5	0.0625	8	2	1
		Graders	0.5	0.0625	8	1	0.5
		Dozers	0.5	0.0625	8	1	0.5
PM10	**63.43**	Scrapers	1	0.125	8	2	2
PM2.5	**21.87**					**Acres**	4.00

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	4	162	157	165	184	232
	4	162	157	165	184	232
		162	157	165	184	232
CO	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
		1553	1704	2217	3569	8738
PM10	4	12	36	52	83	178
	4	12	36	52	83	178
		12	36	52	83	178
PM2.5	4	8	11	17	31	99
	4	8	11	17	31	99
		8	11	17	31	99

South San Gabriel Valley

4.00 Acres

	25	**50**	**100**	**200**	**500**
NOx	162	157	165	184	232
CO	1553	1704	2217	3569	8738
PM10	12	36	52	83	178
PM2.5	8	11	17	31	99

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
100			
Distance Increment Above			
200			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.31	25	82

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	25	Tractors	0.5	0.0625	7	3	1.3125
NOx	**95**	Graders	0.5	0.0625	0	0	0
CO	**785**	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	1.31

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		95	95	105	131	197
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		785	880	1251	2282	7086
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	16	32	63	156
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		4	6	10	21	85

South San Gabriel Valley

1.31 Acres

	25	**50**	**100**	**200**	**500**
NOx	95	95	105	131	197
CO	785	880	1251	2282	7086
PM10	6	16	32	63	156
PM2.5	4	6	10	21	85

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.31	137	450

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	137	Tractors	0.5	0.0625	7	3	1.3125
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
PM10	**43.02**	Scrapers	1	0.125	0	0	0
PM2.5	**14.14**					**Acres**	1.31

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		95	95	105	131	197
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		785	880	1251	2282	7086
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	16	32	63	156
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		4	6	10	21	85

South San Gabriel Valley

1.31 Acres

	25	**50**	**100**	**200**	**500**
NOx	95	95	105	131	197
CO	785	880	1251	2282	7086
PM10	6	16	32	63	156
PM2.5	4	6	10	21	85

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
100			
Distance Increment Above			
200			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction + Paving + Architectural Coating

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.31	25	82

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	25	Tractors	0.5	0.0625	7	3	1.3125
NOx	**95**	Graders	0.5	0.0625	0	0	0
CO	**785**	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0		0
						Acres	1.31

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		95	95	105	131	197
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		785	880	1251	2282	7086
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	16	32	63	156
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		4	6	10	21	85

South San Gabriel Valley

1.31 Acres

	25	**50**	**100**	**200**	**500**
NOx	95	95	105	131	197
CO	785	880	1251	2282	7086
PM10	6	16	32	63	156
PM2.5	4	6	10	21	85

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction + Paving + Architectural Coating

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.31	137	450

Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
Distance (meters)	137	Tractors	0.5	0.0625	7	3	1.3125
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
PM10	**43.02**	Scrapers	1	0.125	0	0	0
PM2.5	**14.14**					**Acres**	1.31

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		95	95	105	131	197
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		785	880	1251	2282	7086
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	16	32	63	156
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		4	6	10	21	85

South San Gabriel Valley

1.31 Acres

	25	**50**	**100**	**200**	**500**
NOx	95	95	105	131	197
CO	785	880	1251	2282	7086
PM10	6	16	32	63	156
PM2.5	4	6	10	21	85

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
100			
Distance Increment Above			
200			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Operation Localized Significance Thresholds - Non-Residential Receptors

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	5.00	25	82

Source Receptor	**South San Gabriel Valley**	
Distance (meters)	25	
NOx	**183**	
CO	**1,814**	

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	5	183	176	184	202	245
	5	183	176	184	202	245
		183	176	184	202	245
CO	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
		1814	1984	2549	4024	9342
PM10	5	4	11	15	22	45
	5	4	11	15	22	45
		4	11	15	22	45
PM2.5	5	2	3	5	9	25
	5	2	3	5	9	25
		2	3	5	9	25

South San Gabriel Valley

5.00 Acres

	25	**50**	**100**	**200**	**500**
NOx	183	176	184	202	245
CO	1814	1984	2549	4024	9342
PM10	4	11	15	22	45
PM2.5	2	3	5	9	25

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	5	11	5
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2010 - Table C-1. 2006 – 2008

Operation Localized Significance Thresholds - Sensitive Receptors

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	5.00	137	450

Source Receptor **South San Gabriel Valley**
Distance (meters) 137

PM10 **17.60**
PM2.5 **6.49**

	Acres	**25**	**50**	**100**	**200**	**500**
NOx	5	183	176	184	202	245
	5	183	176	184	202	245
		183	176	184	202	245
CO	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
		1814	1984	2549	4024	9342
PM10	5	4	11	15	22	45
	5	4	11	15	22	45
		4	11	15	22	45
PM2.5	5	2	3	5	9	25
	5	2	3	5	9	25
		2	3	5	9	25

South San Gabriel Valley
5.00 Acres

	25	**50**	**100**	**200**	**500**
NOx	183	176	184	202	245
CO	1814	1984	2549	4024	9342
PM10	4	11	15	22	45
PM2.5	2	3	5	9	25

Acre Below		**Acre Above**	
SRA No.	Acres	SRA No.	Acres
11	5	11	5
Distance Increment Below			
100			
Distance Increment Above			
200			

Updated: 10/21/2010 - Table C-1. 2006 – 2008

POMONA FAIRPLEX, CALIFORNIA (047050)

Period of Record Monthly Climate Summary

Period of Record : 11/01/1893 to 01/20/2015

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	65.5	67.6	70.1	74.2	77.8	84.1	91.0	91.1	88.4	80.6	73.2	66.4	77.5
Average Min. Temperature (F)	38.1	40.3	42.3	45.6	50.0	53.4	57.7	58.1	55.3	49.8	42.6	38.4	47.6
Average Total Precipitation (in.)	3.56	3.49	2.82	1.22	0.35	0.10	0.01	0.07	0.26	0.78	1.56	2.77	16.97
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 99.1% Min. Temp.: 99% Precipitation: 99% Snowfall: 95.5% Snow Depth: 95.3%
Check Station Metadata or Metadata graphics for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

WALNUT NI FC102C, CALIFORNIA (049431)

Period of Record Monthly Climate Summary

Period of Record : 12/01/1927 to 08/31/2000

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)					Insuff	icient	Data						
Average Min. Temperature (F)					Insuff	icient	Data						
Average Total Precipitation (in.)	3.75	3.56	2.95	1.18	0.29	0.11	0.02	0.14	0.39	0.50	1.53	2.64	17.06
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 0% Min. Temp.: 0% Precipitation: 98.4% Snowfall: 98.8% Snow Depth: 98.8%
Check Station Metadata or Metadata graphics for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

EMFAC2014 Emission Rates
Region Type: County
Region: Los Angeles (SC)
Calendar Year: 2017
Season: Annual
Vehicle Classification: EMFAC2007 Categories

Idling Emission Factors

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed	ROG_Idle	NOX_Idle	CO_Idle	SOX_Idle	PM10_Idle	PM2.5_Idle
							(gms/hr)	(gms/hr)	(gms/hr)	(gms/hr)	(gms/hr)	(gms/hr)
Los Angeles (SC)	2017	Annual	MDV	DSL	Aggregated	Idle	0.069186001	0.083785	0.865682	0.003399	0.002593	0.002393
Los Angeles (SC)	2017	Annual	LHDT1	DSL	Aggregated	Idle	10.30078142	31.418986	86.241434	0.04542163	0.349593	0.334469
Los Angeles (SC)	2017	Annual	LHDT2	DSL	Aggregated	Idle	8.010579519	45.398479	66.795361	0.060313015	0.509006	0.486987
Los Angeles (SC)	2017	Annual	MHDT	DSL	Aggregated	Idle	2.470922756	67.616705	32.316055	0.073928261	0.307577	0.294271
Los Angeles (SC)	2017	Annual	HHDT	DSL	Aggregated	Idle	1.283759279	38.860172	5.014630	0.062519301	0.069986	0.066958

Idling Emissions - Criteria Air Pollutants
Proposed Industrial Building Project
Southeast corner of Azusa Avenue and Chestnut Street
City of Industry, CA 91748

Operation: Shipping and Receiving, Truck Activities - Idling Emissions

Idling Duration (min) 15

		EMFAC2014 Emissions Factor		
MDV[1]	Trucks/Day 76	gms/hr	lbs/hr	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:		0.069	1.53E-04	2.90E-03
2017 Nitrogen Oxides (NOx) Idling Emissions:		0.084	1.85E-04	3.51E-03
2017 Carbon Monoxide (CO) Idling Emissions:		0.866	1.91E-03	3.63E-02
2017 Sulfur Oxides (SOx) Idling Emissions:		0.003	7.49E-06	1.42E-04
2017 PM_{10} Idling Emissions:		0.003	5.72E-06	1.09E-04
2017 $PM_{2.5}$ Idling Emissions:		0.002	5.27E-06	1.00E-04
LHDT1[2]	Trucks/Day 87	gms/hr	lbs/hr	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:		10.301	2.27E-02	4.94E-01
2017 Nitrogen Oxides (NOx) Idling Emissions:		31.419	6.93E-02	1.51E+00
2017 Carbon Monoxide (CO) Idling Emissions:		86.241	1.90E-01	4.14E+00
2017 Sulfur Oxides (SOx) Idling Emissions:		0.045	1.00E-04	2.18E-03
2017 PM_{10} Idling Emissions:		0.350	7.71E-04	1.68E-02
2017 $PM_{2.5}$ Idling Emissions:		0.334	7.37E-04	1.60E-02
LHDT2[3]	Trucks/Day 14	gms/hr	lbs/hr	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:		8.011	1.77E-02	6.18E-02
2017 Nitrogen Oxides (NOx) Idling Emissions:		45.398	1.00E-01	3.50E-01
2017 Carbon Monoxide (CO) Idling Emissions:		66.795	1.47E-01	5.15E-01
2017 Sulfur Oxides (SOx) Idling Emissions:		0.060	1.33E-04	4.65E-04
2017 PM_{10} Idling Emissions:		0.509	1.12E-03	3.93E-03
2017 $PM_{2.5}$ Idling Emissions:		0.487	1.07E-03	3.76E-03
MHDT[4]	Trucks/Day 92	gms/hr	lbs/hr	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:		2.471	5.45E-03	1.25E-01
2017 Nitrogen Oxides (NOx) Idling Emissions:		67.617	1.49E-01	3.43E+00
2017 Carbon Monoxide (CO) Idling Emissions:		32.316	7.12E-02	1.64E+00
2017 Sulfur Oxides (SOx) Idling Emissions:		0.074	1.63E-04	3.75E-03
2017 PM_{10} Idling Emissions:		0.308	6.78E-04	1.56E-02
2017 $PM_{2.5}$ Idling Emissions:		0.294	6.49E-04	1.49E-02
HHDT[5]	Trucks/Day 178	gms/hr	lbs/hr	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:		1.284	2.83E-03	1.26E-01
2017 Nitrogen Oxides (NOx) Idling Emissions:		38.860	8.57E-02	3.81E+00
2017 Carbon Monoxide (CO) Idling Emissions:		5.015	1.11E-02	4.92E-01
2017 Sulfur Oxides (SOx) Idling Emissions:		0.063	1.38E-04	6.13E-03
2017 PM_{10} Idling Emissions:		0.070	1.54E-04	6.87E-03
2017 $PM_{2.5}$ Idling Emissions:		0.067	1.48E-04	6.57E-03

Total Idling Emissions	lbs/day
2017 Reactive Organic Gases (ROG) Idling Emissions:	**0.810**
2017 Nitrogen Oxides (NOx) Idling Emissions:	**9.101**
2017 Carbon Monoxide (CO) Idling Emissions:	**6.818**
2017 Sulfur Oxides (SOx) Idling Emissions:	**0.013**
2017 PM_{10} Idling Emissions:	**0.043**
2017 $PM_{2.5}$ Idling Emissions:	**0.041**

[1] Idling emission factor for MDV class were obtained from EMFAC2014 for 2017.

[2] Idling emission factor for LHDT1 class were obtained from EMFAC2014 for 2017.

[3] Idling emission factor for LHDT2 class were obtained from EMFAC2014 for 2017.

[4] Idling emission factor for MHDT class were obtained from EMFAC2014 for 2017.

[5] Idling emission factor for HHDT class were obtained from EMFAC2014 for 2017.

Idling Emissions - GHG
Proposed Industrial Building Project
Southeast corner of Azusa Avenue and Chestnut Street
City of Industry, CA 91748

Operation: Shipping and Receiving, Truck Activities - Idling Emissions

Idling Duration (min) 15

GHG	GWP
CO2	1
CH4	21
N2O	310

		EMFAC2014 Emissions Factor (gms/hr)			Per Day				
Vehicle Class	**Trucks/Day**	**CO2**	**CH4**	**NOx**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N2O**	**MT CO2e**
MDV	76	339.1392	0.0226	0.0838	6.44E-03	4.29E-07	1.59E-06	6.73E-08	6.47E-03
LHDT1	87	4469.1859	3.6698	31.4190	9.72E-02	7.98E-05	6.83E-04	2.17E-05	1.06E-01
LHDT2	14	6112.8243	2.5339	45.3985	2.14E-02	8.87E-06	1.59E-04	5.07E-06	2.32E-02
MHDT	92	7661.2650	0.6310	67.6167	1.76E-01	1.45E-05	1.56E-03	4.95E-05	1.92E-01
HHDT	178	6741.8829	0.0910	38.8602	3.00E-01	4.05E-06	1.73E-03	5.50E-05	3.17E-01
									0.644

MT CO2e per Year: 235

Overview

Warehouse Design

Store More Pallets

Kardex Remstar: Carousels, Storage & Retrieval

Conveyors & Sortation

Picking Systems

Lighting Solutions

Calculators & Tools

Like Share 8.3k

Calculators & Tools: Maximize Your Space

Calculate how many boxes fit on a pallet & how many pallets fit in a container

Data

Pallets with product are how long in inches?	48	inches
Pallets with product are how wide in inches?	40	inches
Pallets are how tall in inches?	60	inches
Warehouse is how tall in feet?	28	feet
Storage area is how wide?	542	feet
Storage area is how long?	542	feet

Square feet of the building 293,764

	aisle (inches)	Pallets deep
Sit down 4-wheel forklift	144	1
Stand-up counter balance (3-wheel)	132	1
Stand-up reach	102	1
Swing Reach (VNA)	66	1
Deep Reach (double deep)	132	2

Analysis

Pallets Stored

Number of pallets stored with this type of truck

Sit down 4-wheel forklift	26,974
Stand-up counter balance (3-wheel)	28,357
Stand-up reach	32,528
Swing Reach (VNA)	39,498
Deep Reach (double deep)	39,498

Overview

Warehouse Design

Store More Pallets

Kardex Remstar: Carousels, Storage & Retrieval

Conveyors & Sortation

Picking Systems

Lighting Solutions

Calculators & Tools

Like Share 8.3k

Calculators & Tools: Fleet Right Sizing

Right-sizing your fleet made easy. Figure out how many pieces of equipment you will need in your facility.

How many pallets do you have in your warehouse?	26974
How many turns do you have each year?	8
Over how many days do you handle pallets a week?	5
Over how many shifts do you handle pallets?	3
By what percentage does your business increase during peak season?	0%
In your busiest hour, by how much does your pallet handling requirements peak?	0%

Pallet moves per year:	431584
Average pallet moves per week:	8632
Average pallet moves per day:	1726
Average pallet moves per shift:	575
Average pallet moves per hour:	72
Peak pallet moves per day:	1726
Peak pallet moves per hour:	72

We estimate you require this number of Reach trucks to handle your peaks:	3	or a combination of this and others
We estimate you require this number of Sitdown trucks to handle your peaks:	4	or a combination of this and others
We estimate you require this number of Swing Reach trucks to handle your peaks:	2	or a combination of this and others
We estimate you require this number of Electric Pallet trucks to handle your peaks:	2	or a combination of this and others

Print

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GDP/GLP20-35VX

Diesel or LPG Forklift Truck

Take control of your material handling costs

Do **more,** cost effectively

In your busy warehouse or logistics operation, you need to know exactly how much your forklift trucks are costing you. We understand that you need to reduce expenditure for parts, repairs, servicing and fuel without compromising productivity.

The Veracitor VX offers longer service intervals, innovative technology to reduce brake and tyre wear, and outstanding engineering quality.

Fuel efficiency is built in. The Yanmar 2.6L diesel engine consumes as little as 3.0 litres per hour, while the LPG engine range delivers new levels of performance.

Coupled with flexible options from Yale Finance, now is the time to take control of your material handling costs.

Highest levels of **productivity, ergonomics and dependability** that deliver **low lifetime ownership and running costs**.

Applications

Ideally suited for medium to intensive duty work cycle businesses, the VX series excels in:

- Logistics and distribution
- Large warehousing applications
- Manufacturing
- Industrial chemicals

Take control off

- Ongoing costs
- Serviceability
- Productivity with operator comfort
- SPED tailored solutions

Take control of ongoing costs

- Load Sensing Hydraulics deliver increased operational efficiency
- Oil immersed brakes provide a distinct advantage when operating in harsh and heavy duty environments
- Improved serviceability reduces labour costs associated with periodic maintenance and unscheduled repairs
- Diesel engine uses as little as 3.0 litres per hour* fuel consumption contributing to reduced fuel costs
- Continuous Stability Enhancement (CSE) system provides a stable platform for load handling
- ECO-eLo mode gives further efficiency improvement with minimal reduction in performance
- Innovative cooling system reduces operating temperature allowing the truck to run longer without overheating
- Trelleborg Pit Stop Line Tyres with visual replacement indicators combined with Controlled Power Reversal (CPR) and Auto Deceleration System (ADS) reduce wear on brakes and extends tyre life by up to 60%

* 3.0 litres per hour is the fuel consumption for the GDP25VX equipped with Yanmar 2.6L diesel engine, load-sensing hydraulics and PSS tyres when tested on the industry standard VDI 2198 fuel consumption cycle.

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Take control with Yale serviceability

- Intellix Vehicle Service Manager (VSM) monitors functions and alerts the operator to any service needs
- Service life of 20,000 hours
- Service engineers on site within 4 hours
- CANbus electrical system reduces the complexity of the wiring
- Rugged powertrain delivers exceptional durability
- Engine and transmission telemetry monitors the truck and alerts service engineers to potential issues
- State of the art on-board diagnostics with advanced dash display
- O-ring face seals on all hydraulic connections create leak free joints

- Shock mounted radiators
- Sensors and switches are sealed and require no adjustments
- Easy floor plate removal for engineer access no tools required
- Engine is built for purpose and delivers high torque at low revs
- Ideally suited to a wide range of challenging weather conditions
- Application matched cooling system increases component life and minimise the risk of overheating
- Most reliable and comprehensive parts availability in the industry

Back to top

Take control of productivity with operator comfort

Key ergonomic features include:

- Three options for directional control
  - AccuTouch™ mini lever hydraulic control module
  - Yale two-way directional pedal
  - Ergonomically designed joystick

- Interactive dash display
- Fully adjustable suspension seat with a swivel seat option
- Low noise hydraulic pump
- Infinitely adjustable steering column

- Rear drive handle with horn
- Low level noise operator cab

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Take control with SPED tailored solutions

SPED - Special Products Engineering Department.

For every unique materials handling problem, we can develop a unique tailored solution.

The most popular SPED modifications include:

- Additional operator protection
- Double deep applications
- Cold store warehouses
- Hazardous environment equipment
- Drive in racking
- Special mast configurations
- Different lighting options
- Trucks with special operator access
- Clamp, rotator, reel and roll handling accessories
- Different keypad and fob solutions for special operator access needs
- Vehicle movers

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Models

Model	Model Designation	Load Capacity (kg)	Load Centre (mm)	Lift Height (mm)	Engine	Transmission
GDP/GLP20VX	Base	2000	500	6000	Yanmar 2.6L Diesel / PSI 2.4L LPG	Standard Electronic 1-Speed
GDP/GLP25VX	Base	2500	500	6000	Yanmar 2.6L / 3.3L Diesel / PSI 2.4L LPG	Standard Electronic 1-Speed

GDP/GLP30VX	Base	3000	500	5815	Yanmar 2.6L / 3.3L Diesel / PSI 2.4L LPG	Standard Electronic 1-Speed
GDP/GLP35VX	Base	3500	500	5815	Yanmar 3.3L Diesel / PSI 2.4L LPG	Standard Electronic 1-Speed
GDP/GLP20VX	Value	2000	500	6000	Yanmar 2.6L Diesel / PSI 2.4L LPG	Techtronix 100 1-Speed / Techtronix 200 2-Speed
GDP/GLP25VX	Value	2500	500	6000	Yanmar 2.6L / 3.0L Diesel / PSI 2.4L LPG	Techtronix 100 1-Speed / Techtronix 200 2-Speed
GDP/GLP30VX	Value	3000	500	5815	Yanmar 2.6L / 3.0L Diesel / PSI 2.4L LPG	Techtronix 100 1-Speed / Techtronix 200 2-Speed
GDP/GLP35VX	Value	3500	500	5815	Yanmar 3.0L / 3.3L Diesel / PSI 2.4L LPG	Techtronix 100 1-Speed / Techtronix 200 2-Speed
GDP/GLP20VX	Productivity	2000	500	6000	Kubota 2.5L LPG	Techtronix 200 2-Speed
GDP/GLP25VX	Productivity	2500	500	6000	Kubota 2.5L LPG	Techtronix 200 2-Speed
GDP/GLP30VX	Productivity	3000	500	5815	Kubota 2.5L LPG	Techtronix 200 2-Speed
GDP/GLP35VX	Productivity	3500	500	5815	Kubota 2.5L LPG	Techtronix 200 2-Speed

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AER Reporting Tool Help and Support Manual

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Internal Combustion

Internal Combustion Engines (ICE) (for all sizes)

Fuel Type (fuel unit) / Engine Type	Organic Gases (lb/unit)	Nitrogen Oxides (lb/unit)	Sulfur Oxides (lb/unit)	Carbon Monoxide (lb/unit)	Particulate Matter (lb/unit)
Natural Gas (mmscf) / 2 Stroke (Lean-Burn) ICE	122.00	3,233.00	0.60	394.00	39.00
Natural Gas (mmscf) / 4 Stroke (Lean-Burn) ICE*	120.00	4,162.00	0.60	323.00	10.00
Natural Gas (mmscf) / 4 Stroke (Rich-Burn) ICE	30.00	2,254.00	0.60	3,794.00	10.00
Natural Gas (mmscf) / Micro Turbine	77.7	54.4	0.6	466.00	6.73
LPG, Propane, Butane (1000 gal.) / All ICEs & Micro Turbine	83.00	139.00	0.35	129.00	5.00
Diesel/Distillate Oil (1000 gal.) / All ICEs & Micro Turbine	37.5	469.00	0.21	102.00	33.50
Gasoline (1000 gal.) / All ICEs & Micro Turbine	206.00	102.00	5.30	3,940.0	6.50

* If engine specification is not available, assume 4 Stroke (Lean Burn) ICE.

Table G.1. U.S Default Factors for Calculating Carbon Dioxide Emissions from Fossil Fuel Combustion Continued

Fuel Type	Heat Content	Carbon Content (Per Unit Energy)	Fraction Oxidized	CO_2 Emission Factor (Per Unit Energy)	CO_2 Emission Factor (Per Unit Mass or Volume)
Petroleum Products	**MMBtu / gallon**	**kg C / MMBtu**		**kg CO_2 / MMBtu**	**kg CO_2 / gallon**
Distillate Fuel Oil No. 1	0.139	19.98	1	73.25	10.18
Distillate Fuel Oil No. 2	0.138	20.17	1	73.96	10.21
Distillate Fuel Oil No. 4	0.146	20.47	1	75.04	10.96
Residual Fuel No. 5	0.140	19.89	1	72.93	10.21
Residual Fuel No. 6	0.150	20.48	1	75.10	11.27
Still Gas	0.143	18.20	1	66.72	9.54
Kerosene	0.135	20.51	1	75.20	10.15
LPG	0.092	17.18	1	62.98	5.79
Propane	0.091	16.76	1	61.46	5.59
Ethane	0.096	17.08	1	62.64	6.01
Propylene	0.091	17.99	1	65.95	6.00
Ethylene	0.100	18.39	1	67.43	6.74
Isobutane	0.097	17.70	1	64.91	6.30
Isobutylene	0.103	18.47	1	67.74	6.98
Butane	0.101	17.77	1	65.15	6.58
Butylene	0.103	18.47	1	67.73	6.98
Naphtha (<401d F)	0.125	18.55	1	68.02	8.50
Natural Gasoline	0.110	18.23	1	66.83	7.35
Other oil (>401 d F)	0.139	20.79	1	76.22	10.59
Pentanes Plus	0.110	19.10	1	70.02	7.70
Petrochemical Feedstocks	0.129	19.36	1	70.97	9.16
Petroleum Coke	0.143	27.93	1	102.41	14.64
Special Naphtha	0.125	19.73	1	72.34	9.04
Unfinished Oils	0.139	20.32	1	74.49	10.35
Heavy Gas Oils	0.148	20.43	1	74.92	11.09
Lubricants	0.144	20.26	1	74.27	10.69
Motor Gasoline	0.125	19.15	1	70.22	8.78
Aviation Gasoline	0.120	18.89	1	69.25	8.31
Kerosene Type Jet Fuel	0.135	19.70	1	72.22	9.75
Asphalt and Road Oil	0.158	20.55	1	75.36	11.91
Crude Oil	0.138	20.32	1	74.49	10.28
Waxes*	0.132	19.81	1	72.64	9.58

Memorandum

To:	Tanya Sundburg, Placeworks	**From:**	Sean Daly, Chris Devlin ,Iteris, Inc.
Date:	April 3, 2015	**Job Number:**	17J15-1722
Re:	City of Industry Draft Vehicle Miles Traveled and Potential Reductions Measures		

The analysis included in this memorandum is a summary of the analysis of vehicle miles traveled (VMT) for the City of Industry Climate Action Plan (CAP) baseline year and year 2020 as well as modeling VMT reductions associated individual transportation GHG reduction strategies included as part of the City of Industry General Plan and other actions.

Vehicle Miles Traveled Modeling and Analysis

VMT was calculated for traffic attributable to the City of Industry using the most currently available SCAG model (the 2012 RTP/SCS model). VMT was calculated for three different categories:

1. Travel wholly within the City boundaries (Internal to Internal)
2. Trips originating within the City but ending outside the City (Internal to External)
3. Trips originating outside the City and ending inside the City (External to Internal)

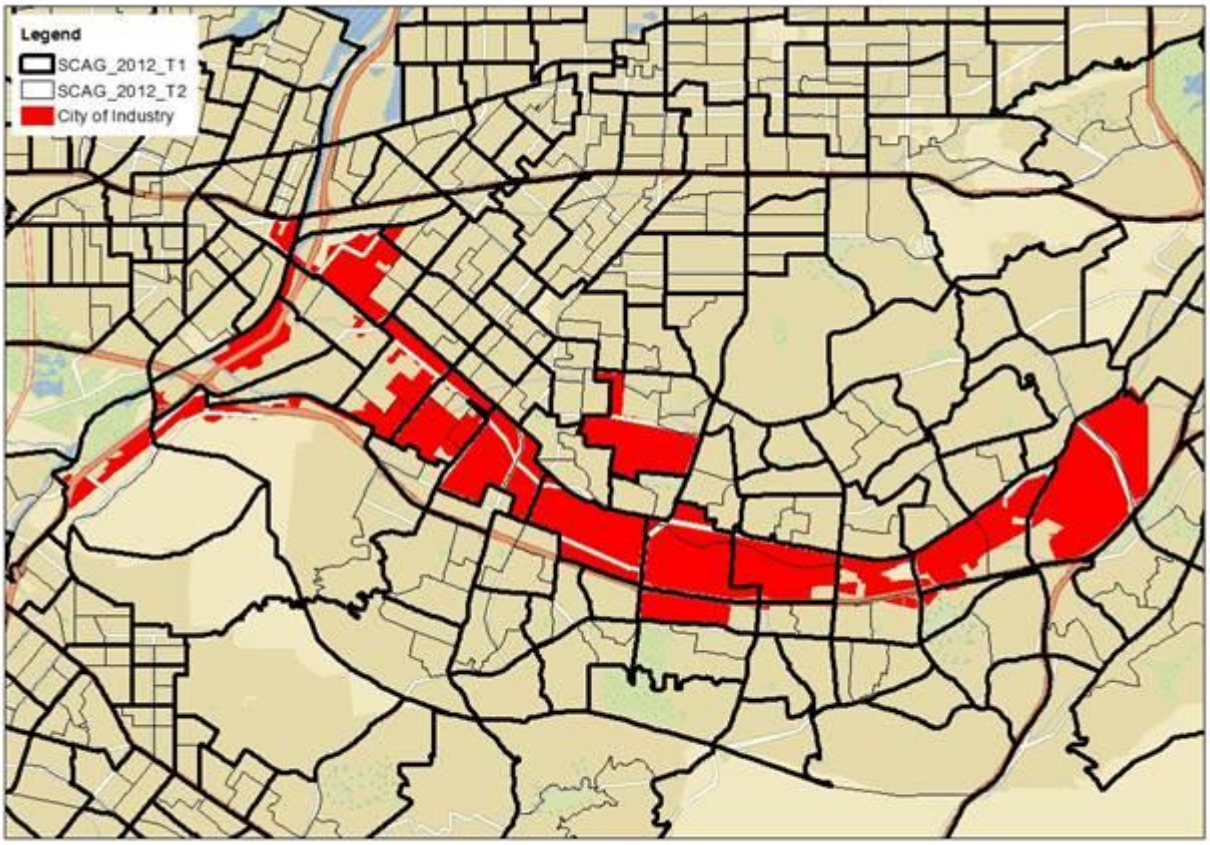
Table 1: Vehicle Miles Traveled Origin and Destination Summary

	I (Internal)	X (External)
I (Internal)	Internal to Internal	Internal to External
X (External)	External to Internal	External to External

External to External trips include some traffic that passes through the City but does not start or end there. For the purposes of a Climate action plan the VMT associated with these trips are not attributable to the City. Furthermore by convention only 50% of the VMT associated with categories 2 and 3 are allocated to the City itself and the other 50% allocated to the non-City end on the trip.
VMT was determined separately for the following four vehicle classes.

- Cars
- Light Duty Trucks
- Medium Duty Trucks
- Heavy Duty Trucks

The SCAG 2012 model has two zone systems the Tier 2 zone system contains over 10,000 zones; of which 31 Tier 2 zones contain a portion of the City of Industry. The Tier 1 level TAZ system has 4,300 zones of which 19 Tier 1 zones contain a portion of the City of Industry. Tier 1 and Tier 2 TAZs are shown in thick and thin black lines respectively in the Figure below.



ITERIS

SCAG 2012 RTP/SCS TRAFFIC MODEL
TRAFFIC ANALYSIS ZONE (TAZ) BOUNDARIES
CITY OF INDUSTRY

VMT trip tables were calculated multiplying the SCAG origin-destination trip tables by travel distance "skims" from the model highway assignment for Peak and Off Peak periods separately since travel paths between Origin and Destination (and hence VMT) can vary due in congested versus uncongested travel conditions.

- Peak Periods are AM Peak (6am-9am) and PM Peak (3pm to 7pm)
- Off-Peak periods Midday (9am to 3pm), Evening (7am to 9pm) and Night time (9pm to 6am).

VMT for peak and off peak period are then added together. To account for the dis-contiguous shape of the City boundary and the lack of full consistency with SCAG TAZ boundaries a GIS-based exercise was performed to determine the VMT attributable to the City. The total employment figure within the City was constrained to the figure of 63,782 employees provided by the City. Per SCAG socio-economic data the total employment in the 19 SCAG Tier 1 zones (not just the City of Industry portion) was 99,739.

Trip estimates were developed for City/Non-City portions of each SCAG zone and these estimates used to derive the proportion of trips from each of the vehicle type within each SCAG zones that could be attributed to the City of Industry. The percentages derived from the analysis are:

- Cars – 49%
- Light Duty Trucks – 70%
- Medium Duty Trucks – 75%
- Heavy Duty Trucks – 80%

These percentages were then applied to the VMT estimates for the full SCAG zones containing portions of the City of Industry. The number of daily trips in each category was also calculated. Daily VMT was divided by the daily trips to determine average trip lengths.

Results for 2020 are very similar to 2012 with very low forecast VMT increases. Estimated employment in the SCAG zones containing City of Industry increases by around 4.5% from 99,739 to 104,382. However, VMT only increases by less than 1% partly due to shifting travel patterns of trips going to/from the City. These figures assume 100% of the VMT for the Internal to External and External to Internal trips are included.

Table 2: Year 2012 Daily Forecast VMT

Movement	Car	LDT	MDT	HDT	Total
I-I	74,100	4,526	5,189	4,180	87,995
I-X	1,550,602	63,456	58,062	311,556	1,983,676
X-I	1,487,810	63,372	57,951	307,163	1,916,296
All	3,112,514	131,355	121,202	622,900	3,987,967

Table 3: Year 2020 Daily Forecast VMT

Movement	Car	LDT	MDT	HDT	Total
I-I	72,402	4,617	5,299	4,316	86,633
I-X	1,538,122	65,688	59,213	331,261	1,994,284
X-I	1,480,382	65,867	59,317	324,980	1,930,546
All	3,090,906	136,171	123,829	660,557	4,011,462

Table 4: Year 2012 Average Trip Length (Miles)

Movement	Car	LDT	MDT	HDT	Total
I-I	2.4	2.2	2.1	2.1	2.3
I-X	13.2	24.5	20.6	40.8	15.3
X-I	13.3	24.5	20.6	40.8	15.4
All	12.0	18.2	14.9	36.3	13.6

Table 5: Year 2020 Average Trip Length (Miles)

Movement	Car	LDT	MDT	HDT	Total
I-I	2.4	2.2	2.1	2.1	2.3
I-X	13.2	25.0	20.8	41.0	15.3
X-I	13.3	25.1	20.9	41.3	15.5
All	12.0	18.6	15.0	36.6	13.7

Results were compared to outputs in the top of Table A in the City of Industry General Plan which also developed VMT forecasts. Overall the results were comparable but current estimates are a little lower with a total of 4m daily VMT versus 4.8 million VMT for the earlier work. This is quite likely due constraining employment to 63,782. Truck VMT is very similar to that assumed in the General Plan.

Table 6: VMT Analysis Comparison to General Plan Results

	Current			General Plan			Percent Difference		
Movement	Car	Trucks	Total	Car	Trucks	Total	Car	Trucks	Total
I-I	74,100	13,895	87,995	62,340	12,312	74,652	19%	13%	18%
I-X	1,550,602	433,074	1,983,676	2,016,199	417,196	2,433,395	-23%	4%	-18%
X-I	1,487,810	428,485	1,916,296	1,899,429	418,334	2,317,763	-22%	2%	-17%
All	3,112,513	875,454	3,987,967	3,977,968	847,842	4,825,810	-22%	3%	-17%

Average trip length is also comparable to General Plan results:

Table 7: Average Trip Length Comparison (Miles)

	Current		General Plan	
Movement	Car	Truck	Car	Truck
I-I	2.4	2.1	2.2	2.3
I-X	13.2	33.2	13.1	32.6
X-I	13.3	33.1	13.2	32.7

Table 8 shows the VMT with 50% reduction I-X and X-I:

Table 8: Year 2012 VMT with 50% Reduction of Internal to External / External to Internal Trips

Movement	Car	LDT	MDT	HDT	Total
I-I	74,100	4,526	5,189	4,180	87,995
I-X	775,301	31,728	29,031	155,778	991,838
X-I	743,905	31,686	28,975	153,582	958,148
All	1,593,307	67,940	63,195	313,539	2,037,981

Table 9: Year 2020 VMT with 50% Reduction of Internal to External / External to Internal Trips

Movement	Car	LDT	MDT	HDT	Total
I-I	72,402	4,617	5,299	4,316	86,633
I-X	769,061	32,844	29,606	165,630	997,142
X-I	740,191	32,933	29,659	162,490	965,273
All	1,581,654	70,394	64,564	332,436	2,049,048

Potential Vehicle Miles Traveled Reduction Analysis

Specific actions included in the General Plan Update or otherwise planned by the City of Industry were analyzed to estimate their potential in reducing VMT by sources within the City. We collected the policies and projects included in the City of Industry General Plan Update, US Census Data, SCAG Regional Transportation Plan projects and programs, Alameda Corridor East grade separation projects and the County of Los Angeles Bicycle Plan. For each project, program or action we used VMT reduction rates estimated by specific studies or based on reductions and estimates by the California Air Pollution Control Officers Association (CAPCOA).

An estimate of the affected population (e.g. number of workers for rideshare programs, number of parking users for parking strategies, etc.) was made and the percent reduction in VMT was applied per strategy to the affected population. The sum of the cumulative strategies (when removing any overlapping reductions) represents the potential for the City's General Plan Update policies to reduce VMT and therefore reduce GHG emissions. Given the set of reduction measures analyzed in Table 10, there is the potential to reduce the City's vehicle miles traveled by 1.5 percent.

Table 10: Potential VMT Reduction Measures

Reduction Strategy	VMT Reduction Methodology					
	VMT Reduction Rate	**Affected Population**	**Source**	**Calculation**	**2020 Daily VMT Red.**	**2020 % Red.**
General Plan/LA County Bike Plan Proposed Bicycle Routes	0.075% increase in bicycle commuting with each mile of bikeway per 100,000 residents	TAZ Area Population (Greater Industry)	CAPCOA SDT-5, City of Industry General Plan, Los Angeles County Bicycle Plan	Bikeway Miles per 100,000 area population (36,500) x percent 16+ years (78.1%) x 0.075% x number of employees x avg. trip length (12.0 miles)	**34,445**	**0.813%**
Provide Ride-Sharing Programs	1% commute VMT reduction	20+ Employees	CAPCOA TRT-3	employers with more than 20 employees x commute VMT x commute reduction	**20,758**	**0.490%**
Implement Subsidized or Discounted Transit Program	0.3% commute VMT reduction	20+ Employees	CAPCOA TRT-4	employers with more than 20 employees x commute VMT x commute reduction	**6,228**	**0.147%**
Encourage Telecommuting and Alternative Work Schedules	0.07% commute VMT reduction	20+ Employees	CAPCOA TRT-6	employers with more than 20 employees x commute VMT x commute reduction	**1,453**	**0.034%**
Improve Traffic Flow	0.1% VMT reduction	Valley Boulevard Users	CAPCOA RPT-2, Moving Cooler	40,000 ADT * 10.4 miles * 0.1% VMT Reduction	**416**	**0.010%**
Total Daily VMT Reduction					**63,304**	**1.494%**

Other Transportation-Related Measures in the City of Industry include the installation of Solar Panels at the Industry Metrolink Station and delay (idling) reductions at grade crossings.

As stated in the City of Industry General Plan Update, one cannot view Industry alone since on a regional basis it serves as an employment base for the residents of the surrounding communities. While Industry has an extremely large jobs/housing imbalance, its narrow City boundaries mean that it is highly integrated with its surrounding Cities and unincorporated areas. Roughly, 70 percent of the employees in the City live in east, southwest and upper San Gabriel Valley and in the City of Whittier. Therefore many of the land use development and locational strategies are integrated as part of the SCAG Regional Travel Demand Model and not addressed separately in the VMT reduction analysis.

As follows is a detailed listing of potential VMT reduction strategies collected by source.

General Plan Update Policies

1. Implement a Truck Idling Emissions Reduction Program

    a. Requiring diesel emission reduction strategies, such as electrifying docking bays, to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City.

    b. Monitoring of the California Air Resources Board's five-minute nonessential idling restrictions for trucks and locomotive idling restrictions.

    c. Evaluation of strategies to reduce truck idling during the peak hour period of the roadway network, such as staggered work/delivery schedules, truck routes, and/or intersection improvements.

    This policy was not included in VMT reduction analysis due to a lack of information about implementation

2. Coordinate with the Union Pacific Railroad to encourage commercial facilities to utilize rail for long haul.

    This policy was not included in VMT reduction analysis due to a lack of information about implementation

3. Require employers with more than 20 employees— which is equivalent to 9,000 square feet of retail space, 17,000 square feet of big-box retail space, 7,000 square feet of office space, 19,00 square feet of manufacturing spaces, 30,000 square feet of warehousing and distribution, or 16,000 square feet of light industrial— to implement an Employee Commute Trip Reduction Program that may include the following measures:

    a. Ride-share programs

    b. Discounted transit programs

    c. End-of-trip facilities (e.g., showers and lockers)

    d. Telecommuting

    This policy was analyzed by estimating the number of employees employed by businesses with 20+ employees from the 2007 US Economic Census.

4. To address area-wide intersection deficiencies during the weekday AM and PM peak commute hours under the Existing (Year 2010) With Project and Post-2035 General Plan Buildout Conditions, the City of Industry will develop a prioritization and phasing program to implement the necessary intersection improvements identified in Figures 5.13-14a through 5.13-14c and 5.13-10a through 5.13-10d of this DEIR. In particular, Valley Boulevard will be monitored and operational improvements incorporated as appropriate to maintain mobility along this corridor.

   This policy was analyzed by estimating 10.4 miles of Valley Boulevard between Dufree and Lemon with an estimated average daily traffic of 40,000.

5. The General Plan Update includes a number of intersection and freeway improvements that were not analyzed for their potential to reduce VMT due to their improvements to the operations of roadways to serve auto and truck travel.

Industry Metrolink Station and Park and Ride

The Industry Metrolink Station, owned by the City, has the highest average daily boardings on the Riverside Line at approximately 1,000 boardings per weekday. The station has 1,200 parking spaces. In 2012, 8,000 solar panels were installed to cover 940 parking spaces in an $11 million project that generates 2.2 megawatts (3,000 hp) of electricity per hour. The project also included the installation of 64 electric car charging stations. The VMT reduction of the electric car charging stations was analyzed.

The City of Industry Park and Ride, owned by Foothill Transit, has 622 parking spaces and connects to Foothill Transit Lines 482, 493 and 495, Metro Bus 194, and La Puente LINK.

The SCAG Regional Transportation Plan includes a project to provide express bus rapid transit between the Industry Metrolink Station and Anaheim run by the Orange County Transportation Authority (OCTA). No additional information about this project was found and it is not included in the VMT reduction analysis.

Alameda Corridor East

The Alameda Corridor East Construction Authority is tasked with prioritizing and constructing a series of highway-rail grade separation projects intended to improve safety, reduce rail and highway delay and reduce emissions. Currently six grade separation projects are in the planning, design or construction phases. In total they will provide 335.9 vehicle hours of delay reduction per day (total time spend by vehicles idling at crossings). These projects are not expected to have a reduction of vehicle miles traveled, but would have idle reduction benefits for both autos and trucks.

Table 11: Grade Separation Projects in the City of Industry

Location (rail corridor)	Separation Type	Jurisdiction	Cost Est. (in Millions)	2025 Veh/Hrs Delay
Fullerton Road (LA Sub.)	Road Underpass	Industry/LA County	$145.2	115.4
Fairway Drive (Alhambra Sub.)	Railroad Flyover	Industry/Walnut	$142.8	87.6
Turnbull Canyon Road (LA Sub.)	Road Underpass	Industry/LA County	$96.0	38.9
Fairway Drive (LA Sub.)	Road Underpass	Industry/LA County	$100.1	62.5
Puente Avenue (Alhambra Sub.)	TBD	Industry/LA County	$98.1	31.5
Nogales Street South	Underpass	Industry/LA County	Construction Complete in 2015	
Total Delay Reduction				335.9

SCAG Regional Transportation Plan Projects

The SCAG Regional Transportation Plan/Sustainable Communities Strategy includes specific listings of projects that are regionally significant by adding capacity to the transportation system. Table 12 has a listing of these projects related to the City of Industry. These include the aforementioned Park and Ride facility, Valley Boulevard improvements, and OCTA bus rapid transit.

Table 12: SCAG Regionally Significant Projects

FOOTHILL TRANSIT	Park and Ride Facilities (Transit Oriented Neighborhood Program). Park and Rides located in the cities of Azusa, Industry and West Covina
Caltrans	GRAND AVENUE/SR 57/60 INTERCHANGE MODIFICATION: RESTRIPE THE EXISTING GRAND AVE, ADD WB ON-RAMP AND ADD WB AUX LANE, ADD SECOND SB LFT TURN LN AT EB RAMP (09 CFP 3137)
Caltrans	RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.
Caltrans	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVETHE CURRENT CONGESTION AT VALLEY BLVD.
Caltrans	SR57/60 Confluence, Improve Grand Avenue intersection at Golden Springs Drive: Widen Grand Ave, from SR-60 Freeway to Lavender Drive, a distance of 0.2 miles. Project will add 1 thru SB lane and 2thru NB lane. Widen Golden Springs Drive between Copley Dr and Racquet Club Drive. Add WB left-turn lane and a dedicated right-turn lane, Widen sidewalks and add pedestrian countdown signals.
Industry	RETROFITING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGEOVER THE SAN GABRIEL RIVER FWY (ROUTE 605) & WIDEN IT TOACCOMODATE 4 LANES (2 EACH DIRECTION) TO

	ELIMINATE BOTTLENECK
Industry	Valley Blvd: add 1 through EB lane, installation of street lighting, curb& gutter, 7 bus turnouts and modifications to 2 traffic signals. No ROW impacts.
Industry	INDUSTRY-ATMS SIGNAL UPGRADE/CCTV VIDEO SURVEILLANCE SYSTEM. DESIGN & IMPLEMENT 20 ATMS SIGNAL UPGRADE, 6 CCTVVIDEO SURVEILLANCE SYSTEM, WIRELESS COMMUNICATIONS & LOCAL CONTROL CENTER (LCC) VIDEO SCREEN SYSTEM
OCTA	ORANGE TRANSIT BRT S2120008 NEW EXPRESS BUSSERVICE FROMINDUSTRY TOANAHEIMINDUSTRY METROLINK/ANAHEIMRESORT EXPRESS BUS SERVICE

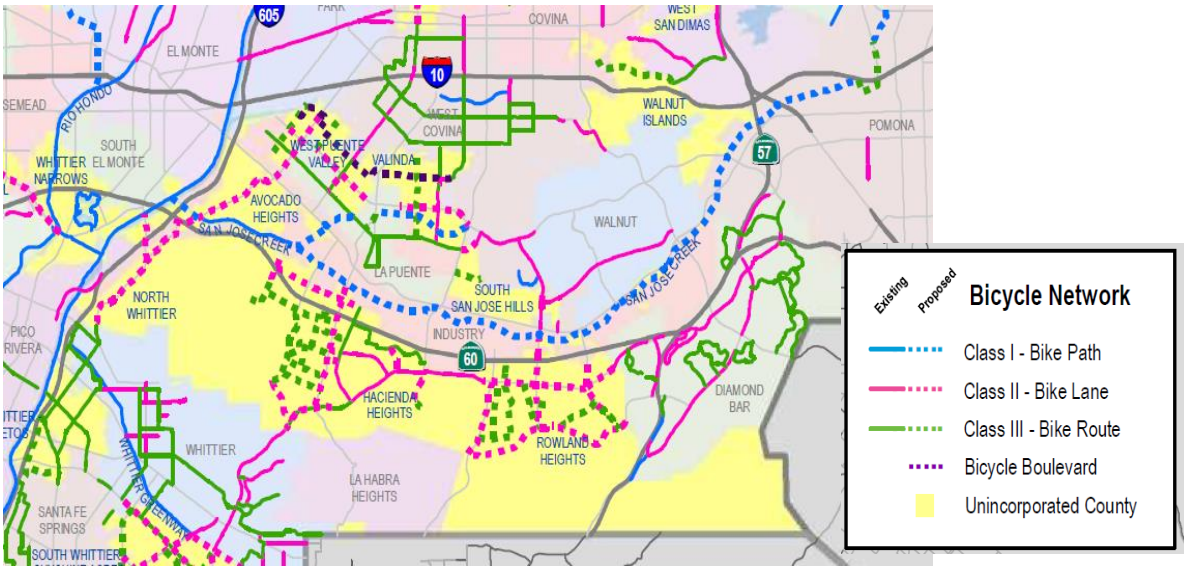
Los Angeles County Bicycle Plan

The Los Angeles County Bicycle Plan expands upon the list of bicycle projects related to the City of Industry.

Table 13: Bicycle Projects Related to the City of Industry

Name	From	To	Class	Mileage
San Jose Creek Bicycle Plath	7th Street	Murchison Avenue	1	15.7
Vineland Avenue	0.3 miles north of Rath Street	Nelson Avenue	3	1.3
Nogales Street	Arenth Avenue	Pathfinder Road	2	1.8
Walnut Ave/Echelon Ave/Ranlett Ave	Francisquito Ave	Temple Ave	3	1.6
Gale Avenue	7th Ave	Stimson Ave	2	2
Puente Ave/Workman Mill Rd	Barrydale St	San Jose Creek Bicycle Path	2	3.5
Puente Creek Bicycle Path	Sunset Ave (San Jose Creek)	Temple Ave	1	1.7
Workman Mill Rd	San Jose Creek Bicycle Path	Strong Avenue	2	3.4
Total Mileage Class 1 and 2				28.1

Existing and Proposed Bicycle Faculties



These proposed projects were analyzed for their ability to reduce vehicle miles traveled for the population area as estimated by the traffic analysis zones which have a portion within the City of Industry as it is expected that the area residents are the likely users of the bicycle facilities rather than the employees of businesses within the City of Industry.

Next Steps

We submit these results for review and comment by the project team and City staff. This includes both the assumptions in the for the VMT reduction analysis and to determine if additional sources of VMT reduction are planned for the City and could be added to the analysis.

Appendix D Health Risk Assessment

Appendices

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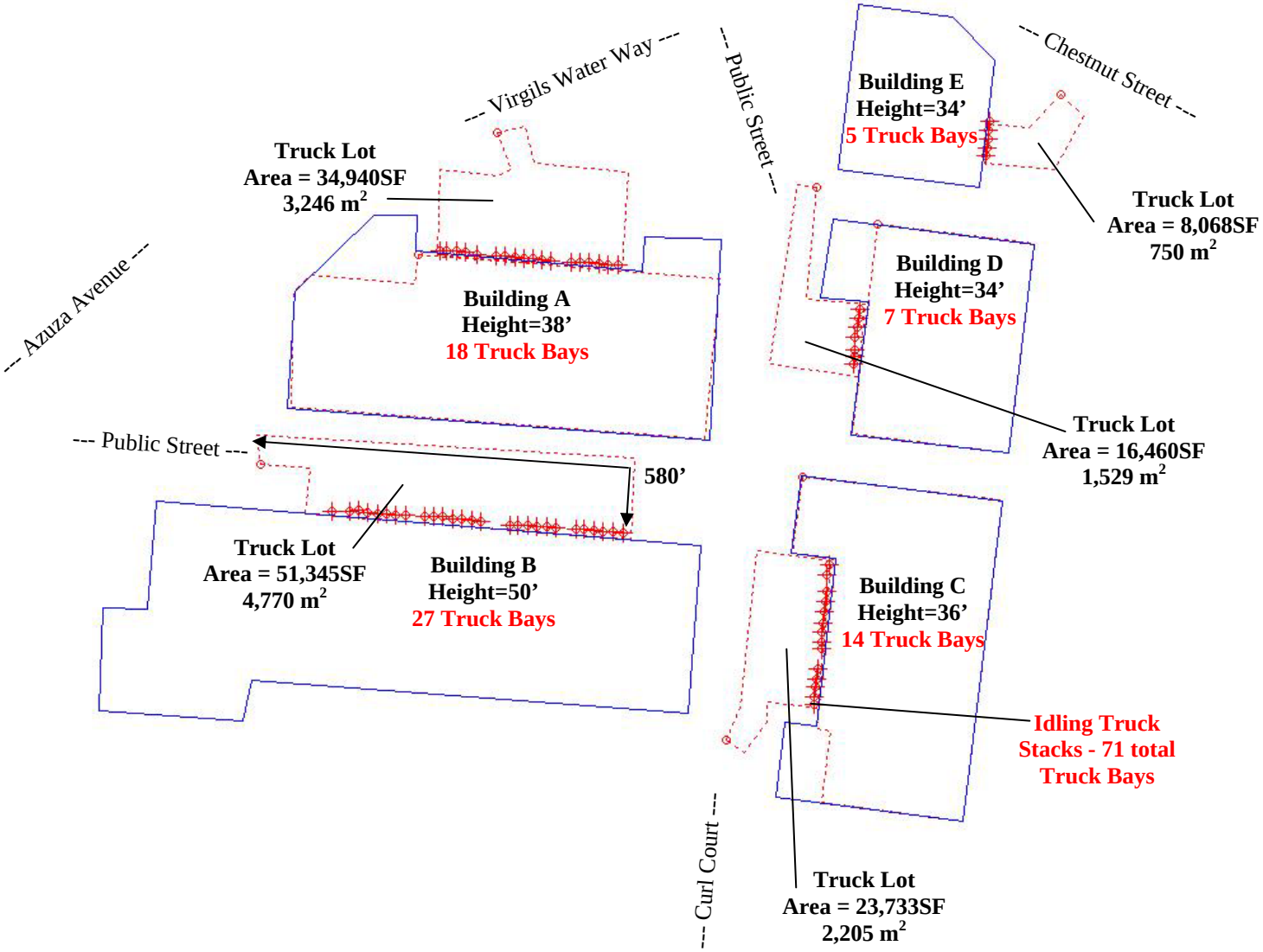
Sources
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748
Sunday - Saturday: 12:00 AM - 11:59 PM
Chemical and Use Rate
Heavy-Heavy Duty Diesel Trucks (HHDT): 178 truck trip ends per day
Medium-Heavy Duty Diesel Trucks (MHDT): 92 truck trip ends per day
Light-Heavy Duty Diesel Trucks (LHDT1): 87 truck trip ends per day
Light-Heavy Duty Diesel Trucks (LHDT2): 14 truck trip ends per day
Medium-Duty Diesel Trucks (MDV): 76 truck trip ends per day
- Truck idling duration: 15 minutes
Diesel-fueled Forklifts: 11 forklifts operating 12 hours per day, 5 days per week at Buildings A, C, and D
Propane-fueled Forklifts: 1 forklift operating 8.5 hours per day, 5 days per week at Building E



- Lot area is based upon Google Earth Pro, Version 7.1.5.1557.
- Release height of 4.15 m and initial vertical dimension (δy) of 1.93 m is based upon California Air Resources Board's "Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles" (2000).

Weighting Emission Factors

Adjusting the EMFAC2014 emission factors to account for reductions in factors over the exposure duration.

Risk Year	Modeling Year	Period	WF	Weighting Factor		Running Emission Factors (g/mi)				
						PM10 Diesel Fueled - 5 mph				
				Period	Factor	HHDT	MHDT	LHDT1	LHDT2	MDV
1	2017	1	0.033	2017-2020	0.133	0.1010	0.2755	0.0823	0.0659	0.0296
2	2018	1	0.033							
3	2019	1	0.033							
4	2020	1	0.033							
5	2021	1	0.033	2021-2025	0.167	0.0375	0.0132	0.0573	0.0423	0.0200
6	2022	1	0.033							
7	2023	1	0.033							
8	2024	1	0.033							
9	2025	1	0.033							
10	2026	1	0.033	2026-2030	0.167	0.0131	0.0064	0.0373	0.0274	0.0098
11	2027	1	0.033							
12	2028	1	0.033							
13	2029	1	0.033							
14	2030	1	0.033							
15	2031	1	0.033	2031-2035	0.167	0.0120	0.0061	0.0253	0.0205	0.0044
16	2032	1	0.033							
17	2033	1	0.033							
18	2034	1	0.033							
19	2035	1	0.033							
20	2036	1	0.033	2036-2040	0.167	0.0113	0.0059	0.0188	0.0173	0.0030
21	2037	1	0.033							
22	2038	1	0.033							
23	2039	1	0.033							
24	2040	1	0.033							
25	2041	1	0.033	2041-2045	0.167	0.0111	0.0058	0.0152	0.0157	0.0022
26	2042	1	0.033							
27	2043	1	0.033							
28	2044	1	0.033							
29	2045	1	0.033							
30	2046	1	0.033	2046	0.033	0.0110	0.0058	0.0134	0.0152	0.0019
30-year average[1]		30	1.0		1.0	**0.0280**	**0.0432**	**0.0371**	**0.0298**	**0.0106**

WF - period weighting factor

[1] Represent the 30-year weighted average emission factors for each TAC and vehicle speed.

Heavy Duty trucks modeled using HHDT emission factors (EMFAC 2014 v1.0.7)
Medium Duty trucks modeled using MHDT emission factors (EMFAC 2014, v1.0.7)

Weighting Emission Factors

Adjusting the EMFAC2014 emission factors to account for

Risk Year	Modeling Year	Period	WF	Weighting Factor		Idling Emission Factors (g/hr)				
						PM10 Diesel Fueled				
				Period	Factor	HHDT	MHDT	LHDT1	LHDT2	MDV
1	2017	1	0.033	2017-2020	0.133	0.0508	0.3300	0.8351	0.8246	0.3300
2	2018	1	0.033							
3	2019	1	0.033							
4	2020	1	0.033							
5	2021	1	0.033	2021-2025	0.167	0.0197	0.0165	0.7605	0.7519	0.0165
6	2022	1	0.033							
7	2023	1	0.033							
8	2024	1	0.033							
9	2025	1	0.033							
10	2026	1	0.033	2026-2030	0.167	0.0092	0.0038	0.6182	0.6294	0.0038
11	2027	1	0.033							
12	2028	1	0.033							
13	2029	1	0.033							
14	2030	1	0.033							
15	2031	1	0.033	2031-2035	0.167	0.0048	0.0023	0.5050	0.5486	0.0023
16	2032	1	0.033							
17	2033	1	0.033							
18	2034	1	0.033							
19	2035	1	0.033							
20	2036	1	0.033	2036-2040	0.167	0.0029	0.0017	0.4313	0.4946	0.0017
21	2037	1	0.033							
22	2038	1	0.033							
23	2039	1	0.033							
24	2040	1	0.033							
25	2041	1	0.033	2041-2045	0.167	0.0022	0.0015	0.3834	0.4617	0.0015
26	2042	1	0.033							
27	2043	1	0.033							
28	2044	1	0.033							
29	2045	1	0.033							
30	2046	1	0.033	2046	0.033	0.0018	0.0014	0.3559	0.4478	0.0014
30-year average[1]		30	1.0		1.0	**0.0133**	**0.0484**	**0.5729**	**0.6059**	**0.0484**

WF - period weighting factor

[1] Represent the 30-year weighted average emission factor

Heavy Duty trucks modeled using HHDT emission factors
Medium Duty trucks modeled using MHDT emission factor

Running Emissions
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748

Operation: Shipping and Receiving, Truck Activities - DPM Running Emissions

	hours	days	weeks
Temporal Profile:	24	5	52
	24	2	52

Truck Activity: (1)

HHDT (4+ axel)	178	Truck Trips/Day
MHDT (4+ axel)	92	Truck Trips/Day
LHDT1 (3-axel)	87	Truck Trips/Day
LHDT2 (3-axel)	14	Truck Trips/Day
MDV (2-axel)	76	Truck Trips/Day
Total	447	Truck Trips/Day

Miles Traveled/Trip (Ingress/Egress) 0.11

Running Emissions:	Emission Factor (g/mi)	Emissions (g/sec)
HHDT (4+ axel)	0.0280	6.34E-06
MHDT (4+ axel)	0.0432	5.05E-06
LHDT1 (3-axel)	0.0371	4.10E-06
LHDT2 (3-axel)	0.0298	5.31E-07
MDV (2-axel)	0.0106	1.02E-06
Combined Emissions (g/sec)		1.70E-05

Emissions per Building (3)	No. Bays	Bay Fraction	Adjusted Emissions (g/sec)
Building A	18	0.25	4.32E-06
Building B	27	0.38	6.48E-06
Building C	14	0.20	3.36E-06
Building D	7	0.10	1.68E-06
Building E	5	0.07	1.20E-06
Total	71	1.00	1.70E-05

Note: DPM emission factor assumed to be equal to PM10 emission factor.

(1) 4+ axel trucks evaluated as a combination of heavy-heavy duty trucks (HHDT) and medium-heavy duty trucks (MHDT). 3-axel trucks evaluated as a combination of light-heavy duty trucks (LHDT1 and LHDT2). 2-axel trucks modeled as medium-duty vehicles (MDV).

(2) For DPM, 30-year weighted average PM10 running emission factors for heavy-heavy duty trucks and medium-heavy duty trucks obtained from CARB (EMFAC2014, v1.0.7) for analysis years 2017-2046. Based upon an average lot travel speed of 5 mph.

(3) Total DPM emissions from all trucks divided amonst the buildings by the ratio of trucks bay per building to the total number of project truck bays.

Idling Emissions
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748

Operation: Shipping and Receiving, Truck Activities - DPM Idling Emissions

	hours	days	weeks
Temporal Profile:	24	5	52
	24	2	52

Truck Activity: (1)

HHDT (4+ axel)	89	Trucks/Day
MHDT (4+ axel)	46	Trucks/Day
LHDT1 (3-axel)	44	Trucks/Day
LHDT2 (3-axel)	7	Trucks/Day
MDV (2-axel)	38	Trucks/Day
Total	224	Trucks/Day
Idling Duration (min)	15	per Truck

Idling Emissions:	Emission Factor (g/hr) (2)	Emissions (g/sec)
HHDT (4+ axel)	0.0133	3.43E-06
MHDT (4+ axel)	0.0484	6.44E-06
LHDT1 (3-axel)	0.5729	7.21E-05
LHDT2 (3-axel)	0.6059	1.23E-05
MDV (2-axel)	0.0484	5.32E-06
Combined Emissions (g/sec)		9.96E-05
Number of Truck Bays		71
Adjusted Emissions (g/sec/bay)		1.40E-06

Point Source Specifications (verticle release): (3)

Stack Velocity	51.71	m/s
Stack Temperature	366	K
Stack Diameter	0.33	ft
Stack Release Height (4)	4.15	m

Note: DPM emission factor assumed to be equal to PM10 emission factor.

(1) 4+ axel trucks evaluated as a combination of heavy-heavy duty trucks (HHDT) and medium-heavy duty trucks (MHDT). 3-axel trucks evaluated as a combination of light-heavy duty trucks (LHDT1 and LHDT2). 2-axel trucks modeled as medium-duty vehicles (MDV).

(2) For DPM, 30-year weighted average PM10 idling emission factors for heavy-heavy duty trucks and medium-heavy duty trucks obtained from CARB (EMFAC2014, v1.0.7) for analysis years 2017-2046.

(3) Diesel exhaust stack parameters from San Joaquin Valley APCD Health Risk Assessment Workshop for "Vertical Exhaust Stack Parameters" (2010).

(4) Stack release height from CARB's Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (2000).

Diesel Forklift Emissions
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748

Operation: Off-road Equipment - DPM Emissions [1]

	hours	days	weeks
Temporal Profile:	12	5	52
	0	0	0

Diesel-Forklift Emissions [1]

No. Diesel Forklifts	11	
Maximum Daily Emissions	2.65E+00	lbs/day
	2.21E-01	lbs/hr
	2.78E-02	g/sec

Emissions per Building [2]	Building SF	Fraction	Adjusted Emissions (g/sec)
Building A	127,100	0.43	1.20E-02
Building B [3]	n/a	n/a	n/a
Building C	104,227	0.35	9.86E-03
Building D	62,271	0.21	5.89E-03
Building E [4]	n/a	n/a	n/a
Total	293,598	1.00	2.78E-02

Note: DPM emission factor assumed to be equal to PM10 emission factor.
(1) As specific tenants are not known for Buildings A, C, and D at the time of the CEQA analysis, diesel-fueled forklifts were included in the CalEEMod operational run (see EIR AQ section) and included in the HRA. Based on preliminary information, it was assumed 11 diesel forklifts could potentially be used for operations at Buildings A, C, and D. The maximum daily PM10 emissions (lbs/day) from the forklists was taken from the
(2) Total DPM emissions from all forklifts divided amonst the Buildings A, C, and D by the ratio of building square footage per building to the combined building square footage.
(3) Based on preliminary information provided by the applicant, no forklifts are planned for Building B.
(4) Based on preliminary information provided by the applicant, 1 propane forklift is planned for Building E.

Propane Forklift Emissions
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748

Operation: Off-road Equipment - Building E [1]

	hours	days	weeks
Temporal Profile:	8.5	5	52
	0	0	0

Forklift Emissions [1]

No. Forklifts	1	
Fuel Consumption	0.79	gal/hr

Speciation:	Emission Factor	Emissions lb/hr	Emissions g/sec	Wt Fraction
Acetaldehyde	0.2520	2.00E-04	2.52E-05	7.81E-02
Acrolein	0.2380	1.89E-04	2.38E-05	7.38E-02
Ammonia	0.3000	2.38E-04	3.00E-05	9.30E-02
Benzene	0.1430	1.13E-04	1.43E-05	4.43E-02
1,3-Butadiene	0.0600	4.76E-05	5.99E-06	1.86E-02
Carbon Tetrachloride	0.0016	1.27E-06	1.60E-07	4.96E-04
Chloroform	0.0012	9.83E-07	1.24E-07	3.84E-04
1,2-Dichloroethane	0.0010	8.08E-07	1.02E-07	3.16E-04
1,2-Dichloropropane	0.0012	9.35E-07	1.18E-07	3.66E-04
1,3-Dichloropropene	0.0012	9.11E-07	1.15E-07	3.56E-04
Ethylbenzene	0.0022	1.78E-06	2.24E-07	6.94E-04
Ethylene Dibromide	0.0019	1.53E-06	1.93E-07	5.98E-04
Formaldehyde	1.8600	1.47E-03	1.86E-04	5.76E-01
Methanol	0.2770	2.20E-04	2.77E-05	8.59E-02
Methylene Chloride	0.0037	2.96E-06	3.72E-07	1.16E-03
Naphthalene	0.0088	6.97E-06	8.78E-07	2.72E-03
Styrene	0.0011	8.56E-07	1.08E-07	3.35E-04
1,1,2,2-Tetrachloroethane	0.0023	1.81E-06	2.29E-07	7.10E-04
1,1,2-Trichloroethane	0.0014	1.09E-06	1.38E-07	4.28E-04
Toluene	0.0505	4.00E-05	5.04E-06	1.57E-02
Vinyl Chloride	0.0007	5.15E-07	6.49E-08	2.01E-04
Xylene	0.0176	1.39E-05	1.76E-06	5.46E-03
Combined Emissions (g/sec)			3.22E-04	1.00

Emissions per Building [1]	Adjusted Emissions (g/sec)
Building A	n/a
Building B	n/a
Building C	n/a
Building D	n/a
Building E	3.22E-04

(1) Based on preliminary information provided by the applicant, 1 propane forklift is planned for Building E. No other propane forklifts are specified for the other buildings.

(2) Emission factors from SCAQMD Supplemental Instructions: Reporting Procedures for AB2588 Facilities, for LPG, Butane, or Propane Combustion, Internal Combustion, 4 stroke-rich burn (December 2014).

Propane Forklift Emissions
Proposed Warehouse Buildings
Southwest Corner of Azusa Avenue and Chestnut Street
Industry, CA 91748

Operation: Off-road Equipment - TAC Emissions

	hours	days	weeks
Temporal Profile:	12	5	52
	0	0	0

Forklift Emissions [1]

No. Forklifts	11	
Fuel Consumption	0.79	gal/hr

Speciation:	Emission Factor	Emissions lb/hr	Emissions g/sec	Wt Fraction
Acetaldehyde	0.2520	2.20E-03	2.77E-04	7.81E-02
Acrolein	0.2380	2.07E-03	2.61E-04	7.38E-02
Ammonia	0.3000	2.62E-03	3.30E-04	9.30E-02
Benzene	0.1430	1.25E-03	1.57E-04	4.43E-02
1,3-Butadiene	0.0600	5.23E-04	6.59E-05	1.86E-02
Carbon Tetrachloride	0.0016	1.39E-05	1.76E-06	4.96E-04
Chloroform	0.0012	1.08E-05	1.36E-06	3.84E-04
1,2-Dichloroethane	0.0010	8.89E-06	1.12E-06	3.16E-04
1,2-Dichloropropane	0.0012	1.03E-05	1.30E-06	3.66E-04
1,3-Dichloropropene	0.0012	1.00E-05	1.26E-06	3.56E-04
Ethylbenzene	0.0022	1.95E-05	2.46E-06	6.94E-04
Ethylene Dibromide	0.0019	1.68E-05	2.12E-06	5.98E-04
Formaldehyde	1.8600	1.62E-02	2.04E-03	5.76E-01
Methanol	0.2770	2.41E-03	3.04E-04	8.59E-02
Methylene Chloride	0.0037	3.25E-05	4.10E-06	1.16E-03
Naphthalene	0.0088	7.66E-05	9.66E-06	2.72E-03
Styrene	0.0011	9.42E-06	1.19E-06	3.35E-04
1,1,2,2-Tetrachloroethane	0.0023	2.00E-05	2.52E-06	7.10E-04
1,1,2-Trichloroethane	0.0014	1.20E-05	1.52E-06	4.28E-04
Toluene	0.0505	4.40E-04	5.55E-05	1.57E-02
Vinyl Chloride	0.0007	5.67E-06	7.14E-07	2.01E-04
Xylene	0.0176	1.53E-04	1.93E-05	5.46E-03
Combined Emissions (g/sec)			3.54E-03	1.00

Emissions per Building [3]	Bldg SF	Fraction	Adjusted Emissions (g/sec)
Building A	127,100	0.43	1.53E-03
Building B [4]	n/a	n/a	n/a
Building C	104,227	0.35	1.26E-03
Building D	62,271	0.21	7.52E-04
Building E [5]	n/a	n/a	n/a
Total	293,598	1.00	3.54E-03

Note: DPM emission factor assumed to be equal to PM10 emission factor.

(1) Propane-fueled forklifts were determined for the mitigated operational AQ analysis (see EIR AQ section). Based on preliminary information, it was assumed 11 propane forklifts could potentially be used for operations at Buildings A, C, and D.

(2) Emission factors from SCAQMD Supplemental Instructions: Reporting Procedures for AB2588 Facilities, for LPG, Butane, or Propane Combustion, Internal Combustion, 4 stroke-rich burn (December 2014).

(3) Total TAC emissions from all forklifts divided amonst the Buildings A, C, and D by the ratio of building square footage per building to the combined building square footage.

(4) Based on preliminary information provided by the applicant, no forklifts are planned for Building

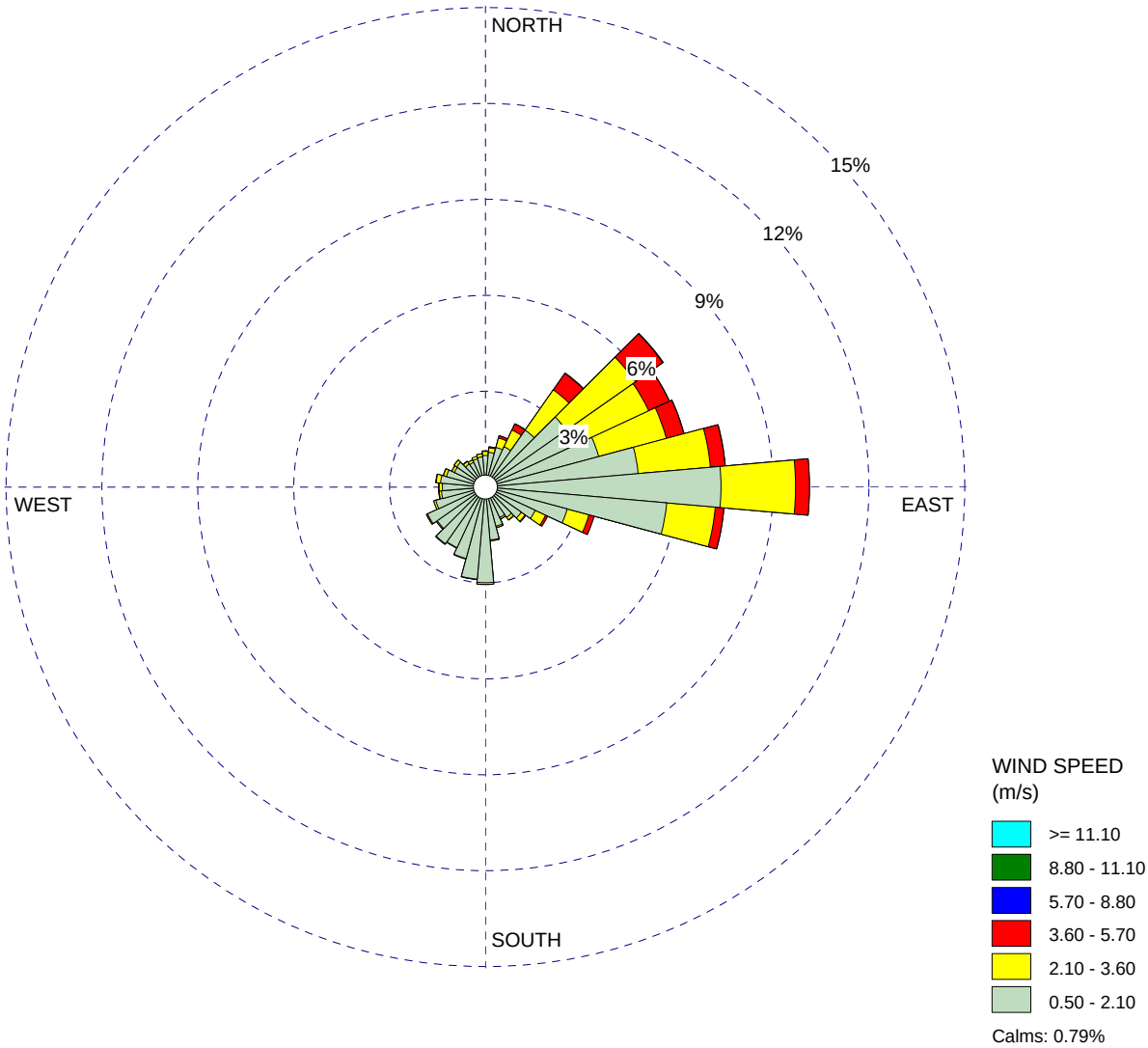
(5) Forklift for Bldg E already accounted for in unmitigated model run.

WIND ROSE PLOT:

Pomona Monitoring Station
2008-2012

DISPLAY:

Wind Speed
Flow Vector (blowing to)



COMMENTS:	DATA PERIOD:	COMPANY NAME:	
	Start Date: 1/1/2008 - 01:00 **End Date: 12/31/2012 - 23:59**	MODELER:	
	CALM WINDS: **0.79%**	TOTAL COUNT: **43406 hrs.**	
	AVG. WIND SPEED: **1.38 m/s**	DATE: **1/14/2016**	PROJECT NO.: **IND-07.137**

WRPLOT View - Lakes Environmental Software

Model Output
Unit Emission Rates (1 g/s)

Results Summary

Warehouse Buildings
HRA

Concentration - Source Group: 1A Truck Running - Bldg A

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	887.77249		414206.66	3763412.70	112.92	0.00	112.92	9/22/2009, 23
PERIOD		10.44957		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 1B Truck Running - Bldg B

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	453.24470		414206.66	3763412.70	112.92	0.00	112.92	7/19/2012, 6
PERIOD		4.30073		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 1C Truck Running - Bldg C

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	339.87141		414206.66	3763412.70	112.92	0.00	112.92	9/25/2010, 3
PERIOD		2.49174		414206.66	3763412.70	112.92	0.00	112.92	

Model Output
Unit Emission Rates (1 g/s)

Results Summary

Warehouse Buildings
HRA

Concentration - Source Group: 1D Truck Running - Bldg D

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	477.88472		414206.66	3763412.70	112.92	0.00	112.92	7/22/2010, 4
PERIOD		5.00323		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 1E Truck Running - Bldg E

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	400.34717		414206.66	3763412.70	112.92	0.00	112.92	9/6/2011, 23
PERIOD		5.29044		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 3A Forklifts - Bldg A

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	509.69989		414206.66	3763412.70	112.92	0.00	112.92	10/4/2010, 7
PERIOD		2.23889		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 3C Forklifts - Bldg C

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	284.07315		414206.66	3763412.70	112.92	0.00	112.92	12/24/2008, 18
PERIOD		0.72312		414206.66	3763412.70	112.92	0.00	112.92	

Model Output
Unit Emission Rates (1 g/s)

Results Summary

Warehouse Buildings
HRA

Concentration - Source Group: 3D Forklifts - Bldg D

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	365.42556		414206.66	3763412.70	112.92	0.00	112.92	4/6/2011, 7
PERIOD		1.07469		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: 3E Forklift - Bldg E

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	205.84201		414206.66	3763452.70	111.37	0.00	111.37	1/11/2011, 17
PERIOD		0.58101		414206.66	3763412.70	112.92	0.00	112.92	

Concentration - Source Group: IDLING Truck Idling (all truck bays)

Averaging Period	Rank	Peak	Units	X (m)	Y (m)	ZELEV (m)	ZFLAG (m)	ZHILL (m)	Peak Date, Start Hour
1-HR	1ST	18783.24787		414156.66	3763412.70	112.43	0.00	112.43	12/22/2010, 8
PERIOD		485.58160		414206.66	3763412.70	112.92	0.00	112.92	

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                         PAGE   1
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for    80 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =     40435.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  OTHER

**Model Calculates  1 Short Term Average(s) of:   1-HR
    and Calculates PERIOD Averages

**This Run Includes:     80 Source(s);      10 Source Group(s); and      37 Receptor(s)

               with:     71 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:      0 VOLUME source(s)
                and:      9 AREA type source(s)
                and:      0 LINE source(s)
                and:      0 OPENPIT source(s)


**Model Set To Continue RUNning After the Setup Testing.

**The AERMET Input Meteorological Data Version Date:  14134
```

```
**Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   270.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      3.7 MB of RAM.

**Detailed Error/Message File:   utilitytrailer.err
**File for Summary of Results:   utilitytrailer.sum
```

Model Input
Unit Emission Rates (1 g/s)

**MODELOPTs: RegDFAULT CONC ELEV URBAN

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK71	0	0.10000E+01	414301.3	3763266.3	115.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK1	0	0.10000E+01	414303.8	3763266.3	115.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK2	0	0.10000E+01	414307.7	3763265.9	115.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK3	0	0.10000E+01	414311.5	3763265.4	115.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK4	0	0.10000E+01	414316.6	3763264.4	115.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK5	0	0.10000E+01	414324.6	3763264.0	115.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK6	0	0.10000E+01	414328.2	3763264.0	115.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK7	0	0.10000E+01	414332.5	3763263.6	115.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK8	0	0.10000E+01	414336.1	3763263.0	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK9	0	0.10000E+01	414339.9	3763262.8	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK10	0	0.10000E+01	414343.5	3763262.5	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK11	0	0.10000E+01	414347.3	3763262.0	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK12	0	0.10000E+01	414356.0	3763261.3	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK13	0	0.10000E+01	414359.8	3763261.3	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK14	0	0.10000E+01	414363.4	3763261.2	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK15	0	0.10000E+01	414367.6	3763261.0	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK16	0	0.10000E+01	414371.4	3763260.5	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK17	0	0.10000E+01	414375.5	3763260.5	115.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK18	0	0.10000E+01	414255.5	3763157.1	116.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK19	0	0.10000E+01	414263.1	3763157.1	116.8	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK20	0	0.10000E+01	414266.8	3763157.2	116.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK21	0	0.10000E+01	414270.8	3763156.4	116.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK22	0	0.10000E+01	414274.9	3763156.1	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK23	0	0.10000E+01	414278.7	3763155.9	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK24	0	0.10000E+01	414282.4	3763155.4	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK25	0	0.10000E+01	414286.5	3763155.6	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK26	0	0.10000E+01	414294.7	3763154.8	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK27	0	0.10000E+01	414298.4	3763154.6	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK28	0	0.10000E+01	414302.3	3763154.6	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK29	0	0.10000E+01	414306.2	3763153.8	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK30	0	0.10000E+01	414309.9	3763153.8	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK31	0	0.10000E+01	414314.3	3763153.0	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK32	0	0.10000E+01	414318.2	3763152.8	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK33	0	0.10000E+01	414330.2	3763151.1	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK34	0	0.10000E+01	414333.5	3763151.1	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK35	0	0.10000E+01	414337.9	3763151.0	116.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK36	0	0.10000E+01	414341.5	3763150.7	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK37	0	0.10000E+01	414345.8	3763150.7	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY

STCK38	0	0.10000E+01	414349.8	3763150.2	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK39	0	0.10000E+01	414357.8	3763149.7	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK40	0	0.10000E+01	414361.2	3763149.3	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK41	0	0.10000E+01	414365.5	3763149.0	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK42	0	0.10000E+01	414369.5	3763148.5	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK43	0	0.10000E+01	414373.4	3763148.4	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK44	0	0.10000E+01	414377.5	3763148.0	116.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK45	0	0.10000E+01	414457.6	3763075.8	117.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK46	0	0.10000E+01	414457.8	3763079.1	117.3	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK47	0	0.10000E+01	414458.1	3763083.3	117.3	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK48	0	0.10000E+01	414458.8	3763086.6	117.2	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK49	0	0.10000E+01	414459.1	3763090.7	117.2	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK50	0	0.10000E+01	414460.8	3763099.4	117.1	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK51	0	0.10000E+01	414460.9	3763102.2	117.1	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK52	0	0.10000E+01	414460.8	3763106.2	117.0	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK53	0	0.10000E+01	414461.4	3763110.1	117.0	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK54	0	0.10000E+01	414461.9	3763114.9	117.0	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK55	0	0.10000E+01	414462.4	3763119.3	116.9	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK56	0	0.10000E+01	414462.9	3763123.2	116.9	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK57	0	0.10000E+01	414463.2	3763130.5	116.8	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK58	0	0.10000E+01	414464.0	3763134.7	116.8	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK59	0	0.10000E+01	414474.1	3763218.8	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK60	0	0.10000E+01	414474.7	3763222.1	115.7	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK61	0	0.10000E+01	414474.9	3763224.7	115.6	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK62	0	0.10000E+01	414474.7	3763230.1	115.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK63	0	0.10000E+01	414475.9	3763234.4	115.5	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK64	0	0.10000E+01	414476.5	3763238.0	115.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK65	0	0.10000E+01	414476.7	3763241.5	115.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK66	0	0.10000E+01	414531.2	3763320.4	114.0	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK67	0	0.10000E+01	414530.9	3763317.0	114.1	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK68	0	0.10000E+01	414530.5	3763313.2	114.2	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK69	0	0.10000E+01	414529.9	3763309.4	114.3	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY
STCK70	0	0.10000E+01	414529.6	3763306.2	114.4	4.15	366.00	51.71	0.10	YES	YES	NO	HROFDY

Model Input
Unit Emission Rates (1 g/s)

**MODELOPTs: RegDFAULT CONC ELEV URBAN

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
1A	0	0.30810E-03	414324.8	3763315.9	115.0	4.15	9	1.93	YES	HROFDY
1B	0	0.20964E-03	414226.1	3763176.8	116.4	4.15	6	1.93	YES	HROFDY
1C	0	0.45350E-03	414420.9	3763061.3	117.5	4.15	8	1.93	YES	HROFDY
1D	0	0.65400E-03	414458.7	3763292.9	114.6	4.15	6	1.93	YES	HROFDY
1E	0	0.13340E-02	414560.9	3763331.7	113.5	4.15	6	1.93	YES	HROFDY
3A	0	0.88540E-04	414292.0	3763264.4	115.4	4.15	7	1.93	YES	HRDOW
3C	0	0.10736E-03	414453.0	3763171.3	116.4	4.15	8	1.93	YES	HRDOW
3D	0	0.17168E-03	414484.1	3763277.2	114.9	4.15	4	1.93	YES	HRDOW
3E	0	0.26515E-03	414476.6	3763367.5	113.9	4.15	5	1.93	YES	HRDOW

Model Input
Unit Emission Rates (1 g/s)

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                         PAGE   5
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                              SOURCE IDs
-----------                                              ----------

 1A         1A          ,

 1B         1B          ,

 1C         1C          ,

 1D         1D          ,

 1E         1E          ,

 3A         3A          ,

 3C         3C          ,

 3D         3D          ,

 IDLING     STCK71      , STCK1       , STCK2       , STCK3       , STCK4       , STCK5       , STCK6       , STCK7       ,

            STCK8       , STCK9       , STCK10      , STCK11      , STCK12      , STCK13      , STCK14      , STCK15      ,

            STCK16      , STCK17      , STCK18      , STCK19      , STCK20      , STCK21      , STCK22      , STCK23      ,

            STCK24      , STCK25      , STCK26      , STCK27      , STCK28      , STCK29      , STCK30      , STCK31      ,

            STCK32      , STCK33      , STCK34      , STCK35      , STCK36      , STCK37      , STCK38      , STCK39      ,

            STCK40      , STCK41      , STCK42      , STCK43      , STCK44      , STCK45      , STCK46      , STCK47      ,

            STCK48      , STCK49      , STCK50      , STCK51      , STCK52      , STCK53      , STCK54      , STCK55      ,

            STCK56      , STCK57      , STCK58      , STCK59      , STCK60      , STCK61      , STCK62      , STCK63      ,

            STCK64      , STCK65      , STCK66      , STCK67      , STCK68      , STCK69      , STCK70      ,

 3E         3E          ,
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Model Input
Unit Emission Rates (1 g/s)

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE   6
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                   SOURCE IDs
 --------   ---------                                   ----------

               40435.   1A          , 1B          , 1C          , 1D          , 1E          , STCK71      , STCK1       ,
STCK2       ,

           STCK3       , STCK4       , STCK5       , STCK6       , STCK7       , STCK8       , STCK9       , STCK10      ,

           STCK11      , STCK12      , STCK13      , STCK14      , STCK15      , STCK16      , STCK17      , STCK18      ,

           STCK19      , STCK20      , STCK21      , STCK22      , STCK23      , STCK24      , STCK25      , STCK26      ,

           STCK27      , STCK28      , STCK29      , STCK30      , STCK31      , STCK32      , STCK33      , STCK34      ,

           STCK35      , STCK36      , STCK37      , STCK38      , STCK39      , STCK40      , STCK41      , STCK42      ,

           STCK43      , STCK44      , STCK45      , STCK46      , STCK47      , STCK48      , STCK49      , STCK50      ,

           STCK51      , STCK52      , STCK53      , STCK54      , STCK55      , STCK56      , STCK57      , STCK58      ,

           STCK59      , STCK60      , STCK61      , STCK62      , STCK63      , STCK64      , STCK65      , STCK66      ,

           STCK67      , STCK68      , STCK69      , STCK70      , 3A          , 3C          , 3D          , 3E          ,
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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE   7
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK71

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-76.5,	-33.9,	2	11.6,	184.8,	128.6,	-84.2,	-40.9,
3	11.6,	181.9,	152.1,	-89.5,	-46.6,	4	11.6,	173.4,	170.8,	-92.0,	-51.0,
5	11.6,	163.0,	184.4,	-91.7,	-52.1,	6	11.6,	152.3,	192.4,	-88.6,	-49.2,
7	11.6,	137.1,	194.6,	-82.8,	-44.9,	8	11.6,	117.6,	190.8,	-74.5,	-39.2,
9	11.6,	94.6,	181.3,	-64.0,	-32.4,	10	11.6,	101.3,	182.1,	-57.1,	-25.8,
11	11.6,	128.6,	184.8,	-51.5,	-19.9,	12	11.6,	152.1,	181.9,	-44.3,	-13.4,
13	11.6,	170.8,	173.4,	-35.7,	-6.5,	14	11.6,	184.4,	163.0,	-29.4,	0.6,
15	11.6,	192.4,	152.3,	-26.9,	7.6,	16	11.6,	194.6,	137.1,	-23.6,	14.5,
17	11.6,	190.8,	117.6,	-19.6,	20.9,	18	11.6,	181.3,	94.6,	-14.9,	26.7,
19	11.6,	182.1,	101.3,	-24.9,	33.9,	20	11.6,	184.8,	128.6,	-44.4,	40.9,
21	11.6,	181.9,	152.1,	-62.6,	46.6,	22	11.6,	173.4,	170.8,	-78.9,	51.0,
23	11.6,	163.0,	184.4,	-92.8,	52.1,	24	11.6,	152.3,	192.4,	-103.9,	49.2,
25	11.6,	137.1,	194.6,	-111.8,	44.9,	26	11.6,	117.6,	190.8,	-116.3,	39.2,
27	11.6,	94.6,	181.3,	-117.3,	32.4,	28	11.6,	101.3,	182.1,	-125.0,	25.8,
29	11.6,	128.6,	184.8,	-133.3,	19.9,	30	11.6,	152.1,	181.9,	-137.6,	13.4,
31	11.6,	170.8,	173.4,	-137.7,	6.5,	32	11.6,	184.4,	163.0,	-133.6,	-0.6,
33	11.6,	192.4,	152.3,	-125.4,	-7.6,	34	11.6,	194.6,	137.1,	-113.5,	-14.5,
35	11.6,	190.8,	117.6,	-98.0,	-20.9,	36	11.6,	181.3,	94.6,	-79.7,	-26.7,

SOURCE ID: STCK1

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-76.9,	-31.4,	2	11.6,	184.8,	128.6,	-85.1,	-38.5,
3	11.6,	181.9,	152.1,	-90.7,	-44.4,	4	11.6,	173.4,	170.8,	-93.5,	-49.0,
5	11.6,	163.0,	184.4,	-93.6,	-50.4,	6	11.6,	152.3,	192.4,	-90.8,	-48.0,
7	11.6,	137.1,	194.6,	-85.2,	-44.0,	8	11.6,	117.6,	190.8,	-77.0,	-38.8,
9	11.6,	94.6,	181.3,	-66.5,	-32.3,	10	11.6,	101.3,	182.1,	-59.6,	-26.2,
11	11.6,	128.6,	184.8,	-53.9,	-20.8,	12	11.6,	152.1,	181.9,	-46.5,	-14.7,
13	11.6,	170.8,	173.4,	-37.7,	-8.1,	14	11.6,	184.4,	163.0,	-31.1,	-1.4,
15	11.6,	192.4,	152.3,	-28.2,	5.5,	16	11.6,	194.6,	137.1,	-24.5,	12.1,
17	11.6,	190.8,	117.6,	-20.0,	18.4,	18	11.6,	181.3,	94.6,	-14.9,	24.1,
19	11.6,	182.1,	101.3,	-24.4,	31.4,	20	11.6,	184.8,	128.6,	-43.6,	38.5,
21	11.6,	181.9,	152.1,	-61.4,	44.4,	22	11.6,	173.4,	170.8,	-77.3,	49.0,
23	11.6,	163.0,	184.4,	-90.9,	50.4,	24	11.6,	152.3,	192.4,	-101.7,	48.0,
25	11.6,	137.1,	194.6,	-109.4,	44.0,	26	11.6,	117.6,	190.8,	-113.8,	38.8,
27	11.6,	94.6,	181.3,	-114.8,	32.3,	28	11.6,	101.3,	182.1,	-122.5,	26.2,
29	11.6,	128.6,	184.8,	-130.9,	20.8,	30	11.6,	152.1,	181.9,	-135.4,	14.7,
31	11.6,	170.8,	173.4,	-135.7,	8.1,	32	11.6,	184.4,	163.0,	-131.9,	1.4,
33	11.6,	192.4,	152.3,	-124.1,	-5.5,	34	11.6,	194.6,	137.1,	-112.6,	-12.1,
35	11.6,	190.8,	117.6,	-97.6,	-18.4,	36	11.6,	181.3,	94.6,	-79.6,	-24.1,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-77.2,	-27.5,	2	11.6,	184.8,	128.6,	-86.1,	-34.7,
3	11.6,	181.9,	152.1,	-92.4,	-40.9,	4	11.6,	173.4,	170.8,	-95.8,	-45.8,
5	11.6,	163.0,	184.4,	-96.4,	-47.6,	6	11.6,	152.3,	192.4,	-94.0,	-45.7,
7	11.6,	137.1,	194.6,	-88.8,	-42.4,	8	11.6,	117.6,	190.8,	-80.8,	-37.8,
9	11.6,	94.6,	181.3,	-70.4,	-32.0,	10	11.6,	101.3,	182.1,	-63.5,	-26.6,
11	11.6,	128.6,	184.8,	-57.7,	-21.8,	12	11.6,	152.1,	181.9,	-50.1,	-16.4,
13	11.6,	170.8,	173.4,	-40.9,	-10.4,	14	11.6,	184.4,	163.0,	-33.8,	-4.2,
15	11.6,	192.4,	152.3,	-30.5,	2.2,	16	11.6,	194.6,	137.1,	-26.1,	8.5,
17	11.6,	190.8,	117.6,	-21.0,	14.6,	18	11.6,	181.3,	94.6,	-15.3,	20.2,
19	11.6,	182.1,	101.3,	-24.1,	27.5,	20	11.6,	184.8,	128.6,	-42.5,	34.7,
21	11.6,	181.9,	152.1,	-59.7,	40.9,	22	11.6,	173.4,	170.8,	-75.0,	45.8,
23	11.6,	163.0,	184.4,	-88.1,	47.6,	24	11.6,	152.3,	192.4,	-98.4,	45.7,
25	11.6,	137.1,	194.6,	-105.8,	42.4,	26	11.6,	117.6,	190.8,	-110.0,	37.8,
27	11.6,	94.6,	181.3,	-110.8,	32.0,	28	11.6,	101.3,	182.1,	-118.5,	26.6,
29	11.6,	128.6,	184.8,	-127.1,	21.8,	30	11.6,	152.1,	181.9,	-131.8,	16.4,
31	11.6,	170.8,	173.4,	-132.5,	10.4,	32	11.6,	184.4,	163.0,	-129.1,	4.2,
33	11.6,	192.4,	152.3,	-121.9,	-2.2,	34	11.6,	194.6,	137.1,	-110.9,	-8.5,
35	11.6,	190.8,	117.6,	-96.6,	-14.6,	36	11.6,	181.3,	94.6,	-79.3,	-20.2,

SOURCE ID: STCK3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-77.4,	-23.7,	2	11.6,	184.8,	128.6,	-86.9,	-31.0,
3	11.6,	181.9,	152.1,	-93.8,	-37.4,	4	11.6,	173.4,	170.8,	-97.9,	-42.6,
5	11.6,	163.0,	184.4,	-99.0,	-44.8,	6	11.6,	152.3,	192.4,	-97.0,	-43.4,
7	11.6,	137.1,	194.6,	-92.1,	-40.6,	8	11.6,	117.6,	190.8,	-84.5,	-36.6,
9	11.6,	94.6,	181.3,	-74.2,	-31.5,	10	11.6,	101.3,	182.1,	-67.3,	-26.7,
11	11.6,	128.6,	184.8,	-61.4,	-22.6,	12	11.6,	152.1,	181.9,	-53.6,	-17.8,
13	11.6,	170.8,	173.4,	-44.1,	-12.5,	14	11.6,	184.4,	163.0,	-36.6,	-6.7,
15	11.6,	192.4,	152.3,	-32.8,	-0.8,	16	11.6,	194.6,	137.1,	-27.9,	5.2,
17	11.6,	190.8,	117.6,	-22.2,	11.0,	18	11.6,	181.3,	94.6,	-15.8,	16.4,
19	11.6,	182.1,	101.3,	-23.9,	23.7,	20	11.6,	184.8,	128.6,	-41.7,	31.0,
21	11.6,	181.9,	152.1,	-58.2,	37.4,	22	11.6,	173.4,	170.8,	-73.0,	42.6,
23	11.6,	163.0,	184.4,	-85.5,	44.8,	24	11.6,	152.3,	192.4,	-95.4,	43.4,
25	11.6,	137.1,	194.6,	-102.5,	40.6,	26	11.6,	117.6,	190.8,	-106.4,	36.6,
27	11.6,	94.6,	181.3,	-107.1,	31.5,	28	11.6,	101.3,	182.1,	-114.8,	26.7,
29	11.6,	128.6,	184.8,	-123.4,	22.6,	30	11.6,	152.1,	181.9,	-128.3,	17.8,
31	11.6,	170.8,	173.4,	-129.3,	12.5,	32	11.6,	184.4,	163.0,	-126.3,	6.7,
33	11.6,	192.4,	152.3,	-119.6,	0.8,	34	11.6,	194.6,	137.1,	-109.2,	-5.2,
35	11.6,	190.8,	117.6,	-95.4,	-11.0,	36	11.6,	181.3,	94.6,	-78.8,	-16.4,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE   8
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK4

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-77.3,	-18.5,	2	11.6,	184.8,	128.6,	-87.8,	-25.9,
3	11.6,	181.9,	152.1,	-95.5,	-32.5,	4	11.6,	173.4,	170.8,	-100.4,	-38.0,
5	11.6,	163.0,	184.4,	-102.2,	-40.8,	6	11.6,	152.3,	192.4,	-100.9,	-40.0,
7	11.6,	137.1,	194.6,	-96.6,	-38.0,	8	11.6,	117.6,	190.8,	-89.3,	-34.8,
9	11.6,	94.6,	181.3,	-79.3,	-30.5,	10	11.6,	101.3,	182.1,	-72.5,	-26.7,
11	11.6,	128.6,	184.8,	-66.5,	-23.4,	12	11.6,	152.1,	181.9,	-58.5,	-19.5,
13	11.6,	170.8,	173.4,	-48.6,	-15.0,	14	11.6,	184.4,	163.0,	-40.7,	-10.0,
15	11.6,	192.4,	152.3,	-36.2,	-4.7,	16	11.6,	194.6,	137.1,	-30.6,	0.7,
17	11.6,	190.8,	117.6,	-24.0,	6.1,	18	11.6,	181.3,	94.6,	-16.7,	11.3,
19	11.6,	182.1,	101.3,	-24.0,	18.5,	20	11.6,	184.8,	128.6,	-40.9,	25.9,
21	11.6,	181.9,	152.1,	-56.5,	32.5,	22	11.6,	173.4,	170.8,	-70.4,	38.0,
23	11.6,	163.0,	184.4,	-82.2,	40.8,	24	11.6,	152.3,	192.4,	-91.5,	40.0,
25	11.6,	137.1,	194.6,	-98.0,	38.0,	26	11.6,	117.6,	190.8,	-101.5,	34.8,
27	11.6,	94.6,	181.3,	-102.0,	30.5,	28	11.6,	101.3,	182.1,	-109.6,	26.7,
29	11.6,	128.6,	184.8,	-118.3,	23.4,	30	11.6,	152.1,	181.9,	-123.4,	19.5,
31	11.6,	170.8,	173.4,	-124.8,	15.0,	32	11.6,	184.4,	163.0,	-122.3,	10.0,
33	11.6,	192.4,	152.3,	-116.2,	4.7,	34	11.6,	194.6,	137.1,	-106.5,	-0.7,
35	11.6,	190.8,	117.6,	-93.6,	-6.1,	36	11.6,	181.3,	94.6,	-77.8,	-11.3,

SOURCE ID: STCK5

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-78.2,	-10.5,	2	11.6,	184.8,	128.6,	-90.0,	-18.2,
3	11.6,	181.9,	152.1,	-99.1,	-25.2,	4	11.6,	173.4,	170.8,	-105.2,	-31.6,
5	11.6,	163.0,	184.4,	-108.1,	-35.3,	6	11.6,	152.3,	192.4,	-107.6,	-35.5,
7	11.6,	137.1,	194.6,	-104.0,	-34.8,	8	11.6,	117.6,	190.8,	-97.1,	-32.9,
9	11.6,	94.6,	181.3,	-87.3,	-30.0,	10	11.6,	101.3,	182.1,	-80.5,	-27.6,
11	11.6,	128.6,	184.8,	-74.2,	-25.7,	12	11.6,	152.1,	181.9,	-65.7,	-23.1,
13	11.6,	170.8,	173.4,	-55.1,	-19.8,	14	11.6,	184.4,	163.0,	-46.2,	-15.8,
15	11.6,	192.4,	152.3,	-40.6,	-11.4,	16	11.6,	194.6,	137.1,	-33.8,	-6.7,
17	11.6,	190.8,	117.6,	-25.9,	-1.7,	18	11.6,	181.3,	94.6,	-17.2,	3.3,
19	11.6,	182.1,	101.3,	-23.1,	10.5,	20	11.6,	184.8,	128.6,	-38.6,	18.2,
21	11.6,	181.9,	152.1,	-52.9,	25.2,	22	11.6,	173.4,	170.8,	-65.6,	31.6,
23	11.6,	163.0,	184.4,	-76.4,	35.3,	24	11.6,	152.3,	192.4,	-84.8,	35.5,
25	11.6,	137.1,	194.6,	-90.6,	34.8,	26	11.6,	117.6,	190.8,	-93.7,	32.9,
27	11.6,	94.6,	181.3,	-93.9,	30.0,	28	11.6,	101.3,	182.1,	-101.6,	27.6,
29	11.6,	128.6,	184.8,	-110.5,	25.7,	30	11.6,	152.1,	181.9,	-116.2,	23.1,
31	11.6,	170.8,	173.4,	-118.3,	19.8,	32	11.6,	184.4,	163.0,	-116.8,	15.8,
33	11.6,	192.4,	152.3,	-111.7,	11.4,	34	11.6,	194.6,	137.1,	-103.3,	6.7,
35	11.6,	190.8,	117.6,	-91.7,	1.7,	36	11.6,	181.3,	94.6,	-77.3,	-3.3,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK6

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-78.8,	-7.0,	2	11.6,	184.8,	128.6,	-91.3,	-14.8,
3	11.6,	181.9,	152.1,	-100.9,	-22.1,	4	11.6,	173.4,	170.8,	-107.5,	-28.8,
5	11.6,	163.0,	184.4,	-110.8,	-32.9,	6	11.6,	152.3,	192.4,	-110.8,	-33.7,
7	11.6,	137.1,	194.6,	-107.4,	-33.5,	8	11.6,	117.6,	190.8,	-100.7,	-32.3,
9	11.6,	94.6,	181.3,	-91.0,	-30.0,	10	11.6,	101.3,	182.1,	-84.1,	-28.2,
11	11.6,	128.6,	184.8,	-77.6,	-27.0,	12	11.6,	152.1,	181.9,	-68.8,	-24.9,
13	11.6,	170.8,	173.4,	-57.9,	-22.1,	14	11.6,	184.4,	163.0,	-48.5,	-18.6,
15	11.6,	192.4,	152.3,	-42.4,	-14.6,	16	11.6,	194.6,	137.1,	-35.0,	-10.1,
17	11.6,	190.8,	117.6,	-26.5,	-5.3,	18	11.6,	181.3,	94.6,	-17.2,	-0.3,
19	11.6,	182.1,	101.3,	-22.5,	7.0,	20	11.6,	184.8,	128.6,	-37.4,	14.8,
21	11.6,	181.9,	152.1,	-51.1,	22.1,	22	11.6,	173.4,	170.8,	-63.3,	28.8,
23	11.6,	163.0,	184.4,	-73.6,	32.9,	24	11.6,	152.3,	192.4,	-81.7,	33.7,
25	11.6,	137.1,	194.6,	-87.2,	33.5,	26	11.6,	117.6,	190.8,	-90.1,	32.3,
27	11.6,	94.6,	181.3,	-90.3,	30.0,	28	11.6,	101.3,	182.1,	-98.0,	28.2,
29	11.6,	128.6,	184.8,	-107.1,	27.0,	30	11.6,	152.1,	181.9,	-113.0,	24.9,
31	11.6,	170.8,	173.4,	-115.5,	22.1,	32	11.6,	184.4,	163.0,	-114.4,	18.6,
33	11.6,	192.4,	152.3,	-109.9,	14.6,	34	11.6,	194.6,	137.1,	-102.0,	10.1,
35	11.6,	190.8,	117.6,	-91.1,	5.3,	36	11.6,	181.3,	94.6,	-77.3,	0.3,

SOURCE ID: STCK7

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-79.3,	-2.7,	2	11.6,	184.8,	128.6,	-92.4,	-10.6,
3	11.6,	181.9,	152.1,	-102.8,	-18.3,	4	11.6,	173.4,	170.8,	-110.0,	-25.3,
5	11.6,	163.0,	184.4,	-113.9,	-29.9,	6	11.6,	152.3,	192.4,	-114.3,	-31.3,
7	11.6,	137.1,	194.6,	-111.3,	-31.8,	8	11.6,	117.6,	190.8,	-104.8,	-31.2,
9	11.6,	94.6,	181.3,	-95.2,	-29.7,	10	11.6,	101.3,	182.1,	-88.3,	-28.6,
11	11.6,	128.6,	184.8,	-81.8,	-28.1,	12	11.6,	152.1,	181.9,	-72.7,	-26.8,
13	11.6,	170.8,	173.4,	-61.4,	-24.6,	14	11.6,	184.4,	163.0,	-51.5,	-21.7,
15	11.6,	192.4,	152.3,	-44.8,	-18.1,	16	11.6,	194.6,	137.1,	-36.8,	-14.0,
17	11.6,	190.8,	117.6,	-27.6,	-9.4,	18	11.6,	181.3,	94.6,	-17.6,	-4.6,
19	11.6,	182.1,	101.3,	-22.0,	2.7,	20	11.6,	184.8,	128.6,	-36.2,	10.6,
21	11.6,	181.9,	152.1,	-49.3,	18.3,	22	11.6,	173.4,	170.8,	-60.8,	25.3,
23	11.6,	163.0,	184.4,	-70.5,	29.9,	24	11.6,	152.3,	192.4,	-78.1,	31.3,
25	11.6,	137.1,	194.6,	-83.3,	31.8,	26	11.6,	117.6,	190.8,	-86.0,	31.2,
27	11.6,	94.6,	181.3,	-86.0,	29.7,	28	11.6,	101.3,	182.1,	-93.7,	28.6,
29	11.6,	128.6,	184.8,	-103.0,	28.1,	30	11.6,	152.1,	181.9,	-109.2,	26.8,
31	11.6,	170.8,	173.4,	-112.0,	24.6,	32	11.6,	184.4,	163.0,	-111.5,	21.7,
33	11.6,	192.4,	152.3,	-107.5,	18.1,	34	11.6,	194.6,	137.1,	-100.3,	14.0,
35	11.6,	190.8,	117.6,	-90.0,	9.4,	36	11.6,	181.3,	94.6,	-77.0,	4.6,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE   9
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK8

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-79.2,	1.0,	2	11.6,	184.8,	128.6,	-93.0,	-7.0,
3	11.6,	181.9,	152.1,	-104.0,	-14.8,	4	11.6,	173.4,	170.8,	-111.8,	-22.1,
5	11.6,	163.0,	184.4,	-116.2,	-27.1,	6	11.6,	152.3,	192.4,	-117.1,	-28.9,
7	11.6,	137.1,	194.6,	-114.4,	-29.9,	8	11.6,	117.6,	190.8,	-108.3,	-29.9,
9	11.6,	94.6,	181.3,	-98.8,	-29.1,	10	11.6,	101.3,	182.1,	-92.0,	-28.6,
11	11.6,	128.6,	184.8,	-85.4,	-28.7,	12	11.6,	152.1,	181.9,	-76.1,	-28.0,
13	11.6,	170.8,	173.4,	-64.6,	-26.4,	14	11.6,	184.4,	163.0,	-54.4,	-24.0,
15	11.6,	192.4,	152.3,	-47.2,	-20.9,	16	11.6,	194.6,	137.1,	-38.6,	-17.1,
17	11.6,	190.8,	117.6,	-28.9,	-12.9,	18	11.6,	181.3,	94.6,	-18.2,	-8.2,
19	11.6,	182.1,	101.3,	-22.1,	-1.0,	20	11.6,	184.8,	128.6,	-35.6,	7.0,
21	11.6,	181.9,	152.1,	-48.0,	14.8,	22	11.6,	173.4,	170.8,	-59.0,	22.1,
23	11.6,	163.0,	184.4,	-68.2,	27.1,	24	11.6,	152.3,	192.4,	-75.3,	28.9,
25	11.6,	137.1,	194.6,	-80.1,	29.9,	26	11.6,	117.6,	190.8,	-82.5,	29.9,
27	11.6,	94.6,	181.3,	-82.4,	29.1,	28	11.6,	101.3,	182.1,	-90.1,	28.6,
29	11.6,	128.6,	184.8,	-99.4,	28.7,	30	11.6,	152.1,	181.9,	-105.7,	28.0,
31	11.6,	170.8,	173.4,	-108.8,	26.4,	32	11.6,	184.4,	163.0,	-108.6,	24.0,
33	11.6,	192.4,	152.3,	-105.1,	20.9,	34	11.6,	194.6,	137.1,	-98.4,	17.1,
35	11.6,	190.8,	117.6,	-88.7,	12.9,	36	11.6,	181.3,	94.6,	-76.3,	8.2,

SOURCE ID: STCK9

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-79.7,	4.7,	2	11.6,	184.8,	128.6,	-94.2,	-3.4,
3	11.6,	181.9,	152.1,	-105.8,	-11.4,	4	11.6,	173.4,	170.8,	-114.1,	-19.1,
5	11.6,	163.0,	184.4,	-119.0,	-24.6,	6	11.6,	152.3,	192.4,	-120.3,	-26.9,
7	11.6,	137.1,	194.6,	-117.9,	-28.4,	8	11.6,	117.6,	190.8,	-112.0,	-29.1,
9	11.6,	94.6,	181.3,	-102.6,	-28.9,	10	11.6,	101.3,	182.1,	-95.8,	-29.1,
11	11.6,	128.6,	184.8,	-89.0,	-29.9,	12	11.6,	152.1,	181.9,	-79.5,	-29.7,
13	11.6,	170.8,	173.4,	-67.6,	-28.7,	14	11.6,	184.4,	163.0,	-56.9,	-26.8,
15	11.6,	192.4,	152.3,	-49.2,	-24.1,	16	11.6,	194.6,	137.1,	-40.1,	-20.6,
17	11.6,	190.8,	117.6,	-29.7,	-16.6,	18	11.6,	181.3,	94.6,	-18.4,	-12.0,
19	11.6,	182.1,	101.3,	-21.6,	-4.7,	20	11.6,	184.8,	128.6,	-34.5,	3.4,
21	11.6,	181.9,	152.1,	-46.3,	11.4,	22	11.6,	173.4,	170.8,	-56.7,	19.1,
23	11.6,	163.0,	184.4,	-65.4,	24.6,	24	11.6,	152.3,	192.4,	-72.1,	26.9,
25	11.6,	137.1,	194.6,	-76.7,	28.4,	26	11.6,	117.6,	190.8,	-78.8,	29.1,
27	11.6,	94.6,	181.3,	-78.6,	28.9,	28	11.6,	101.3,	182.1,	-86.3,	29.1,
29	11.6,	128.6,	184.8,	-95.8,	29.9,	30	11.6,	152.1,	181.9,	-102.4,	29.7,
31	11.6,	170.8,	173.4,	-105.8,	28.7,	32	11.6,	184.4,	163.0,	-106.1,	26.8,
33	11.6,	192.4,	152.3,	-103.1,	24.1,	34	11.6,	194.6,	137.1,	-97.0,	20.6,
35	11.6,	190.8,	117.6,	-87.9,	16.6,	36	11.6,	181.3,	94.6,	-76.2,	12.0,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK10

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-80.0,	8.3,	2	11.6,	184.8,	128.6,	-95.1,	0.1,
3	11.6,	181.9,	152.1,	-107.3,	-8.2,	4	11.6,	173.4,	170.8,	-116.2,	-16.2,
5	11.6,	163.0,	184.4,	-121.6,	-22.0,	6	11.6,	152.3,	192.4,	-123.3,	-24.8,
7	11.6,	137.1,	194.6,	-121.2,	-26.9,	8	11.6,	117.6,	190.8,	-115.5,	-28.2,
9	11.6,	94.6,	181.3,	-106.2,	-28.6,	10	11.6,	101.3,	182.1,	-99.4,	-29.4,
11	11.6,	128.6,	184.8,	-92.5,	-30.8,	12	11.6,	152.1,	181.9,	-82.8,	-31.3,
13	11.6,	170.8,	173.4,	-70.5,	-30.8,	14	11.6,	184.4,	163.0,	-59.5,	-29.4,
15	11.6,	192.4,	152.3,	-51.3,	-27.1,	16	11.6,	194.6,	137.1,	-41.6,	-23.9,
17	11.6,	190.8,	117.6,	-30.6,	-20.1,	18	11.6,	181.3,	94.6,	-18.7,	-15.6,
19	11.6,	182.1,	101.3,	-21.3,	-8.3,	20	11.6,	184.8,	128.6,	-33.5,	-0.1,
21	11.6,	181.9,	152.1,	-44.8,	8.2,	22	11.6,	173.4,	170.8,	-54.6,	16.2,
23	11.6,	163.0,	184.4,	-62.9,	22.0,	24	11.6,	152.3,	192.4,	-69.2,	24.8,
25	11.6,	137.1,	194.6,	-73.4,	26.9,	26	11.6,	117.6,	190.8,	-75.3,	28.2,
27	11.6,	94.6,	181.3,	-75.0,	28.6,	28	11.6,	101.3,	182.1,	-82.7,	29.4,
29	11.6,	128.6,	184.8,	-92.3,	30.8,	30	11.6,	152.1,	181.9,	-99.1,	31.3,
31	11.6,	170.8,	173.4,	-102.8,	30.8,	32	11.6,	184.4,	163.0,	-103.5,	29.4,
33	11.6,	192.4,	152.3,	-101.0,	27.1,	34	11.6,	194.6,	137.1,	-95.4,	23.9,
35	11.6,	190.8,	117.6,	-87.0,	20.1,	36	11.6,	181.3,	94.6,	-75.9,	15.6,

SOURCE ID: STCK11

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-80.2,	12.1,	2	11.6,	184.8,	128.6,	-95.9,	3.8,
3	11.6,	181.9,	152.1,	-108.8,	-4.6,	4	11.6,	173.4,	170.8,	-118.2,	-12.9,
5	11.6,	163.0,	184.4,	-124.2,	-19.2,	6	11.6,	152.3,	192.4,	-126.3,	-22.5,
7	11.6,	137.1,	194.6,	-124.6,	-25.2,	8	11.6,	117.6,	190.8,	-119.1,	-27.0,
9	11.6,	94.6,	181.3,	-110.0,	-28.1,	10	11.6,	101.3,	182.1,	-103.2,	-29.6,
11	11.6,	128.6,	184.8,	-96.2,	-31.6,	12	11.6,	152.1,	181.9,	-86.3,	-32.7,
13	11.6,	170.8,	173.4,	-73.8,	-32.8,	14	11.6,	184.4,	163.0,	-62.3,	-31.9,
15	11.6,	192.4,	152.3,	-53.7,	-30.1,	16	11.6,	194.6,	137.1,	-43.4,	-27.3,
17	11.6,	190.8,	117.6,	-31.8,	-23.7,	18	11.6,	181.3,	94.6,	-19.2,	-19.4,
19	11.6,	182.1,	101.3,	-21.1,	-12.1,	20	11.6,	184.8,	128.6,	-32.7,	-3.8,
21	11.6,	181.9,	152.1,	-43.3,	4.6,	22	11.6,	173.4,	170.8,	-52.6,	12.9,
23	11.6,	163.0,	184.4,	-60.3,	19.2,	24	11.6,	152.3,	192.4,	-66.1,	22.5,
25	11.6,	137.1,	194.6,	-70.0,	25.2,	26	11.6,	117.6,	190.8,	-71.7,	27.0,
27	11.6,	94.6,	181.3,	-71.3,	28.1,	28	11.6,	101.3,	182.1,	-78.9,	29.6,
29	11.6,	128.6,	184.8,	-88.6,	31.6,	30	11.6,	152.1,	181.9,	-95.6,	32.7,
31	11.6,	170.8,	173.4,	-99.6,	32.8,	32	11.6,	184.4,	163.0,	-100.7,	31.9,
33	11.6,	192.4,	152.3,	-98.7,	30.1,	34	11.6,	194.6,	137.1,	-93.7,	27.3,
35	11.6,	190.8,	117.6,	-85.8,	23.7,	36	11.6,	181.3,	94.6,	-75.4,	19.4,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  10
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK12

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-81.1,	20.8,	2	11.6,	184.8,	128.6,	-98.3,	12.2,
3	11.6,	181.9,	152.1,	-112.5,	3.2,	4	11.6,	173.4,	170.8,	-123.3,	-5.8,
5	11.6,	163.0,	184.4,	-130.4,	-13.1,	6	11.6,	152.3,	192.4,	-133.5,	-17.6,
7	11.6,	137.1,	194.6,	-132.5,	-21.6,	8	11.6,	117.6,	190.8,	-127.6,	-24.9,
9	11.6,	94.6,	181.3,	-118.7,	-27.4,	10	11.6,	101.3,	182.1,	-111.9,	-30.4,
11	11.6,	128.6,	184.8,	-104.6,	-34.0,	12	11.6,	152.1,	181.9,	-94.1,	-36.5,
13	11.6,	170.8,	173.4,	-80.8,	-37.9,	14	11.6,	184.4,	163.0,	-68.4,	-38.2,
15	11.6,	192.4,	152.3,	-58.6,	-37.3,	16	11.6,	194.6,	137.1,	-47.0,	-35.2,
17	11.6,	190.8,	117.6,	-33.9,	-32.1,	18	11.6,	181.3,	94.6,	-19.9,	-28.1,
19	11.6,	182.1,	101.3,	-20.2,	-20.8,	20	11.6,	184.8,	128.6,	-30.3,	-12.2,
21	11.6,	181.9,	152.1,	-39.5,	-3.2,	22	11.6,	173.4,	170.8,	-47.5,	5.8,
23	11.6,	163.0,	184.4,	-54.0,	13.1,	24	11.6,	152.3,	192.4,	-58.9,	17.6,
25	11.6,	137.1,	194.6,	-62.0,	21.6,	26	11.6,	117.6,	190.8,	-63.3,	24.9,
27	11.6,	94.6,	181.3,	-62.6,	27.4,	28	11.6,	101.3,	182.1,	-70.2,	30.4,
29	11.6,	128.6,	184.8,	-80.2,	34.0,	30	11.6,	152.1,	181.9,	-87.7,	36.5,
31	11.6,	170.8,	173.4,	-92.5,	37.9,	32	11.6,	184.4,	163.0,	-94.6,	38.2,
33	11.6,	192.4,	152.3,	-93.8,	37.3,	34	11.6,	194.6,	137.1,	-90.1,	35.2,
35	11.6,	190.8,	117.6,	-83.7,	32.1,	36	11.6,	181.3,	94.6,	-74.7,	28.1,

SOURCE ID: STCK13

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-81.8,	24.6,	2	11.6,	184.8,	128.6,	-99.6,	15.8,
3	11.6,	181.9,	152.1,	-114.4,	6.5,	4	11.6,	173.4,	170.8,	-125.8,	-3.0,
5	11.6,	163.0,	184.4,	-133.3,	-10.7,	6	11.6,	152.3,	192.4,	-136.8,	-15.7,
7	11.6,	137.1,	194.6,	-136.1,	-20.3,	8	11.6,	117.6,	190.8,	-131.3,	-24.2,
9	11.6,	94.6,	181.3,	-122.5,	-27.4,	10	11.6,	101.3,	182.1,	-115.6,	-31.1,
11	11.6,	128.6,	184.8,	-108.1,	-35.3,	12	11.6,	152.1,	181.9,	-97.4,	-38.4,
13	11.6,	170.8,	173.4,	-83.7,	-40.3,	14	11.6,	184.4,	163.0,	-70.8,	-41.1,
15	11.6,	192.4,	152.3,	-60.5,	-40.6,	16	11.6,	194.6,	137.1,	-48.2,	-38.8,
17	11.6,	190.8,	117.6,	-34.6,	-35.9,	18	11.6,	181.3,	94.6,	-19.9,	-31.9,
19	11.6,	182.1,	101.3,	-19.6,	-24.6,	20	11.6,	184.8,	128.6,	-29.0,	-15.8,
21	11.6,	181.9,	152.1,	-37.6,	-6.5,	22	11.6,	173.4,	170.8,	-45.1,	3.0,
23	11.6,	163.0,	184.4,	-51.1,	10.7,	24	11.6,	152.3,	192.4,	-55.7,	15.7,
25	11.6,	137.1,	194.6,	-58.5,	20.3,	26	11.6,	117.6,	190.8,	-59.5,	24.2,
27	11.6,	94.6,	181.3,	-58.8,	27.4,	28	11.6,	101.3,	182.1,	-66.5,	31.1,
29	11.6,	128.6,	184.8,	-76.6,	35.3,	30	11.6,	152.1,	181.9,	-84.4,	38.4,
31	11.6,	170.8,	173.4,	-89.7,	40.3,	32	11.6,	184.4,	163.0,	-92.2,	41.1,
33	11.6,	192.4,	152.3,	-91.9,	40.6,	34	11.6,	194.6,	137.1,	-88.8,	38.8,
35	11.6,	190.8,	117.6,	-83.0,	35.9,	36	11.6,	181.3,	94.6,	-74.7,	31.9,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK14

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-82.2,	28.1,	2	11.6,	184.8,	128.6,	-100.7,	19.2,
3	11.6,	181.9,	152.1,	-116.1,	9.7,	4	11.6,	173.4,	170.8,	-128.0,	-0.1,
5	11.6,	163.0,	184.4,	-136.0,	-8.2,	6	11.6,	152.3,	192.4,	-139.8,	-13.8,
7	11.6,	137.1,	194.6,	-139.4,	-18.9,	8	11.6,	117.6,	190.8,	-134.8,	-23.4,
9	11.6,	94.6,	181.3,	-126.1,	-27.2,	10	11.6,	101.3,	182.1,	-119.2,	-31.6,
11	11.6,	128.6,	184.8,	-111.6,	-36.3,	12	11.6,	152.1,	181.9,	-100.6,	-40.1,
13	11.6,	170.8,	173.4,	-86.6,	-42.5,	14	11.6,	184.4,	163.0,	-73.3,	-43.7,
15	11.6,	192.4,	152.3,	-62.4,	-43.6,	16	11.6,	194.6,	137.1,	-49.6,	-42.1,
17	11.6,	190.8,	117.6,	-35.4,	-39.4,	18	11.6,	181.3,	94.6,	-20.0,	-35.5,
19	11.6,	182.1,	101.3,	-19.1,	-28.1,	20	11.6,	184.8,	128.6,	-28.0,	-19.2,
21	11.6,	181.9,	152.1,	-36.0,	-9.7,	22	11.6,	173.4,	170.8,	-42.9,	0.1,
23	11.6,	163.0,	184.4,	-48.5,	8.2,	24	11.6,	152.3,	192.4,	-52.6,	13.8,
25	11.6,	137.1,	194.6,	-55.1,	18.9,	26	11.6,	117.6,	190.8,	-56.0,	23.4,
27	11.6,	94.6,	181.3,	-55.2,	27.3,	28	11.6,	101.3,	182.1,	-62.9,	31.6,
29	11.6,	128.6,	184.8,	-73.2,	36.3,	30	11.6,	152.1,	181.9,	-81.2,	40.1,
31	11.6,	170.8,	173.4,	-86.8,	42.5,	32	11.6,	184.4,	163.0,	-89.7,	43.7,
33	11.6,	192.4,	152.3,	-89.9,	43.6,	34	11.6,	194.6,	137.1,	-87.4,	42.1,
35	11.6,	190.8,	117.6,	-82.2,	39.4,	36	11.6,	181.3,	94.6,	-74.5,	35.5,

SOURCE ID: STCK15

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-82.8,	32.4,	2	11.6,	184.8,	128.6,	-102.0,	23.3,
3	11.6,	181.9,	152.1,	-118.1,	13.5,	4	11.6,	173.4,	170.8,	-130.6,	3.3,
5	11.6,	163.0,	184.4,	-139.1,	-5.3,	6	11.6,	152.3,	192.4,	-143.4,	-11.5,
7	11.6,	137.1,	194.6,	-143.4,	-17.3,	8	11.6,	117.6,	190.8,	-139.0,	-22.5,
9	11.6,	94.6,	181.3,	-130.4,	-27.1,	10	11.6,	101.3,	182.1,	-123.4,	-32.1,
11	11.6,	128.6,	184.8,	-115.7,	-37.7,	12	11.6,	152.1,	181.9,	-104.4,	-42.0,
13	11.6,	170.8,	173.4,	-90.0,	-45.2,	14	11.6,	184.4,	163.0,	-76.1,	-46.9,
15	11.6,	192.4,	152.3,	-64.7,	-47.2,	16	11.6,	194.6,	137.1,	-51.3,	-46.1,
17	11.6,	190.8,	117.6,	-36.3,	-43.6,	18	11.6,	181.3,	94.6,	-20.2,	-39.7,
19	11.6,	182.1,	101.3,	-18.5,	-32.4,	20	11.6,	184.8,	128.6,	-26.7,	-23.3,
21	11.6,	181.9,	152.1,	-34.0,	-13.5,	22	11.6,	173.4,	170.8,	-40.3,	-3.3,
23	11.6,	163.0,	184.4,	-45.3,	5.3,	24	11.6,	152.3,	192.4,	-49.0,	11.5,
25	11.6,	137.1,	194.6,	-51.2,	17.3,	26	11.6,	117.6,	190.8,	-51.8,	22.5,
27	11.6,	94.6,	181.3,	-50.9,	27.1,	28	11.6,	101.3,	182.1,	-58.7,	32.1,
29	11.6,	128.6,	184.8,	-69.1,	37.7,	30	11.6,	152.1,	181.9,	-77.4,	42.0,
31	11.6,	170.8,	173.4,	-83.4,	45.2,	32	11.6,	184.4,	163.0,	-86.8,	46.9,
33	11.6,	192.4,	152.3,	-87.6,	47.2,	34	11.6,	194.6,	137.1,	-85.8,	46.1,
35	11.6,	190.8,	117.6,	-81.3,	43.6,	36	11.6,	181.3,	94.6,	-74.4,	39.7,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  11
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK16

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-83.0,	36.2,	2	11.6,	184.8,	128.6,	-102.8,	27.0,
3	11.6,	181.9,	152.1,	-119.5,	17.0,	4	11.6,	173.4,	170.8,	-132.6,	6.5,
5	11.6,	163.0,	184.4,	-141.7,	-2.5,	6	11.6,	152.3,	192.4,	-146.5,	-9.2,
7	11.6,	137.1,	194.6,	-146.8,	-15.5,	8	11.6,	117.6,	190.8,	-142.6,	-21.4,
9	11.6,	94.6,	181.3,	-134.1,	-26.6,	10	11.6,	101.3,	182.1,	-127.2,	-32.3,
11	11.6,	128.6,	184.8,	-119.4,	-38.5,	12	11.6,	152.1,	181.9,	-107.9,	-43.5,
13	11.6,	170.8,	173.4,	-93.2,	-47.2,	14	11.6,	184.4,	163.0,	-79.0,	-49.5,
15	11.6,	192.4,	152.3,	-67.0,	-50.2,	16	11.6,	194.6,	137.1,	-53.0,	-49.5,
17	11.6,	190.8,	117.6,	-37.4,	-47.2,	18	11.6,	181.3,	94.6,	-20.7,	-43.5,
19	11.6,	182.1,	101.3,	-18.4,	-36.2,	20	11.6,	184.8,	128.6,	-25.8,	-27.0,
21	11.6,	181.9,	152.1,	-32.5,	-17.0,	22	11.6,	173.4,	170.8,	-38.2,	-6.5,
23	11.6,	163.0,	184.4,	-42.7,	2.5,	24	11.6,	152.3,	192.4,	-46.0,	9.2,
25	11.6,	137.1,	194.6,	-47.8,	15.5,	26	11.6,	117.6,	190.8,	-48.2,	21.4,
27	11.6,	94.6,	181.3,	-47.1,	26.6,	28	11.6,	101.3,	182.1,	-54.9,	32.3,
29	11.6,	128.6,	184.8,	-65.4,	38.5,	30	11.6,	152.1,	181.9,	-73.9,	43.5,
31	11.6,	170.8,	173.4,	-80.2,	47.2,	32	11.6,	184.4,	163.0,	-84.0,	49.5,
33	11.6,	192.4,	152.3,	-85.3,	50.2,	34	11.6,	194.6,	137.1,	-84.0,	49.5,
35	11.6,	190.8,	117.6,	-80.2,	47.2,	36	11.6,	181.3,	94.6,	-73.9,	43.5,

SOURCE ID: STCK17

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.6,	182.1,	101.3,	-83.7,	40.2,	2	11.6,	184.8,	128.6,	-104.2,	30.9,
3	11.6,	181.9,	152.1,	-121.6,	20.6,	4	11.6,	173.4,	170.8,	-135.3,	9.6,
5	11.6,	163.0,	184.4,	-144.8,	0.1,	6	11.6,	152.3,	192.4,	-150.0,	-7.1,
7	11.6,	137.1,	194.6,	-150.6,	-14.1,	8	11.6,	117.6,	190.8,	-146.7,	-20.7,
9	11.6,	94.6,	181.3,	-138.2,	-26.6,	10	11.6,	101.3,	182.1,	-131.3,	-33.0,
11	11.6,	128.6,	184.8,	-123.2,	-39.9,	12	11.6,	152.1,	181.9,	-111.5,	-45.6,
13	11.6,	170.8,	173.4,	-96.3,	-49.8,	14	11.6,	184.4,	163.0,	-81.6,	-52.6,
15	11.6,	192.4,	152.3,	-69.0,	-53.8,	16	11.6,	194.6,	137.1,	-54.4,	-53.3,
17	11.6,	190.8,	117.6,	-38.1,	-51.2,	18	11.6,	181.3,	94.6,	-20.7,	-47.6,
19	11.6,	182.1,	101.3,	-17.6,	-40.2,	20	11.6,	184.8,	128.6,	-24.4,	-30.9,
21	11.6,	181.9,	152.1,	-30.5,	-20.6,	22	11.6,	173.4,	170.8,	-35.6,	-9.6,
23	11.6,	163.0,	184.4,	-39.6,	-0.1,	24	11.6,	152.3,	192.4,	-42.4,	7.1,
25	11.6,	137.1,	194.6,	-44.0,	14.1,	26	11.6,	117.6,	190.8,	-44.2,	20.7,
27	11.6,	94.6,	181.3,	-43.0,	26.6,	28	11.6,	101.3,	182.1,	-50.8,	33.0,
29	11.6,	128.6,	184.8,	-61.5,	39.9,	30	11.6,	152.1,	181.9,	-70.4,	45.6,
31	11.6,	170.8,	173.4,	-77.1,	49.8,	32	11.6,	184.4,	163.0,	-81.4,	52.6,
33	11.6,	192.4,	152.3,	-83.3,	53.8,	34	11.6,	194.6,	137.1,	-82.6,	53.3,
35	11.6,	190.8,	117.6,	-79.5,	51.2,	36	11.6,	181.3,	94.6,	-73.9,	47.6,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK18

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-99.3,	-37.3,	2	15.2,	245.2,	151.3,	-111.9,	-46.6,
3	15.2,	237.1,	186.0,	-121.0,	-53.0,	4	15.2,	227.5,	215.0,	-126.5,	-55.0,
5	15.2,	211.0,	237.5,	-128.1,	-55.3,	6	15.2,	188.1,	252.7,	-125.9,	-53.9,
7	15.2,	159.5,	260.3,	-119.8,	-50.9,	8	15.2,	126.0,	259.9,	-110.1,	-46.4,
9	15.2,	92.1,	251.7,	-97.0,	-42.1,	10	15.2,	112.1,	248.8,	-87.1,	-43.2,
11	15.2,	151.3,	245.2,	-76.0,	-36.2,	12	15.2,	186.0,	237.1,	-65.5,	-28.0,
13	15.2,	215.0,	227.5,	-58.7,	-19.0,	14	15.2,	237.5,	211.0,	-50.2,	-9.4,
15	15.2,	252.7,	188.1,	-40.1,	0.5,	16	15.2,	260.3,	159.5,	-28.8,	10.3,
17	15.2,	259.9,	126.0,	-16.6,	19.9,	18	15.2,	251.7,	92.1,	-3.9,	28.8,
19	15.2,	248.8,	112.1,	-12.8,	37.3,	20	15.2,	245.2,	151.3,	-39.5,	46.6,
21	15.2,	237.1,	186.0,	-65.0,	53.0,	22	15.2,	227.5,	215.0,	-88.5,	55.0,
23	15.2,	211.0,	237.5,	-109.3,	55.3,	24	15.2,	188.1,	252.7,	-126.8,	53.9,
25	15.2,	159.5,	260.3,	-140.5,	50.9,	26	15.2,	126.0,	259.9,	-149.9,	46.4,
27	15.2,	92.1,	251.7,	-154.7,	42.1,	28	15.2,	112.1,	248.8,	-161.7,	43.2,
29	15.2,	151.3,	245.2,	-169.2,	36.2,	30	15.2,	186.0,	237.1,	-171.6,	28.0,
31	15.2,	215.0,	227.5,	-168.8,	19.0,	32	15.2,	237.5,	211.0,	-160.8,	9.4,
33	15.2,	252.7,	188.1,	-148.0,	-0.5,	34	15.2,	260.3,	159.5,	-130.7,	-10.3,
35	15.2,	259.9,	126.0,	-109.3,	-19.9,	36	15.2,	251.7,	92.1,	-88.2,	-28.8,

SOURCE ID: STCK19

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-100.6,	-29.9,	2	15.2,	245.2,	151.3,	-114.4,	-39.5,
3	15.2,	237.1,	186.0,	-124.8,	-46.5,	4	15.2,	227.5,	215.0,	-131.4,	-49.2,
5	15.2,	211.0,	237.5,	-133.9,	-50.5,	6	15.2,	188.1,	252.7,	-132.4,	-50.2,
7	15.2,	159.5,	260.3,	-126.9,	-48.3,	8	15.2,	126.0,	259.9,	-117.5,	-45.0,
9	15.2,	92.1,	251.7,	-104.6,	-42.1,	10	15.2,	112.1,	248.8,	-94.5,	-44.6,
11	15.2,	151.3,	245.2,	-83.1,	-38.8,	12	15.2,	186.0,	237.1,	-72.0,	-31.8,
13	15.2,	215.0,	227.5,	-64.5,	-23.9,	14	15.2,	237.5,	211.0,	-55.0,	-15.2,
15	15.2,	252.7,	188.1,	-43.9,	-6.1,	16	15.2,	260.3,	159.5,	-31.4,	3.2,
17	15.2,	259.9,	126.0,	-17.9,	12.5,	18	15.2,	251.7,	92.1,	-3.9,	21.3,
19	15.2,	248.8,	112.1,	-11.5,	29.9,	20	15.2,	245.2,	151.3,	-36.9,	39.5,
21	15.2,	237.1,	186.0,	-61.2,	46.5,	22	15.2,	227.5,	215.0,	-83.6,	49.2,
23	15.2,	211.0,	237.5,	-103.5,	50.5,	24	15.2,	188.1,	252.7,	-120.3,	50.2,
25	15.2,	159.5,	260.3,	-133.4,	48.3,	26	15.2,	126.0,	259.9,	-142.4,	45.0,
27	15.2,	92.1,	251.7,	-147.1,	42.1,	28	15.2,	112.1,	248.8,	-154.3,	44.6,
29	15.2,	151.3,	245.2,	-162.1,	38.8,	30	15.2,	186.0,	237.1,	-165.1,	31.8,
31	15.2,	215.0,	227.5,	-163.0,	23.9,	32	15.2,	237.5,	211.0,	-156.0,	15.2,
33	15.2,	252.7,	188.1,	-144.2,	6.1,	34	15.2,	260.3,	159.5,	-128.1,	-3.2,
35	15.2,	259.9,	126.0,	-108.0,	-12.5,	36	15.2,	251.7,	92.1,	-88.2,	-21.3,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  12
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***


SOURCE ID: STCK20
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   15.2,  248.8,  112.1, -101.4,  -26.2,      2   15.2,  245.2,  151.3, -115.9,  -36.0,
   3   15.2,  237.1,  186.0, -126.8,  -43.3,      4   15.2,  227.5,  215.0, -133.9,  -46.4,
   5   15.2,  211.0,  237.5, -136.9,  -48.2,      6   15.2,  188.1,  252.7, -135.8,  -48.4,
   7   15.2,  159.5,  260.3, -130.5,  -47.2,      8   15.2,  126.0,  259.9, -121.3,  -44.5,
   9   15.2,   92.1,  251.7, -108.3,  -42.3,     10   15.2,  112.1,  248.8,  -98.2,  -45.4,
  11   15.2,  151.3,  245.2,  -86.6,  -40.2,     12   15.2,  186.0,  237.1,  -75.2,  -33.8,
  13   15.2,  215.0,  227.5,  -67.3,  -26.4,     14   15.2,  237.5,  211.0,  -57.3,  -18.2,
  15   15.2,  252.7,  188.1,  -45.6,   -9.4,     16   15.2,  260.3,  159.5,  -32.5,   -0.4,
  17   15.2,  259.9,  126.0,  -18.4,    8.7,     18   15.2,  251.7,   92.1,   -3.8,   17.5,
  19   15.2,  248.8,  112.1,  -10.7,   26.2,     20   15.2,  245.2,  151.3,  -35.5,   36.0,
  21   15.2,  237.1,  186.0,  -59.2,   43.3,     22   15.2,  227.5,  215.0,  -81.1,   46.4,
  23   15.2,  211.0,  237.5, -100.5,   48.2,     24   15.2,  188.1,  252.7, -116.9,   48.4,
  25   15.2,  159.5,  260.3, -129.8,   47.2,     26   15.2,  126.0,  259.9, -138.7,   44.5,
  27   15.2,   92.1,  251.7, -143.4,   42.3,     28   15.2,  112.1,  248.8, -150.6,   45.4,
  29   15.2,  151.3,  245.2, -158.6,   40.2,     30   15.2,  186.0,  237.1, -161.9,   33.8,
  31   15.2,  215.0,  227.5, -160.2,   26.4,     32   15.2,  237.5,  211.0, -153.7,   18.2,
  33   15.2,  252.7,  188.1, -142.5,    9.4,     34   15.2,  260.3,  159.5, -126.9,    0.4,
  35   15.2,  259.9,  126.0, -107.5,   -8.7,     36   15.2,  251.7,   92.1,  -88.3,  -17.5,


SOURCE ID: STCK21
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   15.2,  248.8,  112.1, -101.3,  -22.2,      2   15.2,  245.2,  151.3, -116.5,  -32.1,
   3   15.2,  237.1,  186.0, -128.1,  -39.5,      4   15.2,  227.5,  215.0, -135.8,  -42.9,
   5   15.2,  211.0,  237.5, -139.4,  -45.0,      6   15.2,  188.1,  252.7, -138.8,  -45.7,
   7   15.2,  159.5,  260.3, -133.9,  -45.1,      8   15.2,  126.0,  259.9, -125.0,  -43.0,
   9   15.2,   92.1,  251.7, -112.3,  -41.4,     10   15.2,  112.1,  248.8, -102.2,  -45.2,
  11   15.2,  151.3,  245.2,  -90.5,  -40.8,     12   15.2,  186.0,  237.1,  -79.1,  -35.1,
  13   15.2,  215.0,  227.5,  -70.9,  -28.3,     14   15.2,  237.5,  211.0,  -60.5,  -20.7,
  15   15.2,  252.7,  188.1,  -48.3,  -12.4,     16   15.2,  260.3,  159.5,  -34.6,   -3.8,
  17   15.2,  259.9,  126.0,  -19.9,    5.0,     18   15.2,  251.7,   92.1,   -4.6,   13.6,
  19   15.2,  248.8,  112.1,  -10.8,   22.2,     20   15.2,  245.2,  151.3,  -34.9,   32.1,
  21   15.2,  237.1,  186.0,  -57.9,   39.5,     22   15.2,  227.5,  215.0,  -79.2,   42.9,
  23   15.2,  211.0,  237.5,  -98.0,   45.0,     24   15.2,  188.1,  252.7, -113.9,   45.7,
  25   15.2,  159.5,  260.3, -126.3,   45.1,     26   15.2,  126.0,  259.9, -134.9,   43.0,
  27   15.2,   92.1,  251.7, -139.4,   41.4,     28   15.2,  112.1,  248.8, -146.6,   45.2,
  29   15.2,  151.3,  245.2, -154.7,   40.8,     30   15.2,  186.0,  237.1, -158.1,   35.1,
  31   15.2,  215.0,  227.5, -156.7,   28.3,     32   15.2,  237.5,  211.0, -150.5,   20.7,
  33   15.2,  252.7,  188.1, -139.8,   12.4,     34   15.2,  260.3,  159.5, -124.8,    3.8,
  35   15.2,  259.9,  126.0, -106.0,   -5.0,     36   15.2,  251.7,   92.1,  -87.5,  -13.6,
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Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK22

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-101.7,	-18.1,	2	15.2,	245.2,	151.3,	-117.6,	-28.1,
3	15.2,	237.1,	186.0,	-129.9,	-35.8,	4	15.2,	227.5,	215.0,	-138.2,	-39.5,
5	15.2,	211.0,	237.5,	-142.3,	-42.1,	6	15.2,	188.1,	252.7,	-142.2,	-43.4,
7	15.2,	159.5,	260.3,	-137.7,	-43.4,	8	15.2,	126.0,	259.9,	-129.0,	-42.0,
9	15.2,	92.1,	251.7,	-116.4,	-41.1,	10	15.2,	112.1,	248.8,	-106.3,	-45.6,
11	15.2,	151.3,	245.2,	-94.5,	-41.9,	12	15.2,	186.0,	237.1,	-82.8,	-36.8,
13	15.2,	215.0,	227.5,	-74.2,	-30.7,	14	15.2,	237.5,	211.0,	-63.4,	-23.6,
15	15.2,	252.7,	188.1,	-50.6,	-15.8,	16	15.2,	260.3,	159.5,	-36.4,	-7.5,
17	15.2,	259.9,	126.0,	-21.0,	1.0,	18	15.2,	251.7,	92.1,	-4.9,	9.5,
19	15.2,	248.8,	112.1,	-10.4,	18.1,	20	15.2,	245.2,	151.3,	-33.8,	28.1,
21	15.2,	237.1,	186.0,	-56.1,	35.8,	22	15.2,	227.5,	215.0,	-76.8,	39.5,
23	15.2,	211.0,	237.5,	-95.1,	42.1,	24	15.2,	188.1,	252.7,	-110.5,	43.4,
25	15.2,	159.5,	260.3,	-122.6,	43.4,	26	15.2,	126.0,	259.9,	-130.9,	42.0,
27	15.2,	92.1,	251.7,	-135.3,	41.1,	28	15.2,	112.1,	248.8,	-142.4,	45.6,
29	15.2,	151.3,	245.2,	-150.7,	41.9,	30	15.2,	186.0,	237.1,	-154.3,	36.8,
31	15.2,	215.0,	227.5,	-153.3,	30.7,	32	15.2,	237.5,	211.0,	-147.6,	23.6,
33	15.2,	252.7,	188.1,	-137.4,	15.8,	34	15.2,	260.3,	159.5,	-123.1,	7.5,
35	15.2,	259.9,	126.0,	-105.0,	-1.0,	36	15.2,	251.7,	92.1,	-87.2,	-9.5,

SOURCE ID: STCK23

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-102.2,	-14.3,	2	15.2,	245.2,	151.3,	-118.7,	-24.5,
3	15.2,	237.1,	186.0,	-131.6,	-32.4,	4	15.2,	227.5,	215.0,	-140.5,	-36.5,
5	15.2,	211.0,	237.5,	-145.1,	-39.6,	6	15.2,	188.1,	252.7,	-145.4,	-41.4,
7	15.2,	159.5,	260.3,	-141.2,	-41.9,	8	15.2,	126.0,	259.9,	-132.7,	-41.2,
9	15.2,	92.1,	251.7,	-120.2,	-41.0,	10	15.2,	112.1,	248.8,	-110.1,	-46.1,
11	15.2,	151.3,	245.2,	-98.1,	-43.0,	12	15.2,	186.0,	237.1,	-86.1,	-38.6,
13	15.2,	215.0,	227.5,	-77.2,	-33.0,	14	15.2,	237.5,	211.0,	-66.0,	-26.4,
15	15.2,	252.7,	188.1,	-52.7,	-19.0,	16	15.2,	260.3,	159.5,	-37.8,	-11.0,
17	15.2,	259.9,	126.0,	-21.8,	-2.7,	18	15.2,	251.7,	92.1,	-5.1,	5.7,
19	15.2,	248.8,	112.1,	-9.9,	14.3,	20	15.2,	245.2,	151.3,	-32.6,	24.5,
21	15.2,	237.1,	186.0,	-54.4,	32.4,	22	15.2,	227.5,	215.0,	-74.5,	36.5,
23	15.2,	211.0,	237.5,	-92.3,	39.6,	24	15.2,	188.1,	252.7,	-107.3,	41.4,
25	15.2,	159.5,	260.3,	-119.1,	41.9,	26	15.2,	126.0,	259.9,	-127.2,	41.2,
27	15.2,	92.1,	251.7,	-131.5,	41.0,	28	15.2,	112.1,	248.8,	-138.7,	46.1,
29	15.2,	151.3,	245.2,	-147.1,	43.0,	30	15.2,	186.0,	237.1,	-151.0,	38.6,
31	15.2,	215.0,	227.5,	-150.3,	33.0,	32	15.2,	237.5,	211.0,	-145.1,	26.4,
33	15.2,	252.7,	188.1,	-135.4,	19.0,	34	15.2,	260.3,	159.5,	-121.6,	11.0,
35	15.2,	259.9,	126.0,	-104.2,	2.7,	36	15.2,	251.7,	92.1,	-87.0,	-5.7,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  13
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK24

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-102.4,	-10.5,	2	15.2,	245.2,	151.3,	-119.5,	-20.8,
3	15.2,	237.1,	186.0,	-133.1,	-28.9,	4	15.2,	227.5,	215.0,	-142.6,	-33.3,
5	15.2,	211.0,	237.5,	-147.7,	-36.8,	6	15.2,	188.1,	252.7,	-148.4,	-39.1,
7	15.2,	159.5,	260.3,	-144.5,	-40.2,	8	15.2,	126.0,	259.9,	-136.3,	-40.1,
9	15.2,	92.1,	251.7,	-123.9,	-40.5,	10	15.2,	112.1,	248.8,	-113.9,	-46.3,
11	15.2,	151.3,	245.2,	-101.8,	-43.9,	12	15.2,	186.0,	237.1,	-89.7,	-40.1,
13	15.2,	215.0,	227.5,	-80.4,	-35.1,	14	15.2,	237.5,	211.0,	-68.8,	-29.0,
15	15.2,	252.7,	188.1,	-55.0,	-22.0,	16	15.2,	260.3,	159.5,	-39.6,	-14.4,
17	15.2,	259.9,	126.0,	-22.9,	-6.3,	18	15.2,	251.7,	92.1,	-5.6,	1.9,
19	15.2,	248.8,	112.1,	-9.7,	10.5,	20	15.2,	245.2,	151.3,	-31.8,	20.8,
21	15.2,	237.1,	186.0,	-52.9,	28.9,	22	15.2,	227.5,	215.0,	-72.4,	33.3,
23	15.2,	211.0,	237.5,	-89.7,	36.8,	24	15.2,	188.1,	252.7,	-104.3,	39.1,
25	15.2,	159.5,	260.3,	-115.7,	40.2,	26	15.2,	126.0,	259.9,	-123.6,	40.1,
27	15.2,	92.1,	251.7,	-127.8,	40.5,	28	15.2,	112.1,	248.8,	-134.9,	46.3,
29	15.2,	151.3,	245.2,	-143.4,	43.9,	30	15.2,	186.0,	237.1,	-147.5,	40.1,
31	15.2,	215.0,	227.5,	-147.1,	35.1,	32	15.2,	237.5,	211.0,	-142.3,	29.0,
33	15.2,	252.7,	188.1,	-133.1,	22.0,	34	15.2,	260.3,	159.5,	-119.9,	14.4,
35	15.2,	259.9,	126.0,	-103.0,	6.3,	36	15.2,	251.7,	92.1,	-86.5,	-1.9,

SOURCE ID: STCK25

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-103.2,	-6.5,	2	15.2,	245.2,	151.3,	-121.1,	-17.0,
3	15.2,	237.1,	186.0,	-135.2,	-25.4,	4	15.2,	227.5,	215.0,	-145.3,	-30.3,
5	15.2,	211.0,	237.5,	-151.0,	-34.2,	6	15.2,	188.1,	252.7,	-152.0,	-37.1,
7	15.2,	159.5,	260.3,	-148.5,	-38.9,	8	15.2,	126.0,	259.9,	-140.4,	-39.5,
9	15.2,	92.1,	251.7,	-128.0,	-40.6,	10	15.2,	112.1,	248.8,	-117.9,	-47.2,
11	15.2,	151.3,	245.2,	-105.6,	-45.4,	12	15.2,	186.0,	237.1,	-93.1,	-42.3,
13	15.2,	215.0,	227.5,	-83.5,	-37.8,	14	15.2,	237.5,	211.0,	-71.3,	-32.2,
15	15.2,	252.7,	188.1,	-56.9,	-25.7,	16	15.2,	260.3,	159.5,	-40.8,	-18.3,
17	15.2,	259.9,	126.0,	-23.5,	-10.4,	18	15.2,	251.7,	92.1,	-5.4,	-2.2,
19	15.2,	248.8,	112.1,	-8.9,	6.5,	20	15.2,	245.2,	151.3,	-30.3,	17.0,
21	15.2,	237.1,	186.0,	-50.7,	25.4,	22	15.2,	227.5,	215.0,	-69.7,	30.3,
23	15.2,	211.0,	237.5,	-86.5,	34.2,	24	15.2,	188.1,	252.7,	-100.7,	37.1,
25	15.2,	159.5,	260.3,	-111.8,	38.9,	26	15.2,	126.0,	259.9,	-119.5,	39.5,
27	15.2,	92.1,	251.7,	-123.6,	40.6,	28	15.2,	112.1,	248.8,	-130.9,	47.2,
29	15.2,	151.3,	245.2,	-139.6,	45.4,	30	15.2,	186.0,	237.1,	-144.0,	42.3,
31	15.2,	215.0,	227.5,	-144.1,	37.8,	32	15.2,	237.5,	211.0,	-139.8,	32.2,
33	15.2,	252.7,	188.1,	-131.2,	25.7,	34	15.2,	260.3,	159.5,	-118.6,	18.3,
35	15.2,	259.9,	126.0,	-102.5,	10.4,	36	15.2,	251.7,	92.1,	-86.7,	2.2,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK26

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-103.8,	1.7,	2	15.2,	245.2,	151.3,	-123.1,	-9.0,
3	15.2,	237.1,	186.0,	-138.7,	-17.9,	4	15.2,	227.5,	215.0,	-150.0,	-23.5,
5	15.2,	211.0,	237.5,	-156.7,	-28.3,	6	15.2,	188.1,	252.7,	-158.7,	-32.3,
7	15.2,	159.5,	260.3,	-155.9,	-35.3,	8	15.2,	126.0,	259.9,	-148.3,	-37.3,
9	15.2,	92.1,	251.7,	-136.2,	-39.8,	10	15.2,	112.1,	248.8,	-126.1,	-47.8,
11	15.2,	151.3,	245.2,	-113.6,	-47.4,	12	15.2,	186.0,	237.1,	-100.6,	-45.6,
13	15.2,	215.0,	227.5,	-90.3,	-42.5,	14	15.2,	237.5,	211.0,	-77.2,	-38.0,
15	15.2,	252.7,	188.1,	-61.7,	-32.4,	16	15.2,	260.3,	159.5,	-44.4,	-25.8,
17	15.2,	259.9,	126.0,	-25.7,	-18.4,	18	15.2,	251.7,	92.1,	-6.2,	-10.4,
19	15.2,	248.8,	112.1,	-8.2,	-1.7,	20	15.2,	245.2,	151.3,	-28.2,	9.0,
21	15.2,	237.1,	186.0,	-47.3,	17.9,	22	15.2,	227.5,	215.0,	-65.0,	23.5,
23	15.2,	211.0,	237.5,	-80.7,	28.3,	24	15.2,	188.1,	252.7,	-94.0,	32.3,
25	15.2,	159.5,	260.3,	-104.4,	35.3,	26	15.2,	126.0,	259.9,	-111.6,	37.3,
27	15.2,	92.1,	251.7,	-115.4,	39.8,	28	15.2,	112.1,	248.8,	-122.7,	47.8,
29	15.2,	151.3,	245.2,	-131.6,	47.4,	30	15.2,	186.0,	237.1,	-136.5,	45.6,
31	15.2,	215.0,	227.5,	-137.2,	42.5,	32	15.2,	237.5,	211.0,	-133.9,	38.0,
33	15.2,	252.7,	188.1,	-126.4,	32.4,	34	15.2,	260.3,	159.5,	-115.1,	25.8,
35	15.2,	259.9,	126.0,	-100.3,	18.4,	36	15.2,	251.7,	92.1,	-85.9,	10.4,

SOURCE ID: STCK27

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-104.3,	5.3,	2	15.2,	245.2,	151.3,	-124.2,	-5.5,
3	15.2,	237.1,	186.0,	-140.3,	-14.7,	4	15.2,	227.5,	215.0,	-152.2,	-20.6,
5	15.2,	211.0,	237.5,	-159.4,	-25.9,	6	15.2,	188.1,	252.7,	-161.8,	-30.4,
7	15.2,	159.5,	260.3,	-159.2,	-33.9,	8	15.2,	126.0,	259.9,	-151.9,	-36.5,
9	15.2,	92.1,	251.7,	-139.9,	-39.6,	10	15.2,	112.1,	248.8,	-129.7,	-48.3,
11	15.2,	151.3,	245.2,	-117.1,	-48.5,	12	15.2,	186.0,	237.1,	-103.9,	-47.3,
13	15.2,	215.0,	227.5,	-93.2,	-44.7,	14	15.2,	237.5,	211.0,	-79.6,	-40.7,
15	15.2,	252.7,	188.1,	-63.7,	-35.4,	16	15.2,	260.3,	159.5,	-45.8,	-29.1,
17	15.2,	259.9,	126.0,	-26.5,	-21.9,	18	15.2,	251.7,	92.1,	-6.4,	-14.0,
19	15.2,	248.8,	112.1,	-7.8,	-5.3,	20	15.2,	245.2,	151.3,	-27.2,	5.5,
21	15.2,	237.1,	186.0,	-45.7,	14.7,	22	15.2,	227.5,	215.0,	-62.8,	20.6,
23	15.2,	211.0,	237.5,	-78.1,	25.9,	24	15.2,	188.1,	252.7,	-90.9,	30.4,
25	15.2,	159.5,	260.3,	-101.0,	33.9,	26	15.2,	126.0,	259.9,	-108.1,	36.5,
27	15.2,	92.1,	251.7,	-111.8,	39.6,	28	15.2,	112.1,	248.8,	-119.1,	48.3,
29	15.2,	151.3,	245.2,	-128.1,	48.5,	30	15.2,	186.0,	237.1,	-133.3,	47.3,
31	15.2,	215.0,	227.5,	-134.4,	44.7,	32	15.2,	237.5,	211.0,	-131.4,	40.7,
33	15.2,	252.7,	188.1,	-124.4,	35.4,	34	15.2,	260.3,	159.5,	-113.7,	29.1,
35	15.2,	259.9,	126.0,	-99.5,	21.9,	36	15.2,	251.7,	92.1,	-85.7,	14.0,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  14
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK28

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-105.0,	9.2,	2	15.2,	245.2,	151.3,	-125.5,	-1.8,
3	15.2,	237.1,	186.0,	-142.3,	-11.3,	4	15.2,	227.5,	215.0,	-154.7,	-17.6,
5	15.2,	211.0,	237.5,	-162.4,	-23.4,	6	15.2,	188.1,	252.7,	-165.2,	-28.4,
7	15.2,	159.5,	260.3,	-162.9,	-32.6,	8	15.2,	126.0,	259.9,	-155.7,	-35.8,
9	15.2,	92.1,	251.7,	-143.8,	-39.6,	10	15.2,	112.1,	248.8,	-133.6,	-48.9,
11	15.2,	151.3,	245.2,	-120.8,	-49.9,	12	15.2,	186.0,	237.1,	-107.3,	-49.3,
13	15.2,	215.0,	227.5,	-96.2,	-47.2,	14	15.2,	237.5,	211.0,	-82.2,	-43.7,
15	15.2,	252.7,	188.1,	-65.6,	-38.8,	16	15.2,	260.3,	159.5,	-47.1,	-32.8,
17	15.2,	259.9,	126.0,	-27.2,	-25.8,	18	15.2,	251.7,	92.1,	-6.4,	-18.0,
19	15.2,	248.8,	112.1,	-7.1,	-9.2,	20	15.2,	245.2,	151.3,	-25.8,	1.8,
21	15.2,	237.1,	186.0,	-43.7,	11.3,	22	15.2,	227.5,	215.0,	-60.3,	17.6,
23	15.2,	211.0,	237.5,	-75.0,	23.4,	24	15.2,	188.1,	252.7,	-87.5,	28.4,
25	15.2,	159.5,	260.3,	-97.3,	32.6,	26	15.2,	126.0,	259.9,	-104.2,	35.8,
27	15.2,	92.1,	251.7,	-107.9,	39.6,	28	15.2,	112.1,	248.8,	-115.2,	48.9,
29	15.2,	151.3,	245.2,	-124.4,	49.9,	30	15.2,	186.0,	237.1,	-129.9,	49.3,
31	15.2,	215.0,	227.5,	-131.4,	47.2,	32	15.2,	237.5,	211.0,	-128.9,	43.7,
33	15.2,	252.7,	188.1,	-122.5,	38.8,	34	15.2,	260.3,	159.5,	-112.3,	32.8,
35	15.2,	259.9,	126.0,	-98.8,	25.8,	36	15.2,	251.7,	92.1,	-85.7,	18.0,

SOURCE ID: STCK29

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-104.9,	13.2,	2	15.2,	245.2,	151.3,	-126.1,	2.2,
3	15.2,	237.1,	186.0,	-143.5,	-7.5,	4	15.2,	227.5,	215.0,	-156.6,	-14.0,
5	15.2,	211.0,	237.5,	-164.9,	-20.2,	6	15.2,	188.1,	252.7,	-168.2,	-25.7,
7	15.2,	159.5,	260.3,	-166.4,	-30.5,	8	15.2,	126.0,	259.9,	-159.5,	-34.3,
9	15.2,	92.1,	251.7,	-147.8,	-38.8,	10	15.2,	112.1,	248.8,	-137.6,	-48.8,
11	15.2,	151.3,	245.2,	-124.8,	-50.4,	12	15.2,	186.0,	237.1,	-111.1,	-50.5,
13	15.2,	215.0,	227.5,	-99.7,	-49.1,	14	15.2,	237.5,	211.0,	-85.3,	-46.2,
15	15.2,	252.7,	188.1,	-68.3,	-41.8,	16	15.2,	260.3,	159.5,	-49.2,	-36.2,
17	15.2,	259.9,	126.0,	-28.7,	-29.5,	18	15.2,	251.7,	92.1,	-7.2,	-21.9,
19	15.2,	248.8,	112.1,	-7.2,	-13.2,	20	15.2,	245.2,	151.3,	-25.2,	-2.2,
21	15.2,	237.1,	186.0,	-42.4,	7.5,	22	15.2,	227.5,	215.0,	-58.4,	14.0,
23	15.2,	211.0,	237.5,	-72.6,	20.2,	24	15.2,	188.1,	252.7,	-84.5,	25.7,
25	15.2,	159.5,	260.3,	-93.9,	30.5,	26	15.2,	126.0,	259.9,	-100.5,	34.3,
27	15.2,	92.1,	251.7,	-103.9,	38.8,	28	15.2,	112.1,	248.8,	-111.2,	48.8,
29	15.2,	151.3,	245.2,	-120.4,	50.4,	30	15.2,	186.0,	237.1,	-126.0,	50.5,
31	15.2,	215.0,	227.5,	-127.8,	49.1,	32	15.2,	237.5,	211.0,	-125.7,	46.2,
33	15.2,	252.7,	188.1,	-119.8,	41.8,	34	15.2,	260.3,	159.5,	-110.2,	36.2,
35	15.2,	259.9,	126.0,	-97.3,	29.5,	36	15.2,	251.7,	92.1,	-84.9,	21.9,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK30

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-105.5,	16.8,	2	15.2,	245.2,	151.3,	-127.4,	5.6,
3	15.2,	237.1,	186.0,	-145.3,	-4.3,	4	15.2,	227.5,	215.0,	-158.9,	-11.3,
5	15.2,	211.0,	237.5,	-167.7,	-17.9,	6	15.2,	188.1,	252.7,	-171.3,	-23.9,
7	15.2,	159.5,	260.3,	-169.7,	-29.2,	8	15.2,	126.0,	259.9,	-163.0,	-33.7,
9	15.2,	92.1,	251.7,	-151.4,	-38.8,	10	15.2,	112.1,	248.8,	-141.2,	-49.4,
11	15.2,	151.3,	245.2,	-128.2,	-51.7,	12	15.2,	186.0,	237.1,	-114.2,	-52.3,
13	15.2,	215.0,	227.5,	-102.5,	-51.4,	14	15.2,	237.5,	211.0,	-87.6,	-48.9,
15	15.2,	252.7,	188.1,	-70.1,	-44.9,	16	15.2,	260.3,	159.5,	-50.5,	-39.6,
17	15.2,	259.9,	126.0,	-29.3,	-33.1,	18	15.2,	251.7,	92.1,	-7.2,	-25.5,
19	15.2,	248.8,	112.1,	-6.6,	-16.8,	20	15.2,	245.2,	151.3,	-24.0,	-5.6,
21	15.2,	237.1,	186.0,	-40.6,	4.3,	22	15.2,	227.5,	215.0,	-56.1,	11.3,
23	15.2,	211.0,	237.5,	-69.8,	17.9,	24	15.2,	188.1,	252.7,	-81.4,	23.9,
25	15.2,	159.5,	260.3,	-90.5,	29.2,	26	15.2,	126.0,	259.9,	-96.9,	33.7,
27	15.2,	92.1,	251.7,	-100.3,	38.8,	28	15.2,	112.1,	248.8,	-107.6,	49.4,
29	15.2,	151.3,	245.2,	-117.0,	51.7,	30	15.2,	186.0,	237.1,	-122.9,	52.3,
31	15.2,	215.0,	227.5,	-125.0,	51.4,	32	15.2,	237.5,	211.0,	-123.4,	48.9,
33	15.2,	252.7,	188.1,	-118.0,	44.9,	34	15.2,	260.3,	159.5,	-109.0,	39.6,
35	15.2,	259.9,	126.0,	-96.7,	33.1,	36	15.2,	251.7,	92.1,	-84.9,	25.5,

SOURCE ID: STCK31

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-105.5,	21.3,	2	15.2,	245.2,	151.3,	-128.1,	10.0,
3	15.2,	237.1,	186.0,	-146.9,	-0.1,	4	15.2,	227.5,	215.0,	-161.1,	-7.3,
5	15.2,	211.0,	237.5,	-170.5,	-14.4,	6	15.2,	188.1,	252.7,	-174.7,	-21.0,
7	15.2,	159.5,	260.3,	-173.6,	-27.0,	8	15.2,	126.0,	259.9,	-167.2,	-32.1,
9	15.2,	92.1,	251.7,	-155.8,	-38.0,	10	15.2,	112.1,	248.8,	-145.7,	-49.4,
11	15.2,	151.3,	245.2,	-132.6,	-52.4,	12	15.2,	186.0,	237.1,	-118.5,	-53.8,
13	15.2,	215.0,	227.5,	-106.4,	-53.6,	14	15.2,	237.5,	211.0,	-91.1,	-51.8,
15	15.2,	252.7,	188.1,	-73.1,	-48.4,	16	15.2,	260.3,	159.5,	-52.8,	-43.5,
17	15.2,	259.9,	126.0,	-30.9,	-37.3,	18	15.2,	251.7,	92.1,	-8.1,	-29.9,
19	15.2,	248.8,	112.1,	-6.6,	-21.3,	20	15.2,	245.2,	151.3,	-23.2,	-10.0,
21	15.2,	237.1,	186.0,	-39.1,	0.1,	22	15.2,	227.5,	215.0,	-53.8,	7.3,
23	15.2,	211.0,	237.5,	-66.9,	14.4,	24	15.2,	188.1,	252.7,	-78.0,	21.0,
25	15.2,	159.5,	260.3,	-86.6,	27.0,	26	15.2,	126.0,	259.9,	-92.7,	32.1,
27	15.2,	92.1,	251.7,	-95.9,	38.0,	28	15.2,	112.1,	248.8,	-103.1,	49.4,
29	15.2,	151.3,	245.2,	-112.6,	52.4,	30	15.2,	186.0,	237.1,	-118.7,	53.8,
31	15.2,	215.0,	227.5,	-121.1,	53.6,	32	15.2,	237.5,	211.0,	-119.9,	51.8,
33	15.2,	252.7,	188.1,	-115.0,	48.4,	34	15.2,	260.3,	159.5,	-106.7,	43.5,
35	15.2,	259.9,	126.0,	-95.1,	37.3,	36	15.2,	251.7,	92.1,	-84.0,	29.9,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  15
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK32

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-106.0,	25.2,	2	15.2,	245.2,	151.3,	-129.3,	13.8,
3	15.2,	237.1,	186.0,	-148.7,	3.4,	4	15.2,	227.5,	215.0,	-163.6,	-4.2,
5	15.2,	211.0,	237.5,	-173.4,	-11.7,	6	15.2,	188.1,	252.7,	-178.1,	-18.9,
7	15.2,	159.5,	260.3,	-177.3,	-25.5,	8	15.2,	126.0,	259.9,	-171.1,	-31.3,
9	15.2,	92.1,	251.7,	-159.7,	-37.8,	10	15.2,	112.1,	248.8,	-149.6,	-49.9,
11	15.2,	151.3,	245.2,	-136.4,	-53.6,	12	15.2,	186.0,	237.1,	-122.0,	-55.7,
13	15.2,	215.0,	227.5,	-109.5,	-56.1,	14	15.2,	237.5,	211.0,	-93.8,	-54.7,
15	15.2,	252.7,	188.1,	-75.2,	-51.7,	16	15.2,	260.3,	159.5,	-54.3,	-47.1,
17	15.2,	259.9,	126.0,	-31.7,	-41.1,	18	15.2,	251.7,	92.1,	-8.2,	-33.9,
19	15.2,	248.8,	112.1,	-6.1,	-25.2,	20	15.2,	245.2,	151.3,	-22.0,	-13.8,
21	15.2,	237.1,	186.0,	-37.3,	-3.4,	22	15.2,	227.5,	215.0,	-51.4,	4.2,
23	15.2,	211.0,	237.5,	-64.0,	11.7,	24	15.2,	188.1,	252.7,	-74.6,	18.9,
25	15.2,	159.5,	260.3,	-83.0,	25.5,	26	15.2,	126.0,	259.9,	-88.8,	31.3,
27	15.2,	92.1,	251.7,	-92.0,	37.8,	28	15.2,	112.1,	248.8,	-99.2,	49.9,
29	15.2,	151.3,	245.2,	-108.8,	53.6,	30	15.2,	186.0,	237.1,	-115.2,	55.7,
31	15.2,	215.0,	227.5,	-118.0,	56.1,	32	15.2,	237.5,	211.0,	-117.2,	54.7,
33	15.2,	252.7,	188.1,	-112.9,	51.7,	34	15.2,	260.3,	159.5,	-105.2,	47.1,
35	15.2,	259.9,	126.0,	-94.2,	41.1,	36	15.2,	251.7,	92.1,	-83.9,	33.9,

SOURCE ID: STCK33

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-106.5,	37.3,	2	15.2,	245.2,	151.3,	-131.9,	25.6,
3	15.2,	237.1,	186.0,	-153.2,	14.6,	4	15.2,	227.5,	215.0,	-170.0,	6.0,
5	15.2,	211.0,	237.5,	-181.6,	-2.8,	6	15.2,	188.1,	252.7,	-187.6,	-11.5,
7	15.2,	159.5,	260.3,	-188.0,	-19.8,	8	15.2,	126.0,	259.9,	-182.6,	-27.6,
9	15.2,	92.1,	251.7,	-171.7,	-36.2,	10	15.2,	112.1,	248.8,	-161.7,	-50.4,
11	15.2,	151.3,	245.2,	-148.2,	-56.2,	12	15.2,	186.0,	237.1,	-133.2,	-60.3,
13	15.2,	215.0,	227.5,	-119.8,	-62.5,	14	15.2,	237.5,	211.0,	-102.7,	-62.8,
15	15.2,	252.7,	188.1,	-82.6,	-61.3,	16	15.2,	260.3,	159.5,	-59.9,	-57.8,
17	15.2,	259.9,	126.0,	-35.4,	-52.7,	18	15.2,	251.7,	92.1,	-9.9,	-45.9,
19	15.2,	248.8,	112.1,	-5.6,	-37.3,	20	15.2,	245.2,	151.3,	-19.5,	-25.6,
21	15.2,	237.1,	186.0,	-32.7,	-14.6,	22	15.2,	227.5,	215.0,	-45.0,	-6.0,
23	15.2,	211.0,	237.5,	-55.9,	2.8,	24	15.2,	188.1,	252.7,	-65.1,	11.5,
25	15.2,	159.5,	260.3,	-72.3,	19.8,	26	15.2,	126.0,	259.9,	-77.3,	27.6,
27	15.2,	92.1,	251.7,	-80.0,	36.2,	28	15.2,	112.1,	248.8,	-87.1,	50.4,
29	15.2,	151.3,	245.2,	-97.0,	56.2,	30	15.2,	186.0,	237.1,	-104.0,	60.3,
31	15.2,	215.0,	227.5,	-107.8,	62.5,	32	15.2,	237.5,	211.0,	-108.3,	62.8,
33	15.2,	252.7,	188.1,	-105.5,	61.3,	34	15.2,	260.3,	159.5,	-99.5,	57.8,
35	15.2,	259.9,	126.0,	-90.5,	52.7,	36	15.2,	251.7,	92.1,	-82.2,	45.9,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK34

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-107.0,	40.5,	2	15.2,	245.2,	151.3,	-133.0,	28.7,
3	15.2,	237.1,	186.0,	-154.9,	17.4,	4	15.2,	227.5,	215.0,	-172.1,	8.5,
5	15.2,	211.0,	237.5,	-184.1,	-0.7,	6	15.2,	188.1,	252.7,	-190.5,	-9.8,
7	15.2,	159.5,	260.3,	-191.1,	-18.7,	8	15.2,	126.0,	259.9,	-185.9,	-27.0,
9	15.2,	92.1,	251.7,	-175.0,	-36.2,	10	15.2,	112.1,	248.8,	-164.9,	-51.0,
11	15.2,	151.3,	245.2,	-151.3,	-57.3,	12	15.2,	186.0,	237.1,	-136.0,	-61.9,
13	15.2,	215.0,	227.5,	-122.3,	-64.6,	14	15.2,	237.5,	211.0,	-104.8,	-65.4,
15	15.2,	252.7,	188.1,	-84.2,	-64.1,	16	15.2,	260.3,	159.5,	-61.0,	-60.9,
17	15.2,	259.9,	126.0,	-36.0,	-55.9,	18	15.2,	251.7,	92.1,	-9.9,	-49.2,
19	15.2,	248.8,	112.1,	-5.1,	-40.5,	20	15.2,	245.2,	151.3,	-18.4,	-28.7,
21	15.2,	237.1,	186.0,	-31.1,	-17.4,	22	15.2,	227.5,	215.0,	-42.9,	-8.5,
23	15.2,	211.0,	237.5,	-53.4,	0.7,	24	15.2,	188.1,	252.7,	-62.2,	9.8,
25	15.2,	159.5,	260.3,	-69.2,	18.7,	26	15.2,	126.0,	259.9,	-74.1,	27.0,
27	15.2,	92.1,	251.7,	-76.7,	36.2,	28	15.2,	112.1,	248.8,	-83.9,	51.0,
29	15.2,	151.3,	245.2,	-93.9,	57.3,	30	15.2,	186.0,	237.1,	-101.1,	61.9,
31	15.2,	215.0,	227.5,	-105.2,	64.6,	32	15.2,	237.5,	211.0,	-106.2,	65.4,
33	15.2,	252.7,	188.1,	-103.9,	64.1,	34	15.2,	260.3,	159.5,	-98.4,	60.9,
35	15.2,	259.9,	126.0,	-90.0,	55.9,	36	15.2,	251.7,	92.1,	-82.2,	49.2,

SOURCE ID: STCK35

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-107.6,	44.9,	2	15.2,	245.2,	151.3,	-134.3,	32.9,
3	15.2,	237.1,	186.0,	-157.0,	21.4,	4	15.2,	227.5,	215.0,	-174.8,	12.0,
5	15.2,	211.0,	237.5,	-187.4,	2.3,	6	15.2,	188.1,	252.7,	-194.2,	-7.5,
7	15.2,	159.5,	260.3,	-195.2,	-17.0,	8	15.2,	126.0,	259.9,	-190.2,	-26.1,
9	15.2,	92.1,	251.7,	-179.4,	-36.0,	10	15.2,	112.1,	248.8,	-169.3,	-51.6,
11	15.2,	151.3,	245.2,	-155.5,	-58.7,	12	15.2,	186.0,	237.1,	-139.9,	-64.0,
13	15.2,	215.0,	227.5,	-125.8,	-67.3,	14	15.2,	237.5,	211.0,	-107.8,	-68.6,
15	15.2,	252.7,	188.1,	-86.6,	-67.9,	16	15.2,	260.3,	159.5,	-62.7,	-65.0,
17	15.2,	259.9,	126.0,	-36.9,	-60.2,	18	15.2,	251.7,	92.1,	-10.0,	-53.6,
19	15.2,	248.8,	112.1,	-4.5,	-44.9,	20	15.2,	245.2,	151.3,	-17.0,	-32.9,
21	15.2,	237.1,	186.0,	-29.0,	-21.4,	22	15.2,	227.5,	215.0,	-40.2,	-12.0,
23	15.2,	211.0,	237.5,	-50.1,	-2.3,	24	15.2,	188.1,	252.7,	-58.5,	7.5,
25	15.2,	159.5,	260.3,	-65.1,	17.0,	26	15.2,	126.0,	259.9,	-69.7,	26.1,
27	15.2,	92.1,	251.7,	-72.2,	36.0,	28	15.2,	112.1,	248.8,	-79.5,	51.6,
29	15.2,	151.3,	245.2,	-89.7,	58.7,	30	15.2,	186.0,	237.1,	-97.2,	64.0,
31	15.2,	215.0,	227.5,	-101.7,	67.3,	32	15.2,	237.5,	211.0,	-103.2,	68.6,
33	15.2,	252.7,	188.1,	-101.5,	67.9,	34	15.2,	260.3,	159.5,	-96.8,	65.0,
35	15.2,	259.9,	126.0,	-89.0,	60.2,	36	15.2,	251.7,	92.1,	-82.1,	53.6,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  16
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK36

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-107.9,	48.5,	2	15.2,	245.2,	151.3,	-135.3,	36.4,
3	15.2,	237.1,	186.0,	-158.5,	24.7,	4	15.2,	227.5,	215.0,	-176.9,	15.0,
5	15.2,	211.0,	237.5,	-189.9,	4.9,	6	15.2,	188.1,	252.7,	-197.2,	-5.4,
7	15.2,	159.5,	260.3,	-198.5,	-15.5,	8	15.2,	126.0,	259.9,	-193.7,	-25.1,
9	15.2,	92.1,	251.7,	-183.1,	-35.7,	10	15.2,	112.1,	248.8,	-172.9,	-51.9,
11	15.2,	151.3,	245.2,	-159.0,	-59.6,	12	15.2,	186.0,	237.1,	-143.2,	-65.5,
13	15.2,	215.0,	227.5,	-128.8,	-69.4,	14	15.2,	237.5,	211.0,	-110.4,	-71.2,
15	15.2,	252.7,	188.1,	-88.7,	-70.8,	16	15.2,	260.3,	159.5,	-64.3,	-68.3,
17	15.2,	259.9,	126.0,	-37.9,	-63.7,	18	15.2,	251.7,	92.1,	-10.4,	-57.2,
19	15.2,	248.8,	112.1,	-4.2,	-48.5,	20	15.2,	245.2,	151.3,	-16.1,	-36.4,
21	15.2,	237.1,	186.0,	-27.5,	-24.7,	22	15.2,	227.5,	215.0,	-38.1,	-15.0,
23	15.2,	211.0,	237.5,	-47.5,	-4.9,	24	15.2,	188.1,	252.7,	-55.5,	5.4,
25	15.2,	159.5,	260.3,	-61.8,	15.5,	26	15.2,	126.0,	259.9,	-66.2,	25.1,
27	15.2,	92.1,	251.7,	-68.6,	35.7,	28	15.2,	112.1,	248.8,	-75.9,	51.9,
29	15.2,	151.3,	245.2,	-86.2,	59.6,	30	15.2,	186.0,	237.1,	-93.9,	65.5,
31	15.2,	215.0,	227.5,	-98.8,	69.4,	32	15.2,	237.5,	211.0,	-100.6,	71.2,
33	15.2,	252.7,	188.1,	-99.4,	70.8,	34	15.2,	260.3,	159.5,	-95.2,	68.3,
35	15.2,	259.9,	126.0,	-88.1,	63.7,	36	15.2,	251.7,	92.1,	-81.8,	57.2,

SOURCE ID: STCK37

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-108.7,	52.7,	2	15.2,	245.2,	151.3,	-136.7,	40.4,
3	15.2,	237.1,	186.0,	-160.6,	28.4,	4	15.2,	227.5,	215.0,	-179.6,	18.3,
5	15.2,	211.0,	237.5,	-193.2,	7.6,	6	15.2,	188.1,	252.7,	-200.9,	-3.2,
7	15.2,	159.5,	260.3,	-202.5,	-14.0,	8	15.2,	126.0,	259.9,	-197.9,	-24.4,
9	15.2,	92.1,	251.7,	-187.3,	-35.7,	10	15.2,	112.1,	248.8,	-177.1,	-52.6,
11	15.2,	151.3,	245.2,	-163.0,	-61.0,	12	15.2,	186.0,	237.1,	-146.9,	-67.6,
13	15.2,	215.0,	227.5,	-132.1,	-72.1,	14	15.2,	237.5,	211.0,	-113.1,	-74.5,
15	15.2,	252.7,	188.1,	-90.8,	-74.5,	16	15.2,	260.3,	159.5,	-65.7,	-72.3,
17	15.2,	259.9,	126.0,	-38.6,	-67.9,	18	15.2,	251.7,	92.1,	-10.4,	-61.5,
19	15.2,	248.8,	112.1,	-3.4,	-52.7,	20	15.2,	245.2,	151.3,	-14.6,	-40.4,
21	15.2,	237.1,	186.0,	-25.4,	-28.4,	22	15.2,	227.5,	215.0,	-35.3,	-18.3,
23	15.2,	211.0,	237.5,	-44.2,	-7.6,	24	15.2,	188.1,	252.7,	-51.8,	3.2,
25	15.2,	159.5,	260.3,	-57.8,	14.0,	26	15.2,	126.0,	259.9,	-62.0,	24.4,
27	15.2,	92.1,	251.7,	-64.4,	35.7,	28	15.2,	112.1,	248.8,	-71.6,	52.6,
29	15.2,	151.3,	245.2,	-82.2,	61.0,	30	15.2,	186.0,	237.1,	-90.2,	67.6,
31	15.2,	215.0,	227.5,	-95.5,	72.1,	32	15.2,	237.5,	211.0,	-97.9,	74.5,
33	15.2,	252.7,	188.1,	-97.3,	74.5,	34	15.2,	260.3,	159.5,	-93.7,	72.3,
35	15.2,	259.9,	126.0,	-87.3,	67.9,	36	15.2,	251.7,	92.1,	-81.8,	61.5,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK38

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-108.9,	56.7,	2	15.2,	245.2,	151.3,	-137.6,	44.3,
3	15.2,	237.1,	186.0,	-162.2,	32.0,	4	15.2,	227.5,	215.0,	-181.8,	21.6,
5	15.2,	211.0,	237.5,	-195.9,	10.5,	6	15.2,	188.1,	252.7,	-204.1,	-0.8,
7	15.2,	159.5,	260.3,	-206.0,	-12.2,	8	15.2,	126.0,	259.9,	-201.7,	-23.2,
9	15.2,	92.1,	251.7,	-191.3,	-35.2,	10	15.2,	112.1,	248.8,	-181.1,	-52.8,
11	15.2,	151.3,	245.2,	-166.9,	-61.9,	12	15.2,	186.0,	237.1,	-150.6,	-69.2,
13	15.2,	215.0,	227.5,	-135.4,	-74.3,	14	15.2,	237.5,	211.0,	-116.1,	-77.2,
15	15.2,	252.7,	188.1,	-93.2,	-77.7,	16	15.2,	260.3,	159.5,	-67.5,	-75.9,
17	15.2,	259.9,	126.0,	-39.8,	-71.7,	18	15.2,	251.7,	92.1,	-10.9,	-65.4,
19	15.2,	248.8,	112.1,	-3.2,	-56.7,	20	15.2,	245.2,	151.3,	-13.7,	-44.3,
21	15.2,	237.1,	186.0,	-23.8,	-32.0,	22	15.2,	227.5,	215.0,	-33.2,	-21.6,
23	15.2,	211.0,	237.5,	-41.5,	-10.5,	24	15.2,	188.1,	252.7,	-48.6,	0.8,
25	15.2,	159.5,	260.3,	-54.3,	12.2,	26	15.2,	126.0,	259.9,	-58.2,	23.2,
27	15.2,	92.1,	251.7,	-60.4,	35.2,	28	15.2,	112.1,	248.8,	-67.7,	52.8,
29	15.2,	151.3,	245.2,	-78.3,	61.9,	30	15.2,	186.0,	237.1,	-86.5,	69.2,
31	15.2,	215.0,	227.5,	-92.2,	74.3,	32	15.2,	237.5,	211.0,	-95.0,	77.2,
33	15.2,	252.7,	188.1,	-94.9,	77.7,	34	15.2,	260.3,	159.5,	-91.9,	75.9,
35	15.2,	259.9,	126.0,	-86.2,	71.7,	36	15.2,	251.7,	92.1,	-81.3,	65.4,

SOURCE ID: STCK39

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-109.8,	64.7,	2	15.2,	245.2,	151.3,	-139.9,	52.0,
3	15.2,	237.1,	186.0,	-165.8,	39.2,	4	15.2,	227.5,	215.0,	-186.6,	28.1,
5	15.2,	211.0,	237.5,	-201.8,	16.1,	6	15.2,	188.1,	252.7,	-210.8,	3.6,
7	15.2,	159.5,	260.3,	-213.4,	-9.0,	8	15.2,	126.0,	259.9,	-209.5,	-21.3,
9	15.2,	92.1,	251.7,	-199.3,	-34.7,	10	15.2,	112.1,	248.8,	-189.1,	-53.7,
11	15.2,	151.3,	245.2,	-174.6,	-64.2,	12	15.2,	186.0,	237.1,	-157.8,	-72.8,
13	15.2,	215.0,	227.5,	-141.9,	-79.1,	14	15.2,	237.5,	211.0,	-121.6,	-83.0,
15	15.2,	252.7,	188.1,	-97.7,	-84.4,	16	15.2,	260.3,	159.5,	-70.7,	-83.3,
17	15.2,	259.9,	126.0,	-41.7,	-79.6,	18	15.2,	251.7,	92.1,	-11.3,	-73.5,
19	15.2,	248.8,	112.1,	-2.3,	-64.7,	20	15.2,	245.2,	151.3,	-11.4,	-52.0,
21	15.2,	237.1,	186.0,	-20.2,	-39.2,	22	15.2,	227.5,	215.0,	-28.4,	-28.1,
23	15.2,	211.0,	237.5,	-35.7,	-16.1,	24	15.2,	188.1,	252.7,	-41.9,	-3.6,
25	15.2,	159.5,	260.3,	-46.9,	9.0,	26	15.2,	126.0,	259.9,	-50.4,	21.3,
27	15.2,	92.1,	251.7,	-52.4,	34.7,	28	15.2,	112.1,	248.8,	-59.7,	53.7,
29	15.2,	151.3,	245.2,	-70.6,	64.2,	30	15.2,	186.0,	237.1,	-79.3,	72.8,
31	15.2,	215.0,	227.5,	-85.7,	79.1,	32	15.2,	237.5,	211.0,	-89.4,	83.0,
33	15.2,	252.7,	188.1,	-90.4,	84.4,	34	15.2,	260.3,	159.5,	-88.7,	83.3,
35	15.2,	259.9,	126.0,	-84.3,	79.6,	36	15.2,	251.7,	92.1,	-80.8,	73.5,

Model Input
Unit Emission Rates (1 g/s)

**MODELOPTs: RegDFAULT CONC ELEV URBAN

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK40

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-110.1,	68.2,	2	15.2,	245.2,	151.3,	-140.8,	55.4,
3	15.2,	237.1,	186.0,	-167.2,	42.4,	4	15.2,	227.5,	215.0,	-188.6,	30.9,
5	15.2,	211.0,	237.5,	-204.2,	18.6,	6	15.2,	188.1,	252.7,	-213.6,	5.6,
7	15.2,	159.5,	260.3,	-216.5,	-7.5,	8	15.2,	126.0,	259.9,	-212.9,	-20.4,
9	15.2,	92.1,	251.7,	-202.8,	-34.4,	10	15.2,	112.1,	248.8,	-192.6,	-54.0,
11	15.2,	151.3,	245.2,	-178.0,	-65.1,	12	15.2,	186.0,	237.1,	-161.0,	-74.2,
13	15.2,	215.0,	227.5,	-144.7,	-81.1,	14	15.2,	237.5,	211.0,	-124.1,	-85.5,
15	15.2,	252.7,	188.1,	-99.7,	-87.2,	16	15.2,	260.3,	159.5,	-72.2,	-86.4,
17	15.2,	259.9,	126.0,	-42.6,	-82.9,	18	15.2,	251.7,	92.1,	-11.7,	-76.9,
19	15.2,	248.8,	112.1,	-2.0,	-68.2,	20	15.2,	245.2,	151.3,	-10.6,	-55.4,
21	15.2,	237.1,	186.0,	-18.8,	-42.4,	22	15.2,	227.5,	215.0,	-26.4,	-30.9,
23	15.2,	211.0,	237.5,	-33.3,	-18.6,	24	15.2,	188.1,	252.7,	-39.1,	-5.6,
25	15.2,	159.5,	260.3,	-43.7,	7.5,	26	15.2,	126.0,	259.9,	-47.0,	20.4,
27	15.2,	92.1,	251.7,	-48.9,	34.4,	28	15.2,	112.1,	248.8,	-56.2,	54.0,
29	15.2,	151.3,	245.2,	-67.2,	65.1,	30	15.2,	186.0,	237.1,	-76.2,	74.2,
31	15.2,	215.0,	227.5,	-82.8,	81.1,	32	15.2,	237.5,	211.0,	-87.0,	85.5,
33	15.2,	252.7,	188.1,	-88.4,	87.2,	34	15.2,	260.3,	159.5,	-87.2,	86.4,
35	15.2,	259.9,	126.0,	-83.4,	82.9,	36	15.2,	251.7,	92.1,	-80.4,	76.9,

SOURCE ID: STCK41

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-110.5,	72.4,	2	15.2,	245.2,	151.3,	-141.9,	59.5,
3	15.2,	237.1,	186.0,	-169.1,	46.2,	4	15.2,	227.5,	215.0,	-191.1,	34.4,
5	15.2,	211.0,	237.5,	-207.2,	21.6,	6	15.2,	188.1,	252.7,	-217.1,	8.0,
7	15.2,	159.5,	260.3,	-220.4,	-5.7,	8	15.2,	126.0,	259.9,	-217.0,	-19.3,
9	15.2,	92.1,	251.7,	-207.0,	-34.1,	10	15.2,	112.1,	248.8,	-196.8,	-54.4,
11	15.2,	151.3,	245.2,	-182.1,	-66.2,	12	15.2,	186.0,	237.1,	-164.8,	-76.1,
13	15.2,	215.0,	227.5,	-148.2,	-83.6,	14	15.2,	237.5,	211.0,	-127.1,	-88.5,
15	15.2,	252.7,	188.1,	-102.1,	-90.8,	16	15.2,	260.3,	159.5,	-74.0,	-90.3,
17	15.2,	259.9,	126.0,	-43.7,	-87.1,	18	15.2,	251.7,	92.1,	-12.0,	-81.2,
19	15.2,	248.8,	112.1,	-1.6,	-72.4,	20	15.2,	245.2,	151.3,	-9.4,	-59.5,
21	15.2,	237.1,	186.0,	-16.9,	-46.2,	22	15.2,	227.5,	215.0,	-23.9,	-34.4,
23	15.2,	211.0,	237.5,	-30.2,	-21.6,	24	15.2,	188.1,	252.7,	-35.6,	-8.0,
25	15.2,	159.5,	260.3,	-39.8,	5.7,	26	15.2,	126.0,	259.9,	-42.9,	19.3,
27	15.2,	92.1,	251.7,	-44.7,	34.1,	28	15.2,	112.1,	248.8,	-52.0,	54.4,
29	15.2,	151.3,	245.2,	-63.1,	66.2,	30	15.2,	186.0,	237.1,	-72.3,	76.1,
31	15.2,	215.0,	227.5,	-79.3,	83.6,	32	15.2,	237.5,	211.0,	-84.0,	88.5,
33	15.2,	252.7,	188.1,	-86.0,	90.8,	34	15.2,	260.3,	159.5,	-85.5,	90.3,
35	15.2,	259.9,	126.0,	-82.3,	87.1,	36	15.2,	251.7,	92.1,	-80.1,	81.2,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK42

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-110.7,	76.4,	2	15.2,	245.2,	151.3,	-142.8,	63.4,
3	15.2,	237.1,	186.0,	-170.6,	49.9,	4	15.2,	227.5,	215.0,	-193.2,	37.8,
5	15.2,	211.0,	237.5,	-209.9,	24.5,	6	15.2,	188.1,	252.7,	-220.3,	10.4,
7	15.2,	159.5,	260.3,	-224.0,	-3.9,	8	15.2,	126.0,	259.9,	-220.8,	-18.2,
9	15.2,	92.1,	251.7,	-211.0,	-33.6,	10	15.2,	112.1,	248.8,	-200.8,	-54.6,
11	15.2,	151.3,	245.2,	-186.0,	-67.1,	12	15.2,	186.0,	237.1,	-168.5,	-77.6,
13	15.2,	215.0,	227.5,	-151.5,	-85.7,	14	15.2,	237.5,	211.0,	-130.0,	-91.2,
15	15.2,	252.7,	188.1,	-104.5,	-94.0,	16	15.2,	260.3,	159.5,	-75.8,	-93.8,
17	15.2,	259.9,	126.0,	-44.8,	-90.9,	18	15.2,	251.7,	92.1,	-12.5,	-85.1,
19	15.2,	248.8,	112.1,	-1.4,	-76.4,	20	15.2,	245.2,	151.3,	-8.5,	-63.4,
21	15.2,	237.1,	186.0,	-15.4,	-49.9,	22	15.2,	227.5,	215.0,	-21.8,	-37.8,
23	15.2,	211.0,	237.5,	-27.5,	-24.5,	24	15.2,	188.1,	252.7,	-32.4,	-10.4,
25	15.2,	159.5,	260.3,	-36.3,	3.9,	26	15.2,	126.0,	259.9,	-39.1,	18.2,
27	15.2,	92.1,	251.7,	-40.7,	33.6,	28	15.2,	112.1,	248.8,	-48.0,	54.6,
29	15.2,	151.3,	245.2,	-59.2,	67.1,	30	15.2,	186.0,	237.1,	-68.7,	77.6,
31	15.2,	215.0,	227.5,	-76.0,	85.7,	32	15.2,	237.5,	211.0,	-81.0,	91.2,
33	15.2,	252.7,	188.1,	-83.6,	94.0,	34	15.2,	260.3,	159.5,	-83.6,	93.8,
35	15.2,	259.9,	126.0,	-81.1,	90.9,	36	15.2,	251.7,	92.1,	-79.6,	85.1,

SOURCE ID: STCK43

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-111.2,	80.3,	2	15.2,	245.2,	151.3,	-144.0,	67.1,
3	15.2,	237.1,	186.0,	-172.4,	53.4,	4	15.2,	227.5,	215.0,	-195.6,	40.9,
5	15.2,	211.0,	237.5,	-212.9,	27.1,	6	15.2,	188.1,	252.7,	-223.6,	12.6,
7	15.2,	159.5,	260.3,	-227.6,	-2.4,	8	15.2,	126.0,	259.9,	-224.7,	-17.3,
9	15.2,	92.1,	251.7,	-214.9,	-33.4,	10	15.2,	112.1,	248.8,	-204.7,	-55.1,
11	15.2,	151.3,	245.2,	-189.7,	-68.3,	12	15.2,	186.0,	237.1,	-172.0,	-79.4,
13	15.2,	215.0,	227.5,	-154.7,	-88.1,	14	15.2,	237.5,	211.0,	-132.6,	-94.1,
15	15.2,	252.7,	188.1,	-106.6,	-97.3,	16	15.2,	260.3,	159.5,	-77.3,	-97.5,
17	15.2,	259.9,	126.0,	-45.7,	-94.7,	18	15.2,	251.7,	92.1,	-12.7,	-89.1,
19	15.2,	248.8,	112.1,	-0.9,	-80.3,	20	15.2,	245.2,	151.3,	-7.3,	-67.1,
21	15.2,	237.1,	186.0,	-13.6,	-53.4,	22	15.2,	227.5,	215.0,	-19.4,	-40.9,
23	15.2,	211.0,	237.5,	-24.6,	-27.1,	24	15.2,	188.1,	252.7,	-29.1,	-12.6,
25	15.2,	159.5,	260.3,	-32.7,	2.4,	26	15.2,	126.0,	259.9,	-35.2,	17.3,
27	15.2,	92.1,	251.7,	-36.8,	33.4,	28	15.2,	112.1,	248.8,	-44.1,	55.1,
29	15.2,	151.3,	245.2,	-55.5,	68.3,	30	15.2,	186.0,	237.1,	-65.2,	79.4,
31	15.2,	215.0,	227.5,	-72.9,	88.1,	32	15.2,	237.5,	211.0,	-78.4,	94.1,
33	15.2,	252.7,	188.1,	-81.5,	97.3,	34	15.2,	260.3,	159.5,	-82.1,	97.5,
35	15.2,	259.9,	126.0,	-80.3,	94.7,	36	15.2,	251.7,	92.1,	-79.5,	89.1,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
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**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK44

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	15.2,	248.8,	112.1,	-111.6,	84.4,	2	15.2,	245.2,	151.3,	-145.1,	71.1,
3	15.2,	237.1,	186.0,	-174.2,	57.1,	4	15.2,	227.5,	215.0,	-198.0,	44.2,
5	15.2,	211.0,	237.5,	-215.8,	30.0,	6	15.2,	188.1,	252.7,	-227.0,	14.9,
7	15.2,	159.5,	260.3,	-231.4,	-0.7,	8	15.2,	126.0,	259.9,	-228.7,	-16.3,
9	15.2,	92.1,	251.7,	-219.0,	-33.1,	10	15.2,	112.1,	248.8,	-208.8,	-55.5,
11	15.2,	151.3,	245.2,	-193.7,	-69.4,	12	15.2,	186.0,	237.1,	-175.7,	-81.2,
13	15.2,	215.0,	227.5,	-158.0,	-90.5,	14	15.2,	237.5,	211.0,	-135.5,	-97.1,
15	15.2,	252.7,	188.1,	-108.9,	-100.7,	16	15.2,	260.3,	159.5,	-79.0,	-101.2,
17	15.2,	259.9,	126.0,	-46.7,	-98.7,	18	15.2,	251.7,	92.1,	-13.0,	-93.2,
19	15.2,	248.8,	112.1,	-0.5,	-84.4,	20	15.2,	245.2,	151.3,	-6.2,	-71.1,
21	15.2,	237.1,	186.0,	-11.8,	-57.1,	22	15.2,	227.5,	215.0,	-17.0,	-44.2,
23	15.2,	211.0,	237.5,	-21.7,	-30.0,	24	15.2,	188.1,	252.7,	-25.7,	-14.9,
25	15.2,	159.5,	260.3,	-28.9,	0.7,	26	15.2,	126.0,	259.9,	-31.3,	16.3,
27	15.2,	92.1,	251.7,	-32.7,	33.1,	28	15.2,	112.1,	248.8,	-40.0,	55.5,
29	15.2,	151.3,	245.2,	-51.5,	69.4,	30	15.2,	186.0,	237.1,	-61.4,	81.2,
31	15.2,	215.0,	227.5,	-69.5,	90.5,	32	15.2,	237.5,	211.0,	-75.5,	97.1,
33	15.2,	252.7,	188.1,	-79.2,	100.7,	34	15.2,	260.3,	159.5,	-80.4,	101.2,
35	15.2,	259.9,	126.0,	-79.3,	98.7,	36	15.2,	251.7,	92.1,	-79.1,	93.2,

SOURCE ID: STCK45

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-41.1,	-24.1,	2	11.0,	112.9,	149.2,	-42.0,	-18.8,
3	11.0,	130.8,	155.0,	-41.6,	-13.0,	4	11.0,	144.8,	156.2,	-40.0,	-6.7,
5	11.0,	154.3,	152.6,	-37.2,	-0.3,	6	11.0,	159.2,	144.4,	-33.2,	6.2,
7	11.0,	159.2,	131.8,	-28.3,	12.4,	8	15.2,	126.0,	259.9,	-295.0,	68.8,
9	15.2,	92.1,	251.7,	-299.1,	39.2,	10	15.2,	112.1,	248.8,	-300.2,	1.7,
11	15.2,	151.3,	245.2,	-293.7,	-28.9,	12	15.2,	186.0,	237.1,	-281.2,	-58.7,
13	15.2,	215.0,	227.5,	-265.8,	-86.7,	14	15.2,	237.5,	211.0,	-242.4,	-112.0,
15	15.2,	252.7,	188.1,	-211.6,	-133.9,	16	11.0,	131.8,	159.2,	-92.0,	37.6,
17	11.0,	115.2,	154.3,	-95.5,	35.1,	18	11.0,	95.1,	144.8,	-96.1,	31.6,
19	11.0,	91.6,	138.7,	-97.7,	24.1,	20	11.0,	112.9,	149.2,	-107.1,	18.8,
21	11.0,	130.8,	155.0,	-113.4,	13.0,	22	11.0,	144.8,	156.2,	-116.1,	6.7,
23	11.0,	154.3,	152.6,	-115.4,	0.3,	24	11.0,	159.2,	144.4,	-111.1,	-6.2,
25	11.0,	159.2,	131.8,	-103.5,	-12.4,	26	11.0,	154.3,	115.2,	-92.7,	-18.3,
27	11.0,	144.8,	95.1,	-79.1,	-23.7,	28	11.0,	138.7,	91.6,	-69.9,	-28.3,
29	11.0,	149.2,	112.9,	-75.3,	-32.6,	30	11.0,	155.0,	130.8,	-78.4,	-35.9,
31	11.0,	156.2,	144.8,	-79.1,	-38.1,	32	11.0,	152.6,	154.3,	-77.5,	-39.1,
33	15.2,	252.7,	188.1,	23.5,	133.9,	34	11.0,	131.8,	159.2,	-67.1,	-37.6,
35	11.0,	115.2,	154.3,	-58.8,	-35.1,	36	11.0,	95.1,	144.8,	-48.8,	-31.6,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK46

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-44.3,	-24.5,	2	11.0,	112.9,	149.2,	-45.1,	-19.8,
3	11.0,	130.8,	155.0,	-44.6,	-14.5,	4	11.0,	144.8,	156.2,	-42.6,	-8.7,
5	11.0,	154.3,	152.6,	-39.4,	-2.7,	6	11.0,	159.2,	144.4,	-35.0,	3.4,
7	11.0,	159.2,	131.8,	-29.6,	9.4,	8	15.2,	126.0,	259.9,	-295.8,	65.6,
9	15.2,	92.1,	251.7,	-299.3,	35.9,	10	15.2,	112.1,	248.8,	-299.9,	-1.6,
11	15.2,	151.3,	245.2,	-292.7,	-32.1,	12	15.2,	186.0,	237.1,	-279.7,	-61.6,
13	15.2,	215.0,	227.5,	-263.9,	-89.3,	14	15.2,	237.5,	211.0,	-240.0,	-114.2,
15	11.0,	144.4,	159.2,	-83.0,	37.2,	16	11.0,	131.8,	159.2,	-89.0,	36.3,
17	11.0,	115.2,	154.3,	-92.3,	34.4,	18	11.0,	95.1,	144.8,	-92.8,	31.4,
19	11.0,	91.6,	138.7,	-94.4,	24.5,	20	11.0,	112.9,	149.2,	-104.0,	19.8,
21	11.0,	130.8,	155.0,	-110.5,	14.5,	22	11.0,	144.8,	156.2,	-113.5,	8.7,
23	11.0,	154.3,	152.6,	-113.2,	2.7,	24	11.0,	159.2,	144.4,	-109.4,	-3.4,
25	11.0,	159.2,	131.8,	-102.2,	-9.4,	26	11.0,	154.3,	115.2,	-92.0,	-15.1,
27	11.0,	144.8,	95.1,	-79.0,	-20.4,	28	11.0,	138.7,	91.6,	-70.3,	-25.1,
29	11.0,	149.2,	112.9,	-76.3,	-29.4,	30	11.0,	155.0,	130.8,	-79.9,	-32.9,
31	11.0,	156.2,	144.8,	-81.1,	-35.4,	32	15.2,	237.5,	211.0,	28.9,	114.2,
33	11.0,	144.4,	159.2,	-76.2,	-37.2,	34	11.0,	131.8,	159.2,	-70.2,	-36.3,
35	11.0,	115.2,	154.3,	-62.0,	-34.4,	36	11.0,	95.1,	144.8,	-52.0,	-31.4,

SOURCE ID: STCK47

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-48.6,	-24.9,	2	11.0,	112.9,	149.2,	-49.3,	-20.9,
3	11.0,	130.8,	155.0,	-48.4,	-16.3,	4	11.0,	144.8,	156.2,	-46.1,	-11.2,
5	11.0,	154.3,	152.6,	-42.4,	-5.8,	6	11.0,	159.2,	144.4,	-37.4,	-0.1,
7	11.0,	159.2,	131.8,	-31.3,	5.5,	8	15.2,	126.0,	259.9,	-296.8,	61.4,
9	15.2,	92.1,	251.7,	-299.6,	31.6,	10	15.2,	112.1,	248.8,	-299.4,	-5.8,
11	15.2,	151.3,	245.2,	-291.6,	-36.2,	12	15.2,	186.0,	237.1,	-277.9,	-65.5,
13	15.2,	215.0,	227.5,	-261.4,	-92.8,	14	15.2,	237.5,	211.0,	-236.9,	-117.2,
15	11.0,	144.4,	159.2,	-79.5,	34.7,	16	11.0,	131.8,	159.2,	-85.1,	34.6,
17	11.0,	115.2,	154.3,	-88.1,	33.3,	18	11.0,	95.1,	144.8,	-88.5,	31.1,
19	11.0,	91.6,	138.7,	-90.1,	24.9,	20	11.0,	112.9,	149.2,	-99.9,	20.9,
21	11.0,	130.8,	155.0,	-106.6,	16.3,	22	11.0,	144.8,	156.2,	-110.0,	11.2,
23	11.0,	154.3,	152.6,	-110.2,	5.8,	24	11.0,	159.2,	144.4,	-106.9,	0.1,
25	11.0,	159.2,	131.8,	-100.5,	-5.5,	26	11.0,	154.3,	115.2,	-90.9,	-11.0,
27	11.0,	144.8,	95.1,	-78.6,	-16.1,	28	11.0,	138.7,	91.6,	-70.7,	-20.8,
29	11.0,	149.2,	112.9,	-77.4,	-25.3,	30	11.0,	155.0,	130.8,	-81.8,	-29.1,
31	11.0,	156.2,	144.8,	-83.6,	-32.0,	32	15.2,	237.5,	211.0,	25.9,	117.2,
33	11.0,	144.4,	159.2,	-79.7,	-34.7,	34	11.0,	131.8,	159.2,	-74.1,	-34.6,
35	11.0,	115.2,	154.3,	-66.2,	-33.3,	36	11.0,	95.1,	144.8,	-56.3,	-31.1,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  19
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK48

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-51.9,	-24.9,	2	11.0,	112.9,	149.2,	-52.6,	-21.5,
3	11.0,	130.8,	155.0,	-51.6,	-17.4,	4	11.0,	144.8,	156.2,	-49.1,	-12.8,
5	11.0,	154.3,	152.6,	-45.0,	-7.8,	6	11.0,	159.2,	144.4,	-39.6,	-2.6,
7	15.2,	159.5,	260.3,	-286.7,	84.8,	8	15.2,	126.0,	259.9,	-298.0,	58.3,
9	15.2,	92.1,	251.7,	-300.3,	28.3,	10	15.2,	112.1,	248.8,	-299.5,	-9.2,
11	15.2,	151.3,	245.2,	-291.1,	-39.5,	12	15.2,	186.0,	237.1,	-276.8,	-68.6,
13	15.2,	215.0,	227.5,	-259.8,	-95.7,	14	15.2,	237.5,	211.0,	-234.8,	-119.8,
15	11.0,	144.4,	159.2,	-76.9,	32.5,	16	11.0,	131.8,	159.2,	-82.2,	32.8,
17	11.0,	115.2,	154.3,	-85.0,	32.1,	18	11.0,	95.1,	144.8,	-85.2,	30.4,
19	11.0,	91.6,	138.7,	-86.8,	24.9,	20	11.0,	112.9,	149.2,	-96.6,	21.5,
21	11.0,	130.8,	155.0,	-103.4,	17.4,	22	11.0,	144.8,	156.2,	-107.1,	12.8,
23	11.0,	154.3,	152.6,	-107.6,	7.8,	24	11.0,	159.2,	144.4,	-104.7,	2.6,
25	15.2,	159.5,	260.3,	26.5,	-84.8,	26	11.0,	154.3,	115.2,	-89.7,	-7.8,
27	11.0,	144.8,	95.1,	-78.0,	-12.8,	28	11.0,	138.7,	91.6,	-70.7,	-17.4,
29	11.0,	149.2,	112.9,	-77.9,	-22.0,	30	11.0,	155.0,	130.8,	-82.8,	-25.9,
31	11.0,	156.2,	144.8,	-85.2,	-29.0,	32	15.2,	237.5,	211.0,	23.8,	119.8,
33	11.0,	144.4,	159.2,	-82.2,	-32.5,	34	11.0,	131.8,	159.2,	-76.9,	-32.8,
35	11.0,	115.2,	154.3,	-69.3,	-32.1,	36	11.0,	95.1,	144.8,	-59.6,	-30.4,

SOURCE ID: STCK49

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-56.0,	-25.2,	2	11.0,	112.9,	149.2,	-56.5,	-22.6,
3	11.0,	130.8,	155.0,	-55.3,	-19.2,	4	11.0,	144.8,	156.2,	-52.4,	-15.2,
5	11.0,	154.3,	152.6,	-47.9,	-10.8,	6	11.0,	159.2,	144.4,	-42.0,	-6.0,
7	15.2,	159.5,	260.3,	-288.4,	81.1,	8	15.2,	126.0,	259.9,	-299.1,	54.3,
9	15.2,	92.1,	251.7,	-300.6,	24.2,	10	15.2,	112.1,	248.8,	-299.1,	-13.3,
11	15.2,	151.3,	245.2,	-290.0,	-43.5,	12	15.2,	186.0,	237.1,	-275.0,	-72.4,
13	15.2,	215.0,	227.5,	-257.4,	-99.1,	14	15.2,	237.5,	211.0,	-231.9,	-122.7,
15	11.0,	144.4,	159.2,	-73.5,	30.2,	16	11.0,	131.8,	159.2,	-78.5,	31.1,
17	11.0,	115.2,	154.3,	-81.0,	31.1,	18	11.0,	95.1,	144.8,	-81.1,	30.1,
19	11.0,	91.6,	138.7,	-82.7,	25.2,	20	11.0,	112.9,	149.2,	-92.6,	22.6,
21	11.0,	130.8,	155.0,	-99.7,	19.2,	22	11.0,	144.8,	156.2,	-103.8,	15.2,
23	11.0,	154.3,	152.6,	-104.7,	10.8,	24	11.0,	159.2,	144.4,	-102.4,	6.0,
25	15.2,	159.5,	260.3,	28.2,	-81.1,	26	11.0,	154.3,	115.2,	-88.7,	-3.9,
27	11.0,	144.8,	95.1,	-77.6,	-8.7,	28	11.0,	138.7,	91.6,	-71.0,	-13.3,
29	11.0,	149.2,	112.9,	-79.0,	-18.0,	30	11.0,	155.0,	130.8,	-84.6,	-22.2,
31	15.2,	215.0,	227.5,	29.8,	99.1,	32	15.2,	237.5,	211.0,	20.9,	122.7,
33	11.0,	144.4,	159.2,	-85.6,	-30.2,	34	11.0,	131.8,	159.2,	-80.7,	-31.1,
35	11.0,	115.2,	154.3,	-73.3,	-31.1,	36	11.0,	95.1,	144.8,	-63.7,	-30.1,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK50

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-64.9,	-25.1,	2	11.0,	112.9,	149.2,	-65.3,	-24.0,
3	11.0,	130.8,	155.0,	-63.7,	-22.1,	4	11.0,	144.8,	156.2,	-60.1,	-19.6,
5	11.0,	154.3,	152.6,	-54.8,	-16.4,	6	15.2,	188.1,	252.7,	-274.8,	98.6,
7	15.2,	159.5,	260.3,	-292.9,	73.4,	8	15.2,	126.0,	259.9,	-302.2,	46.0,
9	15.2,	92.1,	251.7,	-302.3,	15.5,	10	15.2,	112.1,	248.8,	-299.2,	-22.1,
11	15.2,	151.3,	245.2,	-288.6,	-52.2,	12	15.2,	186.0,	237.1,	-272.1,	-80.7,
13	15.2,	215.0,	227.5,	-253.0,	-106.8,	14	11.0,	152.6,	154.3,	-60.8,	21.5,
15	11.0,	144.4,	159.2,	-66.8,	24.4,	16	11.0,	131.8,	159.2,	-70.9,	26.6,
17	11.0,	115.2,	154.3,	-72.8,	28.0,	18	11.0,	95.1,	144.8,	-72.4,	28.5,
19	11.0,	91.6,	138.7,	-73.8,	25.1,	20	11.0,	112.9,	149.2,	-83.9,	24.0,
21	11.0,	130.8,	155.0,	-91.3,	22.1,	22	11.0,	144.8,	156.2,	-96.0,	19.6,
23	11.0,	154.3,	152.6,	-97.8,	16.4,	24	15.2,	188.1,	252.7,	22.1,	-98.6,
25	11.0,	159.2,	131.8,	-92.5,	8.7,	26	11.0,	154.3,	115.2,	-85.5,	4.4,
27	11.0,	144.8,	95.1,	-76.0,	-0.0,	28	11.0,	138.7,	91.6,	-70.9,	-4.5,
29	11.0,	149.2,	112.9,	-80.5,	-9.3,	30	11.0,	155.0,	130.8,	-87.5,	-13.8,
31	15.2,	215.0,	227.5,	25.5,	106.8,	32	11.0,	152.6,	154.3,	-93.5,	-21.5,
33	11.0,	144.4,	159.2,	-92.3,	-24.4,	34	11.0,	131.8,	159.2,	-88.3,	-26.6,
35	11.0,	115.2,	154.3,	-81.6,	-28.0,	36	11.0,	95.1,	144.8,	-72.4,	-28.5,

SOURCE ID: STCK51

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-67.7,	-25.5,	2	11.0,	112.9,	149.2,	-68.0,	-24.8,
3	11.0,	130.8,	155.0,	-66.2,	-23.4,	4	11.0,	144.8,	156.2,	-62.4,	-21.2,
5	11.0,	154.3,	152.6,	-56.7,	-18.4,	6	15.2,	188.1,	252.7,	-276.4,	96.3,
7	15.2,	159.5,	260.3,	-294.1,	70.9,	8	15.2,	126.0,	259.9,	-302.9,	43.3,
9	15.2,	92.1,	251.7,	-302.4,	12.7,	10	15.2,	112.1,	248.8,	-298.9,	-24.9,
11	15.2,	151.3,	245.2,	-287.8,	-54.9,	12	15.2,	186.0,	237.1,	-270.8,	-83.2,
13	15.2,	215.0,	227.5,	-251.4,	-109.0,	14	11.0,	152.6,	154.3,	-58.7,	19.6,
15	11.0,	144.4,	159.2,	-64.5,	22.9,	16	11.0,	131.8,	159.2,	-68.3,	25.5,
17	11.0,	115.2,	154.3,	-70.0,	27.3,	18	11.0,	95.1,	144.8,	-69.6,	28.3,
19	11.0,	91.6,	138.7,	-71.1,	25.5,	20	11.0,	112.9,	149.2,	-81.2,	24.8,
21	11.0,	130.8,	155.0,	-88.8,	23.4,	22	11.0,	144.8,	156.2,	-93.8,	21.2,
23	11.0,	154.3,	152.6,	-95.9,	18.4,	24	15.2,	188.1,	252.7,	23.7,	-96.3,
25	11.0,	159.2,	131.8,	-91.4,	11.3,	26	11.0,	154.3,	115.2,	-84.9,	7.1,
27	11.0,	144.8,	95.1,	-75.8,	2.8,	28	11.0,	138.7,	91.6,	-71.3,	-1.7,
29	11.0,	149.2,	112.9,	-81.2,	-6.6,	30	11.0,	155.0,	130.8,	-88.8,	-11.3,
31	15.2,	215.0,	227.5,	23.8,	109.0,	32	11.0,	152.6,	154.3,	-95.6,	-19.6,
33	11.0,	144.4,	159.2,	-94.7,	-22.9,	34	11.0,	131.8,	159.2,	-90.9,	-25.5,
35	11.0,	115.2,	154.3,	-84.3,	-27.3,	36	11.0,	95.1,	144.8,	-75.2,	-28.3,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  20
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK52

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-71.5,	-26.3,	2	11.0,	112.9,	149.2,	-71.6,	-26.3,
3	11.0,	130.8,	155.0,	-69.5,	-25.5,	4	11.0,	144.8,	156.2,	-65.3,	-23.9,
5	11.0,	154.3,	152.6,	-59.1,	-21.6,	6	15.2,	188.1,	252.7,	-278.2,	92.8,
7	15.2,	159.5,	260.3,	-295.3,	67.1,	8	15.2,	126.0,	259.9,	-303.4,	39.4,
9	15.2,	92.1,	251.7,	-302.3,	8.8,	10	15.2,	112.1,	248.8,	-298.1,	-28.8,
11	15.2,	151.3,	245.2,	-286.2,	-58.5,	12	15.2,	186.0,	237.1,	-268.7,	-86.6,
13	15.2,	215.0,	227.5,	-248.7,	-111.9,	14	11.0,	152.6,	154.3,	-55.6,	17.2,
15	11.0,	144.4,	159.2,	-61.0,	21.1,	16	11.0,	131.8,	159.2,	-64.5,	24.3,
17	11.0,	115.2,	154.3,	-66.1,	26.8,	18	11.0,	95.1,	144.8,	-65.7,	28.5,
19	11.0,	91.6,	138.7,	-67.2,	26.3,	20	11.0,	112.9,	149.2,	-77.5,	26.3,
21	11.0,	130.8,	155.0,	-85.5,	25.5,	22	11.0,	144.8,	156.2,	-90.9,	23.9,
23	11.0,	154.3,	152.6,	-93.5,	21.6,	24	15.2,	188.1,	252.7,	25.5,	-92.8,
25	11.0,	159.2,	131.8,	-90.2,	15.0,	26	11.0,	154.3,	115.2,	-84.4,	11.1,
27	11.0,	144.8,	95.1,	-76.0,	6.7,	28	11.0,	138.7,	91.6,	-72.1,	2.1,
29	11.0,	149.2,	112.9,	-82.8,	-3.0,	30	11.0,	155.0,	130.8,	-90.9,	-8.0,
31	15.2,	215.0,	227.5,	21.2,	111.9,	32	11.0,	152.6,	154.3,	-98.7,	-17.2,
33	11.0,	144.4,	159.2,	-98.1,	-21.1,	34	11.0,	131.8,	159.2,	-94.6,	-24.3,
35	11.0,	115.2,	154.3,	-88.2,	-26.8,	36	11.0,	95.1,	144.8,	-79.1,	-28.5,

SOURCE ID: STCK53

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-75.5,	-26.3,	2	11.0,	112.9,	149.2,	-75.5,	-27.0,
3	11.0,	130.8,	155.0,	-73.2,	-26.9,	4	11.0,	144.8,	156.2,	-68.7,	-25.9,
5	15.2,	211.0,	237.5,	-255.7,	113.0,	6	15.2,	188.1,	252.7,	-280.7,	89.7,
7	15.2,	159.5,	260.3,	-297.2,	63.6,	8	15.2,	126.0,	259.9,	-304.7,	35.7,
9	15.2,	92.1,	251.7,	-302.9,	4.9,	10	15.2,	112.1,	248.8,	-298.0,	-32.8,
11	15.2,	151.3,	245.2,	-285.5,	-62.5,	12	15.2,	186.0,	237.1,	-267.3,	-90.3,
13	11.0,	156.2,	144.8,	-46.5,	9.4,	14	11.0,	152.6,	154.3,	-53.0,	14.2,
15	11.0,	144.4,	159.2,	-57.9,	18.5,	16	11.0,	131.8,	159.2,	-61.1,	22.3,
17	11.0,	115.2,	154.3,	-62.3,	25.5,	18	11.0,	95.1,	144.8,	-61.8,	27.8,
19	11.0,	91.6,	138.7,	-63.2,	26.3,	20	11.0,	112.9,	149.2,	-73.6,	27.0,
21	11.0,	130.8,	155.0,	-81.8,	26.9,	22	11.0,	144.8,	156.2,	-87.4,	25.9,
23	15.2,	211.0,	237.5,	18.2,	-113.0,	24	15.2,	188.1,	252.7,	28.0,	-89.7,
25	11.0,	159.2,	131.8,	-88.2,	18.5,	26	11.0,	154.3,	115.2,	-83.0,	14.8,
27	11.0,	144.8,	95.1,	-75.3,	10.7,	28	11.0,	138.7,	91.6,	-72.1,	6.1,
29	11.0,	149.2,	112.9,	-83.5,	1.0,	30	15.2,	186.0,	237.1,	30.2,	90.3,
31	11.0,	156.2,	144.8,	-98.3,	-9.4,	32	11.0,	152.6,	154.3,	-101.3,	-14.2,
33	11.0,	144.4,	159.2,	-101.2,	-18.5,	34	11.0,	131.8,	159.2,	-98.1,	-22.3,
35	11.0,	115.2,	154.3,	-92.0,	-25.5,	36	11.0,	95.1,	144.8,	-83.1,	-27.8,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK54

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-80.3,	-26.7,	2	11.0,	112.9,	149.2,	-80.2,	-28.2,
3	11.0,	130.8,	155.0,	-77.6,	-28.8,	4	11.0,	144.8,	156.2,	-72.7,	-28.6,
5	15.2,	211.0,	237.5,	-259.1,	109.7,	6	15.2,	188.1,	252.7,	-283.5,	85.8,
7	15.2,	159.5,	260.3,	-299.3,	59.3,	8	15.2,	126.0,	259.9,	-306.0,	31.0,
9	15.2,	92.1,	251.7,	-303.4,	0.1,	10	15.2,	112.1,	248.8,	-297.7,	-37.5,
11	15.2,	151.3,	245.2,	-284.4,	-67.1,	12	15.2,	186.0,	237.1,	-265.4,	-94.7,
13	11.0,	156.2,	144.8,	-43.8,	5.4,	14	11.0,	152.6,	154.3,	-49.7,	10.7,
15	11.0,	144.4,	159.2,	-54.0,	15.7,	16	11.0,	131.8,	159.2,	-56.7,	20.2,
17	11.0,	115.2,	154.3,	-57.7,	24.2,	18	11.0,	95.1,	144.8,	-57.0,	27.3,
19	11.0,	91.6,	138.7,	-58.4,	26.7,	20	11.0,	112.9,	149.2,	-69.0,	28.2,
21	11.0,	130.8,	155.0,	-77.4,	28.8,	22	11.0,	144.8,	156.2,	-83.5,	28.6,
23	15.2,	211.0,	237.5,	21.7,	-109.7,	24	11.0,	159.2,	144.4,	-87.9,	25.6,
25	11.0,	159.2,	131.8,	-86.1,	22.8,	26	11.0,	154.3,	115.2,	-81.7,	19.4,
27	11.0,	144.8,	95.1,	-74.9,	15.4,	28	11.0,	138.7,	91.6,	-72.5,	10.9,
29	11.0,	149.2,	112.9,	-84.6,	5.6,	30	15.2,	186.0,	237.1,	28.2,	94.7,
31	11.0,	156.2,	144.8,	-101.0,	-5.4,	32	11.0,	152.6,	154.3,	-104.6,	-10.7,
33	11.0,	144.4,	159.2,	-105.1,	-15.7,	34	11.0,	131.8,	159.2,	-102.4,	-20.2,
35	11.0,	115.2,	154.3,	-96.6,	-24.2,	36	11.0,	95.1,	144.8,	-87.8,	-27.3,

SOURCE ID: STCK55

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-84.7,	-27.0,	2	11.0,	112.9,	149.2,	-84.5,	-29.2,
3	11.0,	130.8,	155.0,	-81.7,	-30.6,	4	11.0,	144.8,	156.2,	-76.4,	-31.1,
5	15.2,	211.0,	237.5,	-262.4,	106.6,	6	15.2,	188.1,	252.7,	-286.2,	82.2,
7	15.2,	159.5,	260.3,	-301.3,	55.3,	8	15.2,	126.0,	259.9,	-307.3,	26.8,
9	15.2,	92.1,	251.7,	-303.9,	-4.3,	10	15.2,	112.1,	248.8,	-297.4,	-42.0,
11	15.2,	151.3,	245.2,	-283.3,	-71.5,	12	15.2,	186.0,	237.1,	-263.6,	-98.8,
13	11.0,	156.2,	144.8,	-41.3,	1.7,	14	11.0,	152.6,	154.3,	-46.6,	7.5,
15	11.0,	144.4,	159.2,	-50.4,	13.1,	16	11.0,	131.8,	159.2,	-52.8,	18.3,
17	11.0,	115.2,	154.3,	-53.5,	22.9,	18	11.0,	95.1,	144.8,	-52.5,	26.8,
19	11.0,	91.6,	138.7,	-54.0,	27.0,	20	11.0,	112.9,	149.2,	-64.6,	29.2,
21	11.0,	130.8,	155.0,	-73.3,	30.6,	22	11.0,	144.8,	156.2,	-79.8,	31.1,
23	15.2,	211.0,	237.5,	24.9,	-106.6,	24	11.0,	159.2,	144.4,	-85.3,	29.1,
25	11.0,	159.2,	131.8,	-84.1,	26.8,	26	11.0,	154.3,	115.2,	-80.5,	23.7,
27	11.0,	144.8,	95.1,	-74.4,	19.9,	28	11.0,	138.7,	91.6,	-72.8,	15.4,
29	11.0,	149.2,	112.9,	-85.7,	9.9,	30	15.2,	186.0,	237.1,	26.4,	98.8,
31	11.0,	156.2,	144.8,	-103.4,	-1.7,	32	11.0,	152.6,	154.3,	-107.7,	-7.5,
33	11.0,	144.4,	159.2,	-108.7,	-13.1,	34	11.0,	131.8,	159.2,	-106.4,	-18.3,
35	11.0,	115.2,	154.3,	-100.9,	-22.9,	36	11.0,	95.1,	144.8,	-92.3,	-26.8,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  21
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK56

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-88.7,	-27.2,	2	11.0,	112.9,	149.2,	-88.4,	-30.1,
3	11.0,	130.8,	155.0,	-85.4,	-32.1,	4	11.0,	144.8,	156.2,	-79.8,	-33.2,
5	15.2,	211.0,	237.5,	-265.3,	103.9,	6	15.2,	188.1,	252.7,	-288.6,	79.0,
7	15.2,	159.5,	260.3,	-303.1,	51.8,	8	15.2,	126.0,	259.9,	-308.4,	23.0,
9	15.2,	92.1,	251.7,	-304.4,	-8.3,	10	15.2,	112.1,	248.8,	-297.2,	-45.9,
11	15.2,	151.3,	245.2,	-282.4,	-75.3,	12	11.0,	155.0,	130.8,	-33.3,	-7.9,
13	11.0,	156.2,	144.8,	-39.2,	-1.7,	14	11.0,	152.6,	154.3,	-43.9,	4.6,
15	11.0,	144.4,	159.2,	-47.3,	10.7,	16	11.0,	131.8,	159.2,	-49.2,	16.4,
17	11.0,	115.2,	154.3,	-49.7,	21.7,	18	11.0,	95.1,	144.8,	-48.6,	26.3,
19	11.0,	91.6,	138.7,	-50.0,	27.2,	20	11.0,	112.9,	149.2,	-60.8,	30.1,
21	11.0,	130.8,	155.0,	-69.6,	32.1,	22	11.0,	144.8,	156.2,	-76.4,	33.2,
23	15.2,	211.0,	237.5,	27.8,	-103.9,	24	11.0,	159.2,	144.4,	-82.9,	32.3,
25	11.0,	159.2,	131.8,	-82.3,	30.4,	26	11.0,	154.3,	115.2,	-79.3,	27.5,
27	11.0,	144.8,	95.1,	-73.9,	23.8,	28	11.0,	138.7,	91.6,	-73.0,	19.3,
29	11.0,	149.2,	112.9,	-86.6,	13.8,	30	11.0,	155.0,	130.8,	-97.6,	7.9,
31	11.0,	156.2,	144.8,	-105.6,	1.7,	32	11.0,	152.6,	154.3,	-110.4,	-4.6,
33	11.0,	144.4,	159.2,	-111.9,	-10.7,	34	11.0,	131.8,	159.2,	-109.9,	-16.4,
35	11.0,	115.2,	154.3,	-104.7,	-21.7,	36	11.0,	95.1,	144.8,	-96.2,	-26.3,

SOURCE ID: STCK57

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-95.9,	-28.1,	2	11.0,	112.9,	149.2,	-95.3,	-32.3,
3	11.0,	130.8,	155.0,	-91.8,	-35.5,	4	15.2,	227.5,	215.0,	-239.6,	121.2,
5	15.2,	211.0,	237.5,	-270.2,	98.6,	6	15.2,	188.1,	252.7,	-292.5,	73.0,
7	15.2,	159.5,	260.3,	-305.9,	45.1,	8	15.2,	126.0,	259.9,	-310.0,	15.9,
9	15.2,	92.1,	251.7,	-304.7,	-15.5,	10	15.2,	112.1,	248.8,	-296.3,	-53.1,
11	15.2,	151.3,	245.2,	-280.3,	-82.2,	12	11.0,	155.0,	130.8,	-29.9,	-14.3,
13	11.0,	156.2,	144.8,	-34.8,	-7.4,	14	11.0,	152.6,	154.3,	-38.6,	-0.3,
15	11.0,	144.4,	159.2,	-41.2,	6.8,	16	11.0,	131.8,	159.2,	-42.5,	13.7,
17	11.0,	115.2,	154.3,	-42.6,	20.1,	18	11.0,	95.1,	144.8,	-41.4,	26.0,
19	11.0,	91.6,	138.7,	-42.9,	28.1,	20	11.0,	112.9,	149.2,	-53.9,	32.3,
21	11.0,	130.8,	155.0,	-63.2,	35.5,	22	15.2,	227.5,	215.0,	24.7,	-121.2,
23	11.0,	154.3,	152.6,	-76.0,	38.6,	24	11.0,	159.2,	144.4,	-79.0,	38.4,
25	11.0,	159.2,	131.8,	-79.5,	37.0,	26	11.0,	154.3,	115.2,	-77.7,	34.6,
27	11.0,	144.8,	95.1,	-73.5,	31.0,	28	11.0,	138.7,	91.6,	-73.9,	26.5,
29	11.0,	149.2,	112.9,	-88.8,	20.7,	30	11.0,	155.0,	130.8,	-100.9,	14.3,
31	11.0,	156.2,	144.8,	-110.0,	7.4,	32	11.0,	152.6,	154.3,	-115.7,	0.3,
33	11.0,	144.4,	159.2,	-118.0,	-6.8,	34	11.0,	131.8,	159.2,	-116.6,	-13.7,
35	11.0,	115.2,	154.3,	-111.7,	-20.1,	36	11.0,	95.1,	144.8,	-103.4,	-26.0,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK58

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-100.2,	-28.0,	2	11.0,	112.9,	149.2,	-99.6,	-33.0,
3	11.0,	130.8,	155.0,	-95.9,	-36.9,	4	15.2,	227.5,	215.0,	-243.4,	119.1,
5	15.2,	211.0,	237.5,	-273.5,	95.8,	6	15.2,	188.1,	252.7,	-295.3,	69.7,
7	15.2,	159.5,	260.3,	-308.1,	41.4,	8	15.2,	126.0,	259.9,	-311.6,	11.9,
9	15.2,	92.1,	251.7,	-305.6,	-19.8,	10	15.2,	112.1,	248.8,	-296.3,	-57.5,
11	11.0,	149.2,	112.9,	-23.5,	-25.0,	12	11.0,	155.0,	130.8,	-28.5,	-18.4,
13	11.0,	156.2,	144.8,	-32.7,	-11.2,	14	11.0,	152.6,	154.3,	-35.8,	-3.7,
15	11.0,	144.4,	159.2,	-37.9,	3.9,	16	11.0,	131.8,	159.2,	-38.8,	11.4,
17	11.0,	115.2,	154.3,	-38.5,	18.6,	18	11.0,	95.1,	144.8,	-37.1,	25.2,
19	11.0,	91.6,	138.7,	-38.5,	28.0,	20	11.0,	112.9,	149.2,	-49.6,	33.0,
21	11.0,	130.8,	155.0,	-59.1,	36.9,	22	15.2,	227.5,	215.0,	28.4,	-119.1,
23	11.0,	154.3,	152.6,	-72.6,	41.3,	24	11.0,	159.2,	144.4,	-76.1,	41.7,
25	11.0,	159.2,	131.8,	-77.3,	40.8,	26	11.0,	154.3,	115.2,	-76.2,	38.6,
27	11.0,	144.8,	95.1,	-72.7,	35.3,	28	11.0,	138.7,	91.6,	-73.8,	30.9,
29	11.0,	149.2,	112.9,	-89.4,	25.0,	30	11.0,	155.0,	130.8,	-102.3,	18.4,
31	11.0,	156.2,	144.8,	-112.1,	11.2,	32	11.0,	152.6,	154.3,	-118.5,	3.7,
33	11.0,	144.4,	159.2,	-121.3,	-3.9,	34	11.0,	131.8,	159.2,	-120.3,	-11.4,
35	11.0,	115.2,	154.3,	-115.8,	-18.6,	36	11.0,	95.1,	144.8,	-107.7,	-25.2,

SOURCE ID: STCK59

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-184.8,	-32.8,	2	11.0,	112.9,	149.2,	-182.0,	-52.3,
3	11.0,	130.8,	155.0,	-173.7,	-70.3,	4	10.4,	119.5,	110.5,	-23.3,	-14.3,
5	10.4,	122.6,	110.1,	-19.7,	-9.4,	6	10.4,	122.0,	106.4,	-15.6,	-4.1,
7	10.4,	117.7,	99.5,	-10.9,	1.2,	8	10.4,	109.8,	92.2,	-8.7,	6.5,
9	10.4,	98.5,	89.6,	-13.6,	11.7,	10	10.4,	91.9,	89.4,	-18.7,	16.6,
11	10.4,	101.3,	102.7,	-28.6,	22.4,	12	10.4,	107.5,	112.8,	-37.6,	27.6,
13	11.0,	156.2,	144.8,	13.7,	-82.0,	14	10.4,	110.1,	122.6,	-51.9,	35.3,
15	10.4,	106.4,	122.0,	-56.9,	37.6,	16	10.4,	99.5,	117.7,	-60.0,	38.8,
17	10.4,	92.2,	109.8,	-61.4,	37.4,	18	10.4,	89.6,	98.5,	-60.9,	31.2,
19	10.4,	89.4,	91.9,	-62.5,	26.0,	20	10.4,	102.7,	101.3,	-73.0,	22.8,
21	11.0,	130.8,	155.0,	18.7,	70.3,	22	10.4,	119.5,	110.5,	-87.2,	14.3,
23	10.4,	122.6,	110.1,	-90.4,	9.4,	24	10.4,	122.0,	106.4,	-90.9,	4.1,
25	10.4,	117.7,	99.5,	-88.5,	-1.2,	26	10.4,	109.8,	92.2,	-83.5,	-6.5,
27	10.4,	98.5,	89.6,	-76.0,	-11.7,	28	10.4,	91.9,	89.4,	-70.7,	-16.6,
29	10.4,	101.3,	102.7,	-74.1,	-22.4,	30	10.4,	107.5,	112.8,	-75.2,	-27.6,
31	11.0,	156.2,	144.8,	-158.5,	82.0,	32	11.0,	152.6,	154.3,	-176.5,	65.4,
33	11.0,	144.4,	159.2,	-189.1,	46.8,	34	11.0,	131.8,	159.2,	-195.9,	26.7,
35	11.0,	115.2,	154.3,	-196.8,	5.9,	36	11.0,	95.1,	144.8,	-191.8,	-15.2,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  22
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK60

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	11.0,	91.6,	138.7,	-188.1,	-32.7,	2	11.0,	112.9,	149.2,	-185.3,	-52.8,
3	10.4,	112.8,	107.5,	-29.3,	-19.9,	4	10.4,	119.5,	110.5,	-26.2,	-15.9,
5	10.4,	122.6,	110.1,	-22.4,	-11.5,	6	10.4,	122.0,	106.4,	-17.8,	-6.6,
7	10.4,	117.7,	99.5,	-12.7,	-1.6,	8	10.4,	109.8,	92.2,	-9.9,	3.4,
9	10.4,	98.5,	89.6,	-14.3,	8.4,	10	10.4,	91.9,	89.4,	-18.8,	13.2,
11	10.4,	101.3,	102.7,	-28.1,	19.1,	12	10.4,	107.5,	112.8,	-36.5,	24.4,
13	10.4,	110.5,	119.5,	-43.8,	29.0,	14	10.4,	110.1,	122.6,	-49.9,	32.7,
15	10.4,	106.4,	122.0,	-54.3,	35.4,	16	10.4,	99.5,	117.7,	-57.2,	37.1,
17	10.4,	92.2,	109.8,	-58.3,	36.2,	18	10.4,	89.6,	98.5,	-57.6,	30.5,
19	10.4,	89.4,	91.9,	-59.2,	25.9,	20	10.4,	102.7,	101.3,	-69.7,	23.3,
21	10.4,	112.8,	107.5,	-78.2,	19.9,	22	10.4,	119.5,	110.5,	-84.3,	15.9,
23	10.4,	122.6,	110.1,	-87.8,	11.5,	24	10.4,	122.0,	106.4,	-88.6,	6.6,
25	10.4,	117.7,	99.5,	-86.8,	1.6,	26	10.4,	109.8,	92.2,	-82.3,	-3.4,
27	10.4,	98.5,	89.6,	-75.3,	-8.4,	28	10.4,	91.9,	89.4,	-70.6,	-13.2,
29	10.4,	101.3,	102.7,	-74.6,	-19.1,	30	10.4,	107.5,	112.8,	-76.3,	-24.4,
31	10.4,	110.5,	119.5,	-75.7,	-29.0,	32	11.0,	152.6,	154.3,	-178.5,	68.0,
33	11.0,	144.4,	159.2,	-191.6,	49.0,	34	11.0,	131.8,	159.2,	-198.8,	28.5,
35	11.0,	115.2,	154.3,	-200.0,	7.1,	36	11.0,	95.1,	144.8,	-195.1,	-14.5,

SOURCE ID: STCK61

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-35.4,	-26.2,	2	10.4,	102.7,	101.3,	-34.0,	-24.0,
3	10.4,	112.8,	107.5,	-31.7,	-21.1,	4	10.4,	119.5,	110.5,	-28.4,	-17.5,
5	10.4,	122.6,	110.1,	-24.2,	-13.4,	6	10.4,	122.0,	106.4,	-19.2,	-8.9,
7	10.4,	117.7,	99.5,	-13.8,	-4.1,	8	10.4,	109.8,	92.2,	-10.5,	0.9,
9	10.4,	98.5,	89.6,	-14.5,	5.8,	10	10.4,	91.9,	89.4,	-18.5,	10.6,
11	10.4,	101.3,	102.7,	-27.3,	16.6,	12	10.4,	107.5,	112.8,	-35.3,	22.1,
13	10.4,	110.5,	119.5,	-42.3,	26.9,	14	10.4,	110.1,	122.6,	-47.9,	30.9,
15	10.4,	106.4,	122.0,	-52.2,	34.0,	16	10.4,	99.5,	117.7,	-54.8,	36.0,
17	10.4,	92.2,	109.8,	-55.7,	35.6,	18	10.4,	89.6,	98.5,	-55.0,	30.4,
19	10.4,	89.4,	91.9,	-56.5,	26.2,	20	10.4,	102.7,	101.3,	-67.2,	24.0,
21	10.4,	112.8,	107.5,	-75.8,	21.1,	22	10.4,	119.5,	110.5,	-82.1,	17.5,
23	10.4,	122.6,	110.1,	-86.0,	13.4,	24	10.4,	122.0,	106.4,	-87.2,	8.9,
25	10.4,	117.7,	99.5,	-85.8,	4.1,	26	10.4,	109.8,	92.2,	-81.7,	-0.9,
27	10.4,	98.5,	89.6,	-75.2,	-5.8,	28	10.4,	91.9,	89.4,	-70.9,	-10.6,
29	10.4,	101.3,	102.7,	-75.3,	-16.6,	30	10.4,	107.5,	112.8,	-77.5,	-22.1,
31	10.4,	110.5,	119.5,	-77.2,	-26.9,	32	10.4,	110.1,	122.6,	-74.7,	-30.9,
33	10.4,	106.4,	122.0,	-69.8,	-34.0,	34	10.4,	99.5,	117.7,	-62.9,	-36.0,
35	10.4,	92.2,	109.8,	-54.0,	-35.6,	36	10.4,	89.6,	98.5,	-43.5,	-30.4,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK62

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-40.7,	-27.3,	2	10.4,	102.7,	101.3,	-39.1,	-26.0,
3	10.4,	112.8,	107.5,	-36.3,	-23.9,	4	10.4,	119.5,	110.5,	-32.4,	-21.1,
5	10.4,	122.6,	110.1,	-27.5,	-17.6,	6	10.4,	122.0,	106.4,	-21.8,	-13.6,
7	10.4,	117.7,	99.5,	-15.4,	-9.2,	8	10.4,	109.8,	92.2,	-11.3,	-4.5,
9	10.4,	98.5,	89.6,	-14.3,	0.3,	10	10.4,	91.9,	89.4,	-17.4,	5.3,
11	10.4,	101.3,	102.7,	-25.3,	11.6,	12	10.4,	107.5,	112.8,	-32.5,	17.5,
13	10.4,	110.5,	119.5,	-38.7,	22.9,	14	10.4,	110.1,	122.6,	-43.7,	27.6,
15	10.4,	106.4,	122.0,	-47.4,	31.4,	16	10.4,	99.5,	117.7,	-49.6,	34.3,
17	10.4,	92.2,	109.8,	-50.4,	34.8,	18	10.4,	89.6,	98.5,	-49.6,	30.5,
19	10.4,	89.4,	91.9,	-51.2,	27.3,	20	10.4,	102.7,	101.3,	-62.2,	26.0,
21	10.4,	112.8,	107.5,	-71.2,	23.9,	22	10.4,	119.5,	110.5,	-78.1,	21.1,
23	10.4,	122.6,	110.1,	-82.6,	17.6,	24	10.4,	122.0,	106.4,	-84.6,	13.6,
25	10.4,	117.7,	99.5,	-84.1,	9.2,	26	10.4,	109.8,	92.2,	-80.9,	4.5,
27	10.4,	98.5,	89.6,	-75.3,	-0.3,	28	10.4,	91.9,	89.4,	-72.0,	-5.3,
29	10.4,	101.3,	102.7,	-77.3,	-11.6,	30	10.4,	107.5,	112.8,	-80.3,	-17.5,
31	10.4,	110.5,	119.5,	-80.9,	-22.9,	32	10.4,	110.1,	122.6,	-79.0,	-27.6,
33	10.4,	106.4,	122.0,	-74.6,	-31.4,	34	10.4,	99.5,	117.7,	-68.0,	-34.3,
35	10.4,	92.2,	109.8,	-59.4,	-34.8,	36	10.4,	89.6,	98.5,	-48.9,	-30.5,

SOURCE ID: STCK63

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-45.1,	-26.9,	2	10.4,	102.7,	101.3,	-43.5,	-26.4,
3	10.4,	112.8,	107.5,	-40.6,	-25.1,	4	10.4,	119.5,	110.5,	-36.4,	-23.0,
5	10.4,	122.6,	110.1,	-31.2,	-20.2,	6	10.4,	122.0,	106.4,	-24.9,	-16.8,
7	10.4,	117.7,	99.5,	-18.0,	-12.8,	8	10.4,	109.8,	92.2,	-13.2,	-8.5,
9	10.4,	98.5,	89.6,	-15.4,	-3.9,	10	10.4,	91.9,	89.4,	-17.8,	0.9,
11	10.4,	101.3,	102.7,	-24.9,	7.1,	12	10.4,	107.5,	112.8,	-31.3,	13.2,
13	10.4,	110.5,	119.5,	-36.8,	18.8,	14	10.4,	110.1,	122.6,	-41.2,	23.9,
15	10.4,	106.4,	122.0,	-44.2,	28.3,	16	10.4,	99.5,	117.7,	-46.0,	31.8,
17	10.4,	92.2,	109.8,	-46.4,	32.9,	18	10.4,	89.6,	98.5,	-45.3,	29.4,
19	10.4,	89.4,	91.9,	-46.8,	26.9,	20	10.4,	102.7,	101.3,	-57.8,	26.4,
21	10.4,	112.8,	107.5,	-67.0,	25.1,	22	10.4,	119.5,	110.5,	-74.1,	23.0,
23	10.4,	122.6,	110.1,	-79.0,	20.2,	24	10.4,	122.0,	106.4,	-81.5,	16.8,
25	10.4,	117.7,	99.5,	-81.5,	12.8,	26	10.4,	109.8,	92.2,	-79.1,	8.5,
27	10.4,	98.5,	89.6,	-74.2,	3.9,	28	10.4,	91.9,	89.4,	-71.6,	-0.9,
29	10.4,	101.3,	102.7,	-77.7,	-7.1,	30	10.4,	107.5,	112.8,	-81.5,	-13.2,
31	10.4,	110.5,	119.5,	-82.7,	-18.8,	32	10.4,	110.1,	122.6,	-81.5,	-23.9,
33	10.4,	106.4,	122.0,	-77.8,	-28.3,	34	10.4,	99.5,	117.7,	-71.7,	-31.8,
35	10.4,	92.2,	109.8,	-63.4,	-32.9,	36	10.4,	89.6,	98.5,	-53.2,	-29.4,

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*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  23
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***
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SOURCE ID: STCK64

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-48.8,	-26.9,	2	10.4,	102.7,	101.3,	-47.1,	-27.0,
3	10.4,	112.8,	107.5,	-44.0,	-26.3,	4	10.4,	119.5,	110.5,	-39.6,	-24.8,
5	10.4,	122.6,	110.1,	-34.0,	-22.5,	6	10.4,	122.0,	106.4,	-27.3,	-19.6,
7	10.4,	117.7,	99.5,	-19.8,	-16.0,	8	10.4,	109.8,	92.2,	-14.4,	-12.0,
9	10.4,	98.5,	89.6,	-16.1,	-7.5,	10	10.4,	91.9,	89.4,	-17.8,	-2.8,
11	10.4,	101.3,	102.7,	-24.3,	3.5,	12	10.4,	107.5,	112.8,	-30.1,	9.7,
13	10.4,	110.5,	119.5,	-35.0,	15.7,	14	10.4,	110.1,	122.6,	-38.8,	21.1,
15	10.4,	106.4,	122.0,	-41.5,	25.9,	16	10.4,	99.5,	117.7,	-42.8,	29.9,
17	10.4,	92.2,	109.8,	-42.9,	31.7,	18	10.4,	89.6,	98.5,	-41.7,	28.7,
19	10.4,	89.4,	91.9,	-43.2,	26.9,	20	10.4,	102.7,	101.3,	-54.1,	27.0,
21	10.4,	112.8,	107.5,	-63.5,	26.3,	22	10.4,	119.5,	110.5,	-70.9,	24.8,
23	10.4,	122.6,	110.1,	-76.2,	22.5,	24	10.4,	122.0,	106.4,	-79.1,	19.6,
25	10.4,	117.7,	99.5,	-79.7,	16.0,	26	10.4,	109.8,	92.2,	-77.8,	12.0,
27	10.4,	98.5,	89.6,	-73.5,	7.5,	28	10.4,	91.9,	89.4,	-71.6,	2.8,
29	10.4,	101.3,	102.7,	-78.3,	-3.5,	30	10.4,	107.5,	112.8,	-82.7,	-9.7,
31	10.4,	110.5,	119.5,	-84.5,	-15.7,	32	10.4,	110.1,	122.6,	-83.8,	-21.1,
33	10.4,	106.4,	122.0,	-80.5,	-25.9,	34	10.4,	99.5,	117.7,	-74.8,	-29.9,
35	10.4,	92.2,	109.8,	-66.8,	-31.7,	36	10.4,	89.6,	98.5,	-56.8,	-28.7,

SOURCE ID: STCK65

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-52.2,	-27.4,	2	10.4,	102.7,	101.3,	-50.4,	-28.1,
3	10.4,	112.8,	107.5,	-47.1,	-27.9,	4	10.4,	119.5,	110.5,	-42.3,	-26.9,
5	10.4,	122.6,	110.1,	-36.3,	-25.0,	6	10.4,	122.0,	106.4,	-29.2,	-22.4,
7	10.4,	117.7,	99.5,	-21.2,	-19.2,	8	10.4,	109.8,	92.2,	-15.2,	-15.3,
9	10.4,	98.5,	89.6,	-16.3,	-11.0,	10	10.4,	91.9,	89.4,	-17.3,	-6.2,
11	10.4,	101.3,	102.7,	-23.3,	0.2,	12	10.4,	107.5,	112.8,	-28.5,	6.7,
13	10.4,	110.5,	119.5,	-32.9,	12.9,	14	10.4,	110.1,	122.6,	-36.3,	18.8,
15	10.4,	106.4,	122.0,	-38.5,	24.0,	16	10.4,	99.5,	117.7,	-39.6,	28.6,
17	10.4,	92.2,	109.8,	-39.5,	30.9,	18	10.4,	89.6,	98.5,	-38.2,	28.6,
19	10.4,	89.4,	91.9,	-39.7,	27.4,	20	10.4,	102.7,	101.3,	-50.8,	28.1,
21	10.4,	112.8,	107.5,	-60.4,	27.9,	22	10.4,	119.5,	110.5,	-68.2,	26.9,
23	10.4,	122.6,	110.1,	-73.8,	25.0,	24	10.4,	122.0,	106.4,	-77.2,	22.4,
25	10.4,	117.7,	99.5,	-78.3,	19.2,	26	10.4,	109.8,	92.2,	-77.0,	15.3,
27	10.4,	98.5,	89.6,	-73.4,	11.0,	28	10.4,	91.9,	89.4,	-72.0,	6.2,
29	10.4,	101.3,	102.7,	-79.4,	-0.2,	30	10.4,	107.5,	112.8,	-84.3,	-6.7,
31	10.4,	110.5,	119.5,	-86.6,	-12.9,	32	10.4,	110.1,	122.6,	-86.4,	-18.8,
33	10.4,	106.4,	122.0,	-83.5,	-24.0,	34	10.4,	99.5,	117.7,	-78.0,	-28.6,
35	10.4,	92.2,	109.8,	-70.2,	-30.9,	36	10.4,	89.6,	98.5,	-60.3,	-28.6,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK66

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-139.4,	12.6,	2	10.4,	102.7,	101.3,	-143.3,	-3.8,
3	10.4,	112.8,	107.5,	-142.8,	-20.2,	4	10.4,	119.5,	110.5,	-137.9,	-35.9,
5	10.4,	122.6,	110.1,	-128.9,	-50.5,	6	10.4,	122.0,	106.4,	-115.9,	-63.6,
7	10.4,	89.1,	77.2,	-66.4,	20.2,	8	10.4,	84.0,	72.5,	-65.9,	15.7,
9	10.4,	76.3,	65.5,	-63.4,	10.7,	10	10.4,	71.3,	63.2,	-62.7,	4.9,
11	10.4,	76.5,	73.8,	-68.4,	-2.3,	12	10.4,	79.3,	82.1,	-72.1,	-9.4,
13	10.4,	79.8,	87.9,	-73.6,	-16.2,	14	10.4,	79.6,	91.1,	-72.8,	-21.6,
15	10.4,	79.6,	91.5,	-69.9,	-25.1,	16	10.4,	99.5,	117.7,	15.9,	-49.7,
17	10.4,	72.5,	84.0,	-57.7,	-29.7,	18	10.4,	65.5,	76.3,	-48.9,	-30.6,
19	10.4,	63.2,	71.3,	-40.6,	-31.1,	20	10.4,	73.8,	76.5,	-36.0,	-31.5,
21	10.4,	82.1,	79.3,	-30.3,	-31.1,	22	10.4,	87.9,	79.8,	-23.7,	-29.6,
23	10.4,	122.6,	110.1,	18.7,	50.5,	24	10.4,	122.0,	106.4,	9.5,	63.6,
25	10.4,	89.1,	77.2,	-10.8,	-20.2,	26	10.4,	84.0,	72.5,	-6.5,	-15.7,
27	10.4,	76.3,	65.5,	-2.1,	-10.7,	28	10.4,	71.3,	63.2,	-0.5,	-4.9,
29	10.4,	76.5,	73.8,	-5.3,	2.3,	30	10.4,	79.3,	82.1,	-10.0,	9.4,
31	10.4,	79.8,	87.9,	-14.4,	16.2,	32	10.4,	79.6,	91.1,	-18.3,	21.6,
33	10.4,	79.6,	91.5,	-21.6,	25.1,	34	10.4,	99.5,	117.7,	-133.6,	49.7,
35	10.4,	92.2,	109.8,	-138.5,	36.5,	36	10.4,	89.6,	98.5,	-139.2,	26.0,

SOURCE ID: STCK67

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-136.0,	12.9,	2	10.4,	102.7,	101.3,	-139.9,	-3.0,
3	10.4,	112.8,	107.5,	-139.6,	-18.7,	4	10.4,	119.5,	110.5,	-135.0,	-33.9,
5	10.4,	122.6,	110.1,	-126.4,	-48.1,	6	10.4,	122.0,	106.4,	-113.9,	-60.8,
7	10.4,	89.1,	77.2,	-64.9,	23.4,	8	10.4,	84.0,	72.5,	-65.0,	19.1,
9	10.4,	76.3,	65.5,	-63.1,	14.2,	10	10.4,	71.3,	63.2,	-62.9,	8.4,
11	10.4,	76.5,	73.8,	-69.3,	1.1,	12	10.4,	79.3,	82.1,	-73.5,	-6.2,
13	10.4,	79.8,	87.9,	-75.5,	-13.4,	14	10.4,	79.6,	91.1,	-75.3,	-19.2,
15	10.4,	79.6,	91.5,	-72.7,	-23.1,	16	10.4,	99.5,	117.7,	12.8,	-48.2,
17	10.4,	72.5,	84.0,	-61.1,	-28.8,	18	10.4,	65.5,	76.3,	-52.4,	-30.3,
19	10.4,	63.2,	71.3,	-44.1,	-31.3,	20	10.4,	73.8,	76.5,	-39.3,	-32.4,
21	10.4,	82.1,	79.3,	-33.4,	-32.5,	22	10.4,	87.9,	79.8,	-26.5,	-31.6,
23	10.4,	122.6,	110.1,	16.2,	48.1,	24	10.4,	122.0,	106.4,	7.4,	60.8,
25	10.4,	89.1,	77.2,	-12.3,	-23.4,	26	10.4,	84.0,	72.5,	-7.5,	-19.1,
27	10.4,	76.3,	65.5,	-2.4,	-14.2,	28	10.4,	71.3,	63.2,	-0.3,	-8.4,
29	10.4,	76.5,	73.8,	-4.5,	-1.1,	30	10.4,	79.3,	82.1,	-8.6,	6.2,
31	10.4,	79.8,	87.9,	-12.4,	13.4,	32	10.4,	79.6,	91.1,	-15.8,	19.2,
33	10.4,	79.6,	91.5,	-18.8,	23.1,	34	10.4,	99.5,	117.7,	-130.5,	48.2,
35	10.4,	92.2,	109.8,	-135.2,	35.6,	36	10.4,	89.6,	98.5,	-135.8,	25.6,

Model Input
Unit Emission Rates (1 g/s)

**MODELOPTs: RegDFAULT CONC ELEV URBAN

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK68

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-132.2,	13.2,	2	10.4,	102.7,	101.3,	-136.3,	-2.0,
3	10.4,	112.8,	107.5,	-136.2,	-17.1,	4	10.4,	119.5,	110.5,	-131.9,	-31.7,
5	10.4,	122.6,	110.1,	-123.7,	-45.4,	6	10.4,	122.0,	106.4,	-111.7,	-57.7,
7	10.4,	89.1,	77.2,	-63.3,	26.8,	8	10.4,	84.0,	72.5,	-64.0,	22.7,
9	10.4,	76.3,	65.5,	-62.7,	18.0,	10	10.4,	71.3,	63.2,	-63.3,	12.2,
11	10.4,	76.5,	73.8,	-70.3,	4.8,	12	10.4,	79.3,	82.1,	-75.1,	-2.8,
13	10.4,	79.8,	87.9,	-77.7,	-10.3,	14	10.4,	79.6,	91.1,	-77.9,	-16.5,
15	10.4,	79.6,	91.5,	-75.8,	-20.9,	16	10.4,	99.5,	117.7,	9.4,	-46.6,
17	10.4,	72.5,	84.0,	-64.7,	-27.8,	18	10.4,	65.5,	76.3,	-56.1,	-30.0,
19	10.4,	63.2,	71.3,	-47.8,	-31.7,	20	10.4,	73.8,	76.5,	-43.0,	-33.4,
21	10.4,	82.1,	79.3,	-36.9,	-34.1,	22	10.4,	87.9,	79.8,	-29.6,	-33.8,
23	10.4,	122.6,	110.1,	13.6,	45.4,	24	10.4,	122.0,	106.4,	5.3,	57.7,
25	10.4,	89.1,	77.2,	-13.9,	-26.8,	26	10.4,	84.0,	72.5,	-8.5,	-22.7,
27	10.4,	76.3,	65.5,	-2.8,	-18.0,	28	10.4,	71.3,	63.2,	0.1,	-12.2,
29	10.4,	76.5,	73.8,	-3.5,	-4.8,	30	10.4,	79.3,	82.1,	-7.0,	2.8,
31	10.4,	79.8,	87.9,	-10.2,	10.3,	32	10.4,	79.6,	91.1,	-13.2,	16.5,
33	10.4,	79.6,	91.5,	-15.7,	20.9,	34	10.4,	99.5,	117.7,	-127.0,	46.6,
35	10.4,	92.2,	109.8,	-131.5,	34.6,	36	10.4,	89.6,	98.5,	-132.0,	25.3,

SOURCE ID: STCK69

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-128.4,	13.2,	2	10.4,	102.7,	101.3,	-132.5,	-1.3,
3	10.4,	112.8,	107.5,	-132.6,	-15.8,	4	10.4,	119.5,	110.5,	-128.6,	-29.8,
5	10.4,	122.6,	110.1,	-120.8,	-42.9,	6	10.4,	122.0,	106.4,	-109.2,	-54.7,
7	10.4,	89.1,	77.2,	-61.4,	30.1,	8	10.4,	84.0,	72.5,	-62.7,	26.3,
9	10.4,	76.3,	65.5,	-62.1,	21.7,	10	10.4,	71.3,	63.2,	-63.3,	16.0,
11	10.4,	76.5,	73.8,	-71.0,	8.5,	12	10.4,	79.3,	82.1,	-76.5,	0.8,
13	10.4,	79.8,	87.9,	-79.6,	-6.9,	14	10.4,	79.6,	91.1,	-80.4,	-13.6,
15	10.4,	106.4,	122.0,	-6.3,	-56.0,	16	10.4,	99.5,	117.7,	6.0,	-44.7,
17	10.4,	92.2,	109.8,	18.2,	-33.3,	18	10.4,	65.5,	76.3,	-59.9,	-29.3,
19	10.4,	63.2,	71.3,	-51.7,	-31.7,	20	10.4,	73.8,	76.5,	-46.8,	-34.1,
21	10.4,	82.1,	79.3,	-40.5,	-35.4,	22	10.4,	119.5,	110.5,	18.1,	29.8,
23	10.4,	122.6,	110.1,	10.6,	42.9,	24	10.4,	122.0,	106.4,	2.8,	54.7,
25	10.4,	89.1,	77.2,	-15.8,	-30.1,	26	10.4,	84.0,	72.5,	-9.8,	-26.3,
27	10.4,	76.3,	65.5,	-3.4,	-21.7,	28	10.4,	71.3,	63.2,	0.1,	-16.0,
29	10.4,	76.5,	73.8,	-2.8,	-8.5,	30	10.4,	79.3,	82.1,	-5.6,	-0.8,
31	10.4,	79.8,	87.9,	-8.3,	6.9,	32	10.4,	79.6,	91.1,	-10.7,	13.6,
33	10.4,	106.4,	122.0,	-115.7,	56.0,	34	10.4,	99.5,	117.7,	-123.7,	44.7,
35	10.4,	92.2,	109.8,	-127.9,	33.3,	36	10.4,	89.6,	98.5,	-128.2,	24.6,

Model Input
Unit Emission Rates (1 g/s)

SOURCE ID: STCK70

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	10.4,	89.4,	91.9,	-125.1,	13.5,	2	10.4,	102.7,	101.3,	-129.3,	-0.5,
3	10.4,	112.8,	107.5,	-129.6,	-14.4,	4	10.4,	119.5,	110.5,	-125.9,	-27.9,
5	10.4,	122.6,	110.1,	-118.4,	-40.6,	6	10.4,	122.0,	106.4,	-107.3,	-52.0,
7	10.4,	117.7,	99.5,	-93.0,	-61.9,	8	10.4,	84.0,	72.5,	-61.8,	29.5,
9	10.4,	76.3,	65.5,	-61.8,	25.0,	10	10.4,	71.3,	63.2,	-63.5,	19.3,
11	10.4,	76.5,	73.8,	-71.8,	11.7,	12	10.4,	79.3,	82.1,	-77.8,	3.8,
13	10.4,	79.8,	87.9,	-81.5,	-4.2,	14	10.4,	79.6,	91.1,	-82.7,	-11.2,
15	10.4,	106.4,	122.0,	-9.0,	-54.1,	16	10.4,	99.5,	117.7,	3.0,	-43.2,
17	10.4,	92.2,	109.8,	15.0,	-32.4,	18	10.4,	65.5,	76.3,	-63.2,	-29.0,
19	10.4,	63.2,	71.3,	-55.0,	-31.9,	20	10.4,	73.8,	76.5,	-50.0,	-34.9,
21	10.4,	82.1,	79.3,	-43.5,	-36.8,	22	10.4,	119.5,	110.5,	15.4,	27.9,
23	10.4,	122.6,	110.1,	8.3,	40.6,	24	10.4,	122.0,	106.4,	0.9,	52.0,
25	10.4,	117.7,	99.5,	-6.5,	61.9,	26	10.4,	84.0,	72.5,	-10.7,	-29.5,
27	10.4,	76.3,	65.5,	-3.8,	-25.0,	28	10.4,	71.3,	63.2,	0.3,	-19.3,
29	10.4,	76.5,	73.8,	-2.0,	-11.7,	30	10.4,	79.3,	82.1,	-4.3,	-3.8,
31	10.4,	79.8,	87.9,	-6.4,	4.2,	32	10.4,	79.6,	91.1,	-8.4,	11.2,
33	10.4,	106.4,	122.0,	-113.0,	54.1,	34	10.4,	99.5,	117.7,	-120.7,	43.2,
35	10.4,	92.2,	109.8,	-124.7,	32.4,	36	10.4,	89.6,	98.5,	-125.0,	24.3,

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                         PAGE  25
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                         * SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

    HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR      HOUR    SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -


SOURCE ID = 1A  through 1E       ; SOURCE TYPE = AREAPOLY :
      1   .10000E+01      2   .10000E+01      3   .10000E+01      4   .10000E+01      5   .10000E+01      6   .10000E+01
      7   .10000E+01      8   .10000E+01      9   .10000E+01     10   .10000E+01     11   .10000E+01     12   .10000E+01
     13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .10000E+01     17   .10000E+01     18   .10000E+01
     19   .10000E+01     20   .10000E+01     21   .10000E+01     22   .10000E+01     23   .10000E+01     24   .10000E+01

SOURCE ID = STCK1 trough STCK71  ; SOURCE TYPE = POINT    :
      1   .10000E+01      2   .10000E+01      3   .10000E+01      4   .10000E+01      5   .10000E+01      6   .10000E+01
      7   .10000E+01      8   .10000E+01      9   .10000E+01     10   .10000E+01     11   .10000E+01     12   .10000E+01
     13   .10000E+01     14   .10000E+01     15   .10000E+01     16   .10000E+01     17   .10000E+01     18   .10000E+01
     19   .10000E+01     20   .10000E+01     21   .10000E+01     22   .10000E+01     23   .10000E+01     24   .10000E+01


                   * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = 3A through 3D         ; SOURCE TYPE = AREAPOLY :
 HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                                                 DAY OF WEEK = WEEKDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .1000E+01    8  .1000E+01
   9  .1000E+01   10  .1000E+01   11  .1000E+01   12  .1000E+01   13  .1000E+01   14  .1000E+01   15  .1000E+01   16  .1000E+01
  17  .1000E+01   18  .1000E+01   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
                                                 DAY OF WEEK = SATURDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .0000E+00    8  .0000E+00
   9  .0000E+00   10  .0000E+00   11  .0000E+00   12  .0000E+00   13  .0000E+00   14  .0000E+00   15  .0000E+00   16  .0000E+00
  17  .0000E+00   18  .0000E+00   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
                                                 DAY OF WEEK = SUNDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .0000E+00    8  .0000E+00
   9  .0000E+00   10  .0000E+00   11  .0000E+00   12  .0000E+00   13  .0000E+00   14  .0000E+00   15  .0000E+00   16  .0000E+00
  17  .0000E+00   18  .0000E+00   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
```

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                         PAGE  44
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                  * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = 3E           ; SOURCE TYPE = AREAPOLY :
 HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR   HOUR   SCALAR
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                                                DAY OF WEEK = WEEKDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .0000E+00    8  .0000E+00
   9  .1000E+01   10  .1000E+01   11  .1000E+01   12  .1000E+01   13  .1000E+01   14  .1000E+01   15  .1000E+01   16  .1000E+01
  17  .5000E+00   18  .0000E+00   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
                                                DAY OF WEEK = SATURDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .0000E+00    8  .0000E+00
   9  .0000E+00   10  .0000E+00   11  .0000E+00   12  .0000E+00   13  .0000E+00   14  .0000E+00   15  .0000E+00   16  .0000E+00
  17  .0000E+00   18  .0000E+00   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
                                                DAY OF WEEK = SUNDAY
   1  .0000E+00    2  .0000E+00    3  .0000E+00    4  .0000E+00    5  .0000E+00    6  .0000E+00    7  .0000E+00    8  .0000E+00
   9  .0000E+00   10  .0000E+00   11  .0000E+00   12  .0000E+00   13  .0000E+00   14  .0000E+00   15  .0000E+00   16  .0000E+00
  17  .0000E+00   18  .0000E+00   19  .0000E+00   20  .0000E+00   21  .0000E+00   22  .0000E+00   23  .0000E+00   24  .0000E+00
```

Model Input
Unit Emission Rates (1 g/s)


```
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                   *** DISCRETE CARTESIAN RECEPTORS ***
                                (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                              (METERS)

    ( 414146.7, 3763412.7,     112.4,     112.4,       0.0);         ( 414156.7, 3763412.7,     112.4,     112.4,       0.0);
    ( 414166.7, 3763412.7,     112.5,     112.5,       0.0);         ( 414176.7, 3763412.7,     112.6,     112.6,       0.0);
    ( 414186.7, 3763412.7,     112.7,     112.7,       0.0);         ( 414196.7, 3763412.7,     112.8,     112.8,       0.0);
    ( 414206.7, 3763412.7,     112.9,     112.9,       0.0);         ( 414146.7, 3763422.7,     112.1,     112.1,       0.0);
    ( 414156.7, 3763422.7,     112.1,     112.1,       0.0);         ( 414166.7, 3763422.7,     112.2,     112.2,       0.0);
    ( 414176.7, 3763422.7,     112.3,     112.3,       0.0);         ( 414186.7, 3763422.7,     112.4,     112.4,       0.0);
    ( 414196.7, 3763422.7,     112.5,     112.5,       0.0);         ( 414206.7, 3763422.7,     112.7,     112.7,       0.0);
    ( 414146.7, 3763432.7,     111.7,     111.7,       0.0);         ( 414156.7, 3763432.7,     111.7,     111.7,       0.0);
    ( 414166.7, 3763432.7,     111.7,     111.7,       0.0);         ( 414176.7, 3763432.7,     111.8,     111.8,       0.0);
    ( 414186.7, 3763432.7,     111.9,     111.9,       0.0);         ( 414196.7, 3763432.7,     112.1,     112.1,       0.0);
    ( 414206.7, 3763432.7,     112.3,     112.3,       0.0);         ( 414146.7, 3763442.7,     111.2,     111.2,       0.0);
    ( 414156.7, 3763442.7,     111.2,     111.2,       0.0);         ( 414166.7, 3763442.7,     111.2,     111.2,       0.0);
    ( 414176.7, 3763442.7,     111.3,     111.3,       0.0);         ( 414186.7, 3763442.7,     111.3,     111.3,       0.0);
    ( 414196.7, 3763442.7,     111.6,     111.6,       0.0);         ( 414206.7, 3763442.7,     111.8,     111.8,       0.0);
    ( 414166.7, 3763452.7,     110.7,     110.7,       0.0);         ( 414176.7, 3763452.7,     110.7,     110.7,       0.0);
    ( 414186.7, 3763452.7,     110.8,     110.8,       0.0);         ( 414196.7, 3763452.7,     111.1,     111.1,       0.0);
    ( 414206.7, 3763452.7,     111.4,     111.4,       0.0);         ( 414208.5, 3763648.1,     115.3,     115.3,       0.0);
    ( 414190.5, 3763649.7,     115.2,     115.2,       0.0);         ( 414171.7, 3763655.8,     115.1,     115.1,       0.0);
    ( 414154.3, 3763658.6,     115.1,     115.1,       0.0);
```

Model Input
Unit Emission Rates (1 g/s)


```
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
                                                          (1=YES; 0=NO)

          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
          1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1

              NOTE:  METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.


                                  *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
                                                        (METERS/SEC)

                                      1.54,   3.09,   5.14,   8.23,  10.80,
```

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                         PAGE  47
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                   *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

  Surface file:   C:\!MET Files\SCAQMD Met Files\poma8.sfc                                          Met Version:  14134
  Profile file:   C:\!MET Files\SCAQMD Met Files\poma8.PFL
  Surface format: FREE
  Profile format: FREE
  Surface station no.:        0                  Upper air station no.:     3190
                 Name: UNKNOWN                                     Name: UNKNOWN
                 Year:   2008                                      Year:   2008

First 24 hours of scalar data
YR MO DY JDY HR     H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS   WD     HT  REF TA     HT
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
08 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  285.9    5.5
08 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  286.6    5.5
08 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  285.8    5.5
08 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  285.4    5.5
08 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  285.2    5.5
08 01 01   1 06 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  284.9    5.5
08 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  283.9    5.5
08 01 01   1 08 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   0.54  999.00  999.   -9.0  285.4    5.5
08 01 01   1 09   24.3 -9.000 -9.000 -9.000   57. -999. -99999.0  0.47   1.00   0.31  999.00  999.   -9.0  287.1    5.5
08 01 01   1 10   64.0 -9.000 -9.000 -9.000  141. -999. -99999.0  0.47   1.00   0.24  999.00  999.   -9.0  287.5    5.5
08 01 01   1 11  112.7 -9.000 -9.000 -9.000  352. -999. -99999.0  0.47   1.00   0.21  999.00  999.   -9.0  290.9    5.5
08 01 01   1 12  134.5 -9.000 -9.000 -9.000  579. -999. -99999.0  0.47   1.00   0.20  999.00  999.   -9.0  292.4    5.5
08 01 01   1 13  103.4 -9.000 -9.000 -9.000  704. -999. -99999.0  0.47   1.00   0.20  999.00  999.   -9.0  292.8    5.5
08 01 01   1 14   92.5 -9.000 -9.000 -9.000  748. -999. -99999.0  0.47   1.00   0.22  999.00  999.   -9.0  292.4    5.5
08 01 01   1 15   44.5 -9.000 -9.000 -9.000  768. -999. -99999.0  0.47   1.00   0.25  999.00  999.   -9.0  292.4    5.5
08 01 01   1 16    9.2 -9.000 -9.000 -9.000  772. -999. -99999.0  0.47   1.00   0.34  999.00  999.   -9.0  291.8    5.5
08 01 01   1 17 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   0.61  999.00  999.   -9.0  291.0    5.5
08 01 01   1 18 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  290.5    5.5
08 01 01   1 19 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  289.6    5.5
08 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  287.8    5.5
08 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  286.6    5.5
08 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  286.0    5.5
08 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  285.8    5.5
08 01 01   1 24 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.47   1.00   1.00  999.00  999.   -9.0  284.9    5.5


First hour of profile data
YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
08 01 01 01    5.5 0 -999.  -99.00   285.9   99.0  -99.00  -99.00
08 01 01 01    9.1 1 -999.  -99.00  -999.0   99.0  -99.00  -99.00

F indicates top of profile (=1) or below (=0)
```

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  68
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                    *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


                                   ** CONC OF OTHER    IN MICROGRAMS/M**3                          **

                                                                                                                NETWORK
GROUP ID                        AVERAGE CONC                RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

1A        1ST HIGHEST VALUE IS      10.44957 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       9.98575 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       9.54167 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          4TH HIGHEST VALUE IS       9.48812 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          5TH HIGHEST VALUE IS       9.12019 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          6TH HIGHEST VALUE IS       9.10373 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          7TH HIGHEST VALUE IS       8.73103 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          8TH HIGHEST VALUE IS       8.72161 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
          9TH HIGHEST VALUE IS       8.63614 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
         10TH HIGHEST VALUE IS       8.37428 AT (  414176.66,  3763422.70,   112.28,   112.28,    0.00)  DC

1B        1ST HIGHEST VALUE IS       4.30073 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       4.22092 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       4.15021 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          4TH HIGHEST VALUE IS       4.08540 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          5TH HIGHEST VALUE IS       4.02425 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
          6TH HIGHEST VALUE IS       4.01215 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          7TH HIGHEST VALUE IS       3.96486 AT (  414156.66,  3763412.70,   112.43,   112.43,    0.00)  DC
          8TH HIGHEST VALUE IS       3.94052 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          9TH HIGHEST VALUE IS       3.90594 AT (  414146.66,  3763412.70,   112.43,   112.43,    0.00)  DC
         10TH HIGHEST VALUE IS       3.87742 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC

1C        1ST HIGHEST VALUE IS       2.49174 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       2.45770 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       2.42262 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          4TH HIGHEST VALUE IS       2.38684 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          5TH HIGHEST VALUE IS       2.37834 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          6TH HIGHEST VALUE IS       2.35042 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
          7TH HIGHEST VALUE IS       2.34816 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          8TH HIGHEST VALUE IS       2.31698 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS       2.31375 AT (  414156.66,  3763412.70,   112.43,   112.43,    0.00)  DC
         10TH HIGHEST VALUE IS       2.28520 AT (  414176.66,  3763422.70,   112.28,   112.28,    0.00)  DC

1D        1ST HIGHEST VALUE IS       5.00323 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       4.84810 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       4.71828 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          4TH HIGHEST VALUE IS       4.70048 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
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```
          5TH HIGHEST VALUE IS       4.57758 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          6TH HIGHEST VALUE IS       4.56008 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          7TH HIGHEST VALUE IS       4.45393 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
          8TH HIGHEST VALUE IS       4.44348 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS       4.42606 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
         10TH HIGHEST VALUE IS       4.32624 AT (  414196.66,  3763432.70,   112.06,   112.06,    0.00)  DC


1E        1ST HIGHEST VALUE IS       5.29044 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       5.09963 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       5.05881 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          4TH HIGHEST VALUE IS       4.91894 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          5TH HIGHEST VALUE IS       4.88354 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          6TH HIGHEST VALUE IS       4.83173 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
          7TH HIGHEST VALUE IS       4.74809 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          8TH HIGHEST VALUE IS       4.71708 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS       4.67089 AT (  414196.66,  3763432.70,   112.06,   112.06,    0.00)  DC
         10TH HIGHEST VALUE IS       4.61046 AT (  414206.66,  3763442.70,   111.81,   111.81,    0.00)  DC

3A        1ST HIGHEST VALUE IS       2.23889 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       2.15967 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       2.08179 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          4TH HIGHEST VALUE IS       2.05540 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          5TH HIGHEST VALUE IS       2.00509 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          6TH HIGHEST VALUE IS       1.98903 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          7TH HIGHEST VALUE IS       1.92948 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
          8TH HIGHEST VALUE IS       1.92348 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS       1.89179 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
         10TH HIGHEST VALUE IS       1.85865 AT (  414176.66,  3763422.70,   112.28,   112.28,    0.00)  DC

3C        1ST HIGHEST VALUE IS       0.72312 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       0.70653 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS       0.69693 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          4TH HIGHEST VALUE IS       0.69011 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          5TH HIGHEST VALUE IS       0.68181 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          6TH HIGHEST VALUE IS       0.67396 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          7TH HIGHEST VALUE IS       0.67156 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
          8TH HIGHEST VALUE IS       0.66677 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS       0.65810 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
         10TH HIGHEST VALUE IS       0.65783 AT (  414196.66,  3763432.70,   112.06,   112.06,    0.00)  DC

3D        1ST HIGHEST VALUE IS       1.07469 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       1.03708 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          3RD HIGHEST VALUE IS       1.03480 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          4TH HIGHEST VALUE IS       1.00043 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
          5TH HIGHEST VALUE IS       0.99974 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          6TH HIGHEST VALUE IS       0.99723 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          7TH HIGHEST VALUE IS       0.96548 AT (  414196.66,  3763432.70,   112.06,   112.06,    0.00)  DC
          8TH HIGHEST VALUE IS       0.96502 AT (  414206.66,  3763442.70,   111.81,   111.81,    0.00)  DC
          9TH HIGHEST VALUE IS       0.96450 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
         10TH HIGHEST VALUE IS       0.96185 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
```

Model Input
Unit Emission Rates (1 g/s)

```
 *** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
 *** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                          PAGE  70
 **MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                        *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


                                   ** CONC OF OTHER    IN MICROGRAMS/M**3                          **

                                                                                                                NETWORK
GROUP ID                        AVERAGE CONC                RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

IDLING    1ST HIGHEST VALUE IS     485.58160 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS     477.39775 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          3RD HIGHEST VALUE IS     469.04504 AT (  414186.66,  3763412.70,   112.68,   112.68,    0.00)  DC
          4TH HIGHEST VALUE IS     462.24172 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          5TH HIGHEST VALUE IS     460.32261 AT (  414176.66,  3763412.70,   112.58,   112.58,    0.00)  DC
          6TH HIGHEST VALUE IS     454.86671 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          7TH HIGHEST VALUE IS     451.41321 AT (  414166.66,  3763412.70,   112.48,   112.48,    0.00)  DC
          8TH HIGHEST VALUE IS     447.08085 AT (  414186.66,  3763422.70,   112.38,   112.38,    0.00)  DC
          9TH HIGHEST VALUE IS     442.59035 AT (  414156.66,  3763412.70,   112.43,   112.43,    0.00)  DC
         10TH HIGHEST VALUE IS     439.62646 AT (  414176.66,  3763422.70,   112.28,   112.28,    0.00)  DC

3E        1ST HIGHEST VALUE IS       0.58101 AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC
          2ND HIGHEST VALUE IS       0.57726 AT (  414206.66,  3763422.70,   112.70,   112.70,    0.00)  DC
          3RD HIGHEST VALUE IS       0.57164 AT (  414206.66,  3763432.70,   112.26,   112.26,    0.00)  DC
          4TH HIGHEST VALUE IS       0.56425 AT (  414206.66,  3763442.70,   111.81,   111.81,    0.00)  DC
          5TH HIGHEST VALUE IS       0.55524 AT (  414206.66,  3763452.70,   111.37,   111.37,    0.00)  DC
          6TH HIGHEST VALUE IS       0.54447 AT (  414196.66,  3763412.70,   112.80,   112.80,    0.00)  DC
          7TH HIGHEST VALUE IS       0.54160 AT (  414196.66,  3763422.70,   112.54,   112.54,    0.00)  DC
          8TH HIGHEST VALUE IS       0.53707 AT (  414196.66,  3763432.70,   112.06,   112.06,    0.00)  DC
          9TH HIGHEST VALUE IS       0.53092 AT (  414196.66,  3763442.70,   111.57,   111.57,    0.00)  DC
         10TH HIGHEST VALUE IS       0.52330 AT (  414196.66,  3763452.70,   111.07,   111.07,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  71
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

                                          *** THE SUMMARY OF HIGHEST  1-HR RESULTS ***

                                 ** CONC OF OTHER    IN MICROGRAMS/M**3                          **

                                                     DATE                                                                   NETWORK
GROUP ID                        AVERAGE CONC     (YYMMDDHH)            RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

1A       HIGH   1ST HIGH VALUE IS     887.77249  ON 09092223: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

1B       HIGH   1ST HIGH VALUE IS     453.24470  ON 12071906: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

1C       HIGH   1ST HIGH VALUE IS     339.87141  ON 10092503: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

1D       HIGH   1ST HIGH VALUE IS     477.88472  ON 10072204: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

1E       HIGH   1ST HIGH VALUE IS     400.34717  ON 11090623: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

3A       HIGH   1ST HIGH VALUE IS     509.69989  ON 10100407: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

3C       HIGH   1ST HIGH VALUE IS     284.07315  ON 08122418: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

3D       HIGH   1ST HIGH VALUE IS     365.42556  ON 11040607: AT (  414206.66,  3763412.70,   112.92,   112.92,    0.00)  DC

IDLING   HIGH   1ST HIGH VALUE IS   18783.24787  ON 10122208: AT (  414156.66,  3763412.70,   112.43,   112.43,    0.00)  DC

3E       HIGH   1ST HIGH VALUE IS     205.84201  ON 11011117: AT (  414206.66,  3763452.70,   111.37,   111.37,    0.00)  DC

*** RECEPTOR TYPES:  GC = GRIDCART
                     GP = GRIDPOLR
                     DC = DISCCART
                     DP = DISCPOLR
```

Model Input
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  15181 ***   *** Warehouse Buildings                                                    ***        01/14/16
*** AERMET - VERSION  14134 ***   *** HRA                                                                    ***        15:48:34
                                                                                                                        PAGE  72
**MODELOPTs:   RegDFAULT CONC      ELEV      URBAN

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of            0 Fatal Error Message(s)
A Total of           71 Warning Message(s)
A Total of         1436 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of          347 Calm Hours Identified

A Total of         1089 Missing Hours Identified (  2.48 Percent)


   ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


   ********   WARNING MESSAGES   ********
SO W320     150        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     151        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     152        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     153        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     154        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     155        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     156        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     157        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     158        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     159        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     160        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     161        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     162        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     163        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     164        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     165        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     166        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     167        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     168        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     169        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     170        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     171        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     172        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     173        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     174        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     175        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
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SO W320     176        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     177        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     178        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     179        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     180        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     181        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     182        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     183        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     184        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     185        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     186        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     187        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     188        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     189        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     190        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     191        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     192        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     193        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     194        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     195        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     196        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     197        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     198        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     199        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     200        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     201        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     202        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     203        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     204        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     205        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     206        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     207        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     208        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     209        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     210        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     211        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     212        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     213        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     214        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     215        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     216        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     217        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     218        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     219        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     220        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS

   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

Table D1
Pollutant Concentration Worksheet

Source No. (a)	Source (b)	Contaminant (c)	Weight Fraction (d)	Emission Rates[1] (g/s) (e)	AERMOD Output[2] **Annual Avg** ($\mu g/m^3$) (f)	Annual Average MER Concentration ($\mu g/m^3$) (g)	AERMOD Output[2] **1-Hour** ($\mu g/m^3$) (h)	Acute (1-Hour) MER Concentration ($\mu g/m^3$) (i)
Residential Scenario								
1	Truck - Running							
	Building A	Diesel Particulate	1.00E+00	4.32E-06	10.45	0.00005	n/a	No Acute REL for DPM
	Building B	Diesel Particulate	1.00E+00	6.48E-06	4.301	0.00003		
	Building C	Diesel Particulate	1.00E+00	3.36E-06	2.492	0.00001		
	Building D	Diesel Particulate	1.00E+00	1.68E-06	5.003	0.00001		
	Building E	Diesel Particulate	1.00E+00	1.20E-06	5.290	0.00001		
2	Truck - Idling Emissions	Diesel Particulate	1.00E+00	1.40E-06	485.6	0.00068		
3	Forklift Emissions							
	Building A	Diesel Particulate	1.00E+00	1.20E-02	2.239	0.02693		
	Building C	Diesel Particulate	1.00E+00	9.86E-03	0.723	0.00713		
	Building D	Diesel Particulate	1.00E+00	5.89E-03	1.075	0.00633		
	Building E	Acetaldehyde	7.81E-02	3.22E-04	0.581	1.46E-05	205.8	5.18E-03
		Acrolein	7.38E-02			1.38E-05		4.89E-03
		Ammonia	9.30E-02			1.74E-05		6.17E-03
		Benzene	4.43E-02			8.30E-06		2.94E-03
		1,3-Butadiene	1.86E-02			3.48E-06		1.23E-03
		Carbon Tetrachloride	4.96E-04			9.28E-08		3.29E-05
		Chloroform	3.84E-04			7.19E-08		2.55E-05
		1,2-Dichloroethane	3.16E-04			5.92E-08		2.10E-05
		1,2-Dichloropropane	3.66E-04			6.85E-08		2.43E-05
		1,3-Dichloropropene	3.56E-04			6.67E-08		2.36E-05
		Ethylbenzene	6.94E-04			1.30E-07		4.60E-05
		Ethylene Dibromide	5.98E-04			1.12E-07		3.97E-05
		Formaldehyde	5.76E-01			1.08E-04		3.82E-02
		Methanol	8.59E-02			1.61E-05		5.69E-03
		Methylene Chloride	1.16E-03			2.16E-07		7.67E-05
		Naphthalene	2.72E-03			5.10E-07		1.81E-04
		Styrene	3.35E-04			6.27E-08		2.22E-05
		1,1,2,2-Tetrachloroethane	7.10E-04			1.33E-07		4.71E-05
		1,1,2-Trichloroethane	4.28E-04			8.01E-08		2.84E-05
		Toluene	1.57E-02			2.93E-06		1.04E-03
		Vinyl Chloride	2.01E-04			3.77E-08		1.34E-05
		Xylene	5.46E-03			1.02E-06		3.62E-04
Note: Maximum Exposed Receptor (MER)						For Cancer/Chronic Calculation		For Acute Calculation

[1] Emission Rates, per source, from Source Emissions Inventories (Appendix A).

[2] AERMOD Output (Appendix B) at the maximum exposed receptor (MER) are based on unit emission rates for emission sources (1 g/s per source).

Table D2
HARP2 Results for Cancer Risk and Chronic Hazards
Residential Scenario

No.	Source	Contaminant	**Carcinogenic Risks**	Chronic Non-Cancer Risks - Toxicological Endpoints*											
			Residential 30-year [1]	CV	CNS	IMMUN	KIDNEY	GILV	REPRO	**RESP**	SKIN	EYE	BONE	ENDO	BLOOD
			per million												
(a)	(b)	(c)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	Truck - Running - Bldg	Diesel Particulate	3.4E-02							1.00E-05					
	Truck - Running - Bldg	Diesel Particulate	2.0E-02							6.00E-06					
	Truck - Running - Bldg	Diesel Particulate	6.8E-03							2.00E-06					
	Truck - Running - Bldg	Diesel Particulate	6.8E-03							2.00E-06					
	Truck - Running - Bldg	Diesel Particulate	6.8E-03							2.00E-06					
2	Truck - Idling	Diesel Particulate	0.46							1.36E-04					
3	Forklifts - Bldg A	Diesel Particulate	18.4							5.39E-03					
	Forklifts - Bldg C	Diesel Particulate	4.86							1.43E-03					
	Forklifts - Bldg D	Diesel Particulate	4.32							1.27E-03					
	Forklift - Bldg E	Acetaldehyde	9.0E-05							1.04E-07					
		Acrolein	0.0E+00							3.94E-05					
		Ammonia	0.0E+00							8.70E-08					
		Benzene	5.1E-04												2.77E-06
		1,3-Butadiene	1.3E-03						1.74E-06						
		Carbon Tetrachloride	8.6E-06		2.32E-09			2.32E-09	2.32E-09						
		Chloroform	8.5E-07				2.40E-10	2.40E-10	2.40E-10						
		1,2-Dichloroethane	2.6E-06					1.48E-10							
		1,2-Dichloropropane	2.7E-06												
		1,3-Dichloropropene	2.3E-06												
		Ethylbenzene	7.0E-07				6.50E-11	6.50E-11	6.50E-11					6.50E-11	
		Ethylene Dibromide	1.7E-05						1.40E-07						
		Formaldehyde	1.4E-03							1.20E-05					
		Methanol	0.0E+00						4.03E-09						
		Methylene Chloride	4.7E-07	5.40E-10	5.40E-10										
		Naphthalene	3.8E-05							5.67E-08					
		Styrene	0.0E+00		6.97E-11										
		1,1,2,2-Tetrachloroethane	1.6E-05												
		1,1,2-Trichloroethane	2.8E-06												
		Toluene	0.0E+00		9.77E-09				9.77E-09	9.77E-09					
		Vinyl Chloride	6.3E-06												
		Xylene	0.0E+00		1.46E-09					1.46E-09		1.46E-09			
		Total	**28.1**	5.40E-10	1.42E-08	0.00E+00	3.05E-10	2.77E-09	1.90E-06	**8.29E-03**	0.00E+00	1.46E-09	0.00E+00	6.50E-11	2.77E-06

Total Cancer Risk	**28.1**	per million
Maximum Chronic Hazard Index	**8.29E-03**	**Resp**

Risk Factors used in CARB's HARP2 Program for Residential Receptors

	3rd Trimester	0 < 2 years	2 < 16 years	16 < 30 years	age bin
Dose Exposure Factors:	350	350	350	350	exposure frequency (days/year)
	361	1090	745	335	inhalation rate (L/kg-day) [2]
	1	1	1	1	inhalation absorption factor
Risk Calculation Factors:	10	10	3	1	age sensitivity factor
	0.25	2	14	14	exposure duration (years)
	70	70	70	70	averaging time (years)
	0.85	0.85	0.72	0.73	fraction of time at home

* Key to Toxicological Endpoints

CV	Cardiovascular System
CNS	Central Nervous System
IMMUN	Immune System
KIDN	Kidneys
GILV	Gastrointestinal Tract and Liver/Alimentary Tract
RESP	Respiratory System
REPRO	Reproductive System
SKIN	Skin irritation and/or other effects
EYE	Eye irritation and/or other effects
BONE	Bones and Teeth
ENDO	Endocrine System
BLOOD	Hematological System

[1] For informational purposes, the 70-year and 9-year cancer risks calculated from all emission sources are 33 and 20 in a million, respectively.

[2] Inhalation rate taken as the 95th percentile breathing rates (OEHHA, 2015).

Table D3
HARP2 Results for Acute Hazards
Residential Scenario

Source No.	Source	Contaminant	Acute Non-Cancer Risks - Toxicological Endpoints*											
			CV	CNS	IMMUN	KIDNEY	GILV	REPRO	RESP	SKIN	**EYE**	BONE	ENDO	BLOOD
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
3	Forklift - Bldg E	Acetaldehyde							1.10E-05		1.10E-05			
		Acrolein							1.96E-03		1.96E-03			
		Ammonia							1.93E-06		1.93E-06			
		Benzene			1.09E-04			1.09E-04						1.09E-04
		1,3-Butadiene						1.86E-06						
		Carbon Tetrachloride		1.73E-08			1.73E-08	1.73E-08						
		Chloroform		1.70E-07				1.70E-07	1.70E-07					
		1,2-Dichloroethane												
		1,2-Dichloropropane												
		1,3-Dichloropropene												
		Ethylbenzene												
		Ethylene Dibromide												
		Formaldehyde									6.95E-04			
		Methanol		2.03E-07										
		Methylene Chloride	5.48E-09	5.48E-09										
		Naphthalene												
		Styrene	1.06E-09					1.06E-09	1.06E-09		1.06E-09			
		1,1,2,2-Tetrachloroethane												
		1,1,2-Trichloroethane												
		Toluene		2.81E-08				2.81E-08	2.81E-08		2.81E-08			
		Vinyl Chloride		7.44E-11					7.44E-11		7.44E-11			
		Xylene		1.65E-08					1.65E-08		1.65E-08			
		Total	6.54E-09	4.41E-07	1.09E-04	0.00E+00	1.73E-08	1.11E-04	1.97E-03	0.00E+00	**2.66E-03**	0.00E+00	0.00E+00	1.09E-04

Maximum Acute Hazard Index 2.66E-03 Eye

* Key to Toxicological Endpoints

CV	Cardiovascular System	RESP	Respiratory System
CNS	Central Nervous System	SKIN	Skin irritation and/or other effects
IMMUN	Immune System	EYE	Eye irritation and/or other effects
KIDN	Kidneys	BONE	Bones and Teeth
GILV	Gastrointestinal Tract and Liver/Alimentary Tract	ENDO	Endocrine System
REPRO	Reproductive System	BLOOD	Hematological System

Table D4
Pollutant Concentration Worksheet
Migitated Scenario - Propane Forklifts for Buildings A, C, and D

Source No. (a)	Source (b)	Contaminant (c)	Weight Fraction (d)	Emission Rates[1] (g/s) (e)	AERMOD Output[2] **Annual Avg** ($\mu g/m^3$) (f)	Annual Average MER Concentration ($\mu g/m^3$) (g)	AERMOD Output[2] **1-Hour** ($\mu g/m^3$) (h)	Acute (1-Hour) MER Concentration ($\mu g/m^3$) (i)
Residential Scenario								
3	Forklift Emissions Building A	Acetaldehyde	7.81E-02	1.53E-03	2.239	2.68E-04	509.7	6.11E-02
		Acrolein	7.38E-02			2.53E-04		5.77E-02
		Ammonia	9.30E-02			3.19E-04		7.27E-02
		Benzene	4.43E-02			1.52E-04		3.47E-02
		1,3-Butadiene	1.86E-02			6.39E-05		1.45E-02
		Carbon Tetrachloride	4.96E-04			1.70E-06		3.88E-04
		Chloroform	3.84E-04			1.32E-06		3.01E-04
		1,2-Dichloroethane	3.16E-04			1.09E-06		2.47E-04
		1,2-Dichloropropane	3.66E-04			1.26E-06		2.86E-04
		1,3-Dichloropropene	3.56E-04			1.22E-06		2.79E-04
		Ethylbenzene	6.94E-04			2.38E-06		5.43E-04
		Ethylene Dibromide	5.98E-04			2.05E-06		4.68E-04
		Formaldehyde	5.76E-01			1.98E-03		4.51E-01
		Methanol	8.59E-02			2.95E-04		6.71E-02
		Methylene Chloride	1.16E-03			3.97E-06		9.04E-04
		Naphthalene	2.72E-03			9.36E-06		2.13E-03
		Styrene	3.35E-04			1.15E-06		2.62E-04
		1,1,2,2-Tetrachloroethane	7.10E-04			2.44E-06		5.55E-04
		1,1,2-Trichloroethane	4.28E-04			1.47E-06		3.34E-04
		Toluene	1.57E-02			5.38E-05		1.22E-02
		Vinyl Chloride	2.01E-04			6.92E-07		1.58E-04
		Xylene	5.46E-03			1.87E-05		4.27E-03
	Building C	Acetaldehyde	7.81E-02	1.26E-03	0.723	7.11E-05	284.1	2.79E-02
		Acrolein	7.38E-02			6.71E-05		2.64E-02
		Ammonia	9.30E-02			8.46E-05		3.32E-02
		Benzene	4.43E-02			4.03E-05		1.58E-02
		1,3-Butadiene	1.86E-02			1.69E-05		6.65E-03
		Carbon Tetrachloride	4.96E-04			4.51E-07		1.77E-04
		Chloroform	3.84E-04			3.50E-07		1.37E-04
		1,2-Dichloroethane	3.16E-04			2.88E-07		1.13E-04
		1,2-Dichloropropane	3.66E-04			3.33E-07		1.31E-04
		1,3-Dichloropropene	3.56E-04			3.24E-07		1.27E-04
		Ethylbenzene	6.94E-04			6.32E-07		2.48E-04
		Ethylene Dibromide	5.98E-04			5.44E-07		2.14E-04
		Formaldehyde	5.76E-01			5.24E-04		2.06E-01
		Methanol	8.59E-02			7.81E-05		3.07E-02
		Methylene Chloride	1.16E-03			1.05E-06		4.13E-04
		Naphthalene	2.72E-03			2.48E-06		9.74E-04
		Styrene	3.35E-04			3.05E-07		1.20E-04
		1,1,2,2-Tetrachloroethane	7.10E-04			6.46E-07		2.54E-04
		1,1,2-Trichloroethane	4.28E-04			3.89E-07		1.53E-04
		Toluene	1.57E-02			1.42E-05		5.59E-03
		Vinyl Chloride	2.01E-04			1.83E-07		7.20E-05
		Xylene	5.46E-03			4.96E-06		1.95E-03

Table D4
Pollutant Concentration Worksheet
Migitated Scenario - Propane Forklifts for Buildings A, C, and D

Source No. (a)	Source (b)	Contaminant (c)	Weight Fraction (d)	Emission Rates[1] (g/s) (e)	AERMOD Output[2] **Annual Avg** ($\mu g/m^3$) (f)	Annual Average MER Concentration ($\mu g/m^3$) (g)	AERMOD Output[2] **1-Hour** ($\mu g/m^3$) (h)	Acute (1-Hour) MER Concentration ($\mu g/m^3$) (i)
Residential Scenario								
	Building D	Acetaldehyde	7.81E-02	7.52E-04	1.075	6.31E-05	365.4	2.15E-02
		Acrolein	7.38E-02			5.96E-05		2.03E-02
		Ammonia	9.30E-02			7.51E-05		2.55E-02
		Benzene	4.43E-02			3.58E-05		1.22E-02
		1,3-Butadiene	1.86E-02			1.50E-05		5.11E-03
		Carbon Tetrachloride	4.96E-04			4.01E-07		1.36E-04
		Chloroform	3.84E-04			3.10E-07		1.06E-04
		1,2-Dichloroethane	3.16E-04			2.55E-07		8.68E-05
		1,2-Dichloropropane	3.66E-04			2.95E-07		1.00E-04
		1,3-Dichloropropene	3.56E-04			2.88E-07		9.79E-05
		Ethylbenzene	6.94E-04			5.61E-07		1.91E-04
		Ethylene Dibromide	5.98E-04			4.83E-07		1.64E-04
		Formaldehyde	5.76E-01			4.66E-04		1.58E-01
		Methanol	8.59E-02			6.94E-05		2.36E-02
		Methylene Chloride	1.16E-03			9.34E-07		3.18E-04
		Naphthalene	2.72E-03			2.20E-06		7.48E-04
		Styrene	3.35E-04			2.70E-07		9.19E-05
		1,1,2,2-Tetrachloroethane	7.10E-04			5.73E-07		1.95E-04
		1,1,2-Trichloroethane	4.28E-04			3.46E-07		1.17E-04
		Toluene	1.57E-02			1.26E-05		4.30E-03
		Vinyl Chloride	2.01E-04			1.63E-07		5.53E-05
		Xylene	5.46E-03			4.41E-06		1.50E-03
Note: Maximum Exposed Receptor (MER)						For Cancer/Chronic Calculation		For Acute Calculation

[1] Emission Rates, per source, from Source Emissions Inventories (Appendix A).

[2] AERMOD Output (Appendix B) at the maximum exposed receptor (MER) are based on unit emission rates for emission sources (1 g/s per source).

Table D5
HARP2 Results for Cancer Risk and Chronic Hazards
Mitigated Scenario - Propane Forklifts for Buildings A, C, and D

No.	Source	Contaminant	**Carcinogenic Risks**	Chronic Non-Cancer Risks - Toxicological Endpoints*											
			Residential 30-year [1]	CV	CNS	IMMUN	KIDNEY	GILV	REPRO	**RESP**	SKIN	EYE	BONE	ENDO	BLOOD
			per million												
(a)	(b)	(c)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Unmitigated Truck Health Risks (from Table D2) and Propane Forklift at Bldg E			0.54	5.40E-10	1.42E-08	0.00E+00	3.05E-10	2.77E-09	1.90E-06	2.10E-04	0.00E+00	1.46E-09	0.00E+00	6.50E-11	2.77E-06
3	Forklift - Bldg A	Acetaldehyde	1.7E-09							1.91E-06					
		Acrolein	0.0E+00							7.23E-04					
		Ammonia	0.0E+00							1.60E-06					
		Benzene	9.4E-09												5.07E-05
		1,3-Butadiene	2.4E-08						3.20E-05						
		Carbon Tetrachloride	1.6E-10		4.25E-08			4.25E-08	4.25E-08						
		Chloroform	1.6E-11				4.40E-09	4.40E-09	4.40E-09						
		1,2-Dichloroethane	4.9E-11					2.73E-09							
		1,2-Dichloropropane	4.9E-11												
		1,3-Dichloropropene	4.2E-11												
		Ethylbenzene	1.3E-11				1.19E-09	1.19E-09	1.19E-09					1.19E-09	
		Ethylene Dibromide	3.2E-10						2.56E-06						
		Formaldehyde	2.6E-08							2.20E-04					
		Methanol	0.0E+00						7.38E-08						
		Methylene Chloride	8.6E-12	9.93E-09	9.93E-09										
		Naphthalene	7.0E-10							1.04E-06					
		Styrene	0.0E+00		1.28E-09										
		1,1,2,2-Tetrachloroethane	3.0E-10												
		1,1,2-Trichloroethane	5.2E-11												
		Toluene	0.0E+00		1.79E-07				1.79E-07	1.79E-07					
		Vinyl Chloride	1.2E-10												
		Xylene	0.0E+00		2.67E-08					2.67E-08		2.67E-08			
	Forklift - Bldg C	Acetaldehyde	4.4E-10							5.08E-07					
		Acrolein	0.0E+00							1.92E-04					
		Ammonia	0.0E+00							4.23E-07					
		Benzene	2.5E-09												1.34E-05
		1,3-Butadiene	6.3E-09						8.45E-06						
		Carbon Tetrachloride	4.2E-11		1.13E-08			1.13E-08	1.13E-08						
		Chloroform	4.1E-12				1.17E-09	1.17E-09	1.17E-09						
		1,2-Dichloroethane	1.3E-11					7.20E-10							
		1,2-Dichloropropane	1.3E-11												
		1,3-Dichloropropene	1.1E-11												
		Ethylbenzene	3.4E-12				3.16E-10	3.16E-10	3.16E-10					3.16E-10	
		Ethylene Dibromide	8.4E-11						6.80E-07						
		Formaldehyde	6.8E-09							5.82E-05					
		Methanol	0.0E+00						1.95E-08						
		Methylene Chloride	2.3E-12	2.63E-09	2.63E-09										
		Naphthalene	1.8E-10							2.76E-07					
		Styrene	0.0E+00		3.39E-10										
		1,1,2,2-Tetrachloroethane	8.0E-11												
		1,1,2-Trichloroethane	1.4E-11												
		Toluene	0.0E+00		4.73E-08				4.73E-08	4.73E-08					
		Vinyl Chloride	3.1E-11												
		Xylene	0.0E+00		7.09E-09					7.09E-09		7.09E-09			

Table D5
HARP2 Results for Cancer Risk and Chronic Hazards
Mitigated Scenario - Propane Forklifts for Buildings A, C, and D

No.	Source	Contaminant	**Carcinogenic Risks**	Chronic Non-Cancer Risks - Toxicological Endpoints*											
			Residential 30-year [1]	CV	CNS	IMMUN	KIDNEY	GILV	REPRO	**RESP**	SKIN	EYE	BONE	ENDO	BLOOD
			per million												
(a)	(b)	(c)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
3	Forklift - Bldg D	Acetaldehyde	3.9E-10							4.51E-07					
		Acrolein	0.0E+00							1.70E-04					
		Ammonia	0.0E+00							3.76E-07					
		Benzene	2.2E-09												1.19E-05
		1,3-Butadiene	5.6E-09						7.50E-06						
		Carbon Tetrachloride	3.7E-11		1.00E-08			1.00E-08	1.00E-08						
		Chloroform	3.7E-12				1.03E-09	1.03E-09	1.03E-09						
		1,2-Dichloroethane	1.1E-11					6.38E-10							
		1,2-Dichloropropane	1.2E-11												
		1,3-Dichloropropene	9.8E-12												
		Ethylbenzene	3.0E-12				2.81E-10	2.81E-10	2.81E-10					2.81E-10	
		Ethylene Dibromide	7.5E-11						6.04E-07						
		Formaldehyde	6.1E-09							5.18E-05					
		Methanol	0.0E+00						1.74E-08						
		Methylene Chloride	2.0E-12	2.34E-09	2.34E-09										
		Naphthalene	1.6E-10							2.44E-07					
		Styrene	0.0E+00		3.00E-10										
		1,1,2,2-Tetrachloroethane	7.1E-11												
		1,1,2-Trichloroethane	1.2E-11												
		Toluene	0.0E+00		4.20E-08				4.20E-08	4.20E-08					
		Vinyl Chloride	2.7E-11												
		Xylene	0.0E+00		6.30E-09					6.30E-09		6.30E-09			
		Total	**0.54**	1.54E-08	4.04E-07	0.00E+00	8.69E-09	7.90E-08	5.41E-05	**1.63E-03**	0.00E+00	4.16E-08	0.00E+00	1.85E-09	7.88E-05

Total Cancer Risk	**0.54**	per million
Maximum Chronic Hazard Index	**1.63E-03**	**Resp**

Risk Factors used in CARB's HARP2 Program for Residential Receptors

	3rd Trimester	0 < 2 years	2 < 16 years	16 < 30 years	age bin
Dose Exposure Factors:	350	350	350	350	exposure frequency (days/year)
	361	1090	745	335	inhalation rate (L/kg-day) [2]
	1	1	1	1	inhalation absorption factor
Risk Calculation Factors:	10	10	3	1	age sensitivity factor
	0.25	2	14	14	exposure duration (years)
	70	70	70	70	averaging time (years)
	0.85	0.85	0.72	0.73	fraction of time at home

* Key to Toxicological Endpoints

CV	Cardiovascular System
CNS	Central Nervous System
IMMUN	Immune System
KIDN	Kidneys
GILV	Gastrointestinal Tract and Liver/Alimentary Tract
RESP	Respiratory System
REPRO	Reproductive System
SKIN	Skin irritation and/or other effects
EYE	Eye irritation and/or other effects
BONE	Bones and Teeth
ENDO	Endocrine System
BLOOD	Hematological System

[1] For informational purposes, the mitigated 70-year and 9-year cancer risks calculated from all emission sources are 0.75 and 0.45 in a million,

[2] Inhalation rate taken as the 95th percentile breathing rates (OEHHA, 2015).

Table D6
HARP2 Results for Acute Hazards
Mitigated Scenario - Propane Forklifts for Buildings A, C, and D

Source No.	Source	Contaminant	Acute Non-Cancer Risks - Toxicological Endpoints*											
			CV	CNS	IMMUN	KIDNEY	GILV	REPRO	RESP	SKIN	**EYE**	BONE	ENDO	BLOOD
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
Health Risks from Propane Forklift at Bldg E (Table D3)			6.54E-09	4.41E-07	1.09E-04	0.00E+00	1.73E-08	1.11E-04	1.97E-03	0.00E+00	2.66E-03	0.00E+00	0.00E+00	1.09E-04
3	Forklift - Bldg A	Acetaldehyde							1.30E-04		1.30E-04			
		Acrolein							2.31E-02		2.31E-02			
		Ammonia							2.27E-05		2.27E-05			
		Benzene			1.29E-03			1.29E-03						1.29E-03
		1,3-Butadiene						2.20E-05						
		Carbon Tetrachloride		2.04E-07			2.04E-07	2.04E-07						
		Chloroform		2.01E-06				2.01E-06	2.01E-06					
		1,2-Dichloroethane												
		1,2-Dichloropropane												
		1,3-Dichloropropene												
		Ethylbenzene												
		Ethylene Dibromide												
		Formaldehyde									8.20E-03			
		Methanol		2.40E-06										
		Methylene Chloride	6.46E-08	6.46E-08										
		Naphthalene												
		Styrene	1.25E-08					1.25E-08	1.25E-08		1.25E-08			
		1,1,2,2-Tetrachloroethane												
		1,1,2-Trichloroethane												
		Toluene		3.30E-07				3.30E-07	3.30E-07		3.30E-07			
		Vinyl Chloride		8.78E-10					8.78E-10		8.78E-10			
		Xylene		1.94E-07					1.94E-07		1.94E-07			
	Forklift - Bldg C	Acetaldehyde							5.94E-05		5.94E-05			
		Acrolein							1.06E-02		1.06E-02			
		Ammonia							1.04E-05		1.04E-05			
		Benzene			5.85E-04			5.85E-04						5.85E-04
		1,3-Butadiene						1.01E-05						
		Carbon Tetrachloride		9.32E-08			9.32E-08	9.32E-08						
		Chloroform		9.13E-07				9.13E-07	9.13E-07					
		1,2-Dichloroethane												
		1,2-Dichloropropane												
		1,3-Dichloropropene												
		Ethylbenzene												
		Ethylene Dibromide												
		Formaldehyde									3.75E-03			
		Methanol		1.10E-06										
		Methylene Chloride	2.95E-08	2.95E-08										
		Naphthalene												
		Styrene	5.71E-09					5.71E-09	5.71E-09		5.71E-09			
		1,1,2,2-Tetrachloroethane												
		1,1,2-Trichloroethane												
		Toluene		1.51E-07				1.51E-07	1.51E-07		1.51E-07			
		Vinyl Chloride		4.00E-10					4.00E-10		4.00E-10			
		Xylene		8.86E-08					8.86E-08		8.86E-08			

Table D6
HARP2 Results for Acute Hazards
Mitigated Scenario - Propane Forklifts for Buildings A, C, and D

Source No.	Source	Contaminant	Acute Non-Cancer Risks - Toxicological Endpoints*											
			CV	CNS	IMMUN	KIDNEY	GILV	REPRO	RESP	SKIN	**EYE**	BONE	ENDO	BLOOD
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
3	Forklift - Bldg D	Acetaldehyde							4.57E-05		4.57E-05			
		Acrolein							8.12E-03		8.12E-03			
		Ammonia							7.97E-06		7.97E-06			
		Benzene			4.52E-04			4.52E-04						4.52E-04
		1,3-Butadiene						7.74E-06						
		Carbon Tetrachloride		7.16E-08			7.16E-08	7.16E-08						
		Chloroform		7.07E-07				7.07E-07	7.07E-07					
		1,2-Dichloroethane												
		1,2-Dichloropropane												
		1,3-Dichloropropene												
		Ethylbenzene												
		Ethylene Dibromide												
		Formaldehyde									2.87E-03			
		Methanol		8.43E-07										
		Methylene Chloride	2.27E-08	2.27E-08										
		Naphthalene												
		Styrene	4.38E-09					4.38E-09	4.38E-09		4.38E-09			
		1,1,2,2-Tetrachloroethane												
		1,1,2-Trichloroethane												
		Toluene		1.16E-07				1.16E-07	1.16E-07		1.16E-07			
		Vinyl Chloride		3.07E-10					3.07E-10		3.07E-10			
		Xylene		6.82E-08					6.82E-08		6.82E-08			
		Total	1.46E-07	9.84E-06	2.43E-03	0.00E+00	3.86E-07	2.48E-03	4.40E-02	0.00E+00	**5.95E-02**	0.00E+00	0.00E+00	2.43E-03

Maximum Acute Hazard Index 5.95E-02 Eye

* Key to Toxicological Endpoints

CV	Cardiovascular System	RESP	Respiratory System
CNS	Central Nervous System	SKIN	Skin irritation and/or other effects
IMMUN	Immune System	EYE	Eye irritation and/or other effects
KIDN	Kidneys	BONE	Bones and Teeth
GILV	Gastrointestinal Tract and Liver/Alimentary Tract	ENDO	Endocrine System
REPRO	Reproductive System	BLOOD	Hematological System

Appendix E Cultural Resources Data

Appendices

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South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

1/12/2016 SCCIC File #: 15842.2042

Michael Milroy
Placeworks
3 MacArthur Pl, Ste. 1100
Santa Ana CA 92707

Re: Azusa Avenue and Chestnut Street, City of Industry CA

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Baldwin Park, CA and La Habra, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Historic Properties Directory (HPD) listings were reviewed for the above referenced project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources	Within project area: 0 Within project radius: 1
Built-Environment Resources	Within project area: 0 Within project radius: 1
Reports and Studies	Within project area: 1 Within project radius: 21
OHP Historic Properties Directory (HPD)	Within project area: 0 Within project radius: 1
California Points of Historical Interest (SPHI)	Within project area: 0 Within project radius: 0
California Historical Landmarks (SHL)	Within project area: 0 Within project radius: 0
California Register of Historical Resources (CAL REG)	Within project area: 0 Within project radius: 0
National Register of Historic Places (NRHP)	Within project area: 0 Within project radius: 0

Archaeological Determinations of Eligibility (ADOE):	Within project area: 0 Within project radius: 0

HISTORIC MAP REVIEW – Pomona, CA () USGS 15': indicated that in 1894, there appeared to be one road and two buildings within the project site. There were also four roads and five buildings within the vicinity of the project area. San Jose Creek ran through the project site. The Southern Pacific Railroad ran to the north of the project site. Historic place names nearby included Rowland Siding. In 1904, all previously mentioned features still remained.

RECOMMENDATIONS

The project area is potentially sensitive for cultural resources. Previous surveys in the area have identified Native American artifacts, fresh water resources (San Jose Creek), natural tar seeps, and farm houses from at least 1924 or earlier. These are all indicators of potential sensitivity. Therefore, it is recommended that a qualified archaeologist be retained to survey the area prior to the approval of any project plans. Additionally, areas that are currently obscured by permanent or temporary materials may need to be surveyed once these items are no longer in place. It is also recommended that any historic buildings, structures or objects (45 years and older and in the area of potential effect) be identified, recorded, and evaluated for local, state, or national significance prior to the approval of project plans. Finally, the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

For your convenience, you may find a professional consultant* at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

*The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Lindsey Noyes
Lead Staff Researcher

Enclosures:

(X) Invoice #15842.2042

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HRG940202Z	07/13/95	6Y	
100358		31616 N RIDGE RTE RD	CASTAIC UNION SCHOOL DIST-ORIGINAL	CASTAIC	D	1928	HIST.RES.	DOE-19-95-0111-0000	07/13/95	6Y	
							PROJ.REVW.	HRG940202Z	07/13/95	6Y	
183358		16717 NORWALK BLVD		CERRITOS	Y		PROJ.REVW.	FCC100405B	04/05/10	6Y	
163875		23000 STUDEBAKER RD	ROYAL STREET COMM. LLC LA0583A	CERRITOS	P	1961	PROJ.REVW.	FCC060928C	11/18/06	6Y	
089529			CHATSWORTH CALERA SITE	CHATSWORTH	M		HIST.RES.	SHL-0911-0000	06/27/77	1CL	
075182		CHATSWORTH PARK S	MINNIE HILL PALMER HOUSE	CHATSWORTH	M	1911	HIST.RES.	NPS-79000480-0000	09/04/79	1S	A
021173	19-176735	CHATSWORTH PARK S	PALMER, MINNIE HILL HOUSE	CHATSWORTH	M	1911	HIST.RES.	DOE-19-94-0352-0000	08/08/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							HIST.RES.	NPS-79000480-0000	09/04/79	1S	
124522		21601 DEVONSHIRE ST	PACIFIC BELL MOBILE SERVICES FACIL	CHATSWORTH	P		PROJ.REVW.	FCC990916B	09/23/99	6Y	
135582		MASON AVE	MONTALVO CUTOFF/ ALAMEDA CORRIDOR	CHATSWORTH	P	1904	HIST.RES.	DOE-19-02-1094-0000	10/01/02	6Y	
							PROJ.REVW.	FHWA020813D	10/01/02	6Y	
075161		STAGECOACH TRAIL	OLD SANTA SUSANA STAGECOACH ROAD /	(VIC) CHATSWORTH	P	1859	HIST.RES.	NPS-74000517-0000	01/10/74	1S	A
							HIST.SURV.	1311-0001-0000	01/10/74	1S	A
							HIST.SURV.	3063-0001-0000	01/01/74	1S	
183290			SOUTHERN PACIFIC R.R./UNION PACIFI	CITY OF INDUSTRY	P	1905	PROJ.REVW.	FHWA100422A	05/24/10	6Y	
183798		13300 AMAR RD		CITY OF INDUSTRY	P	1956	PROJ.REVW.	FCC100125D	03/29/10	6Y	
090787		15415 E DON JULIAN RD	TEMPLE HALL	CITY OF INDUSTRY	M	1923	HIST.RES.	SPHI-LAN-019	07/12/74	7L	
034728		15415 E DON JULIAN RD	EL CAMPO SANTO CEMETERY & MAUSOLEU	CITY OF INDUSTRY	M		HIST.SURV.	1744-0005-0000	11/20/74	1S	
							HIST.RES.	SHL-0874-0002	11/18/74	1CL	
034727		15415 E DON JULIAN RD	WORKMAN ADOBE/WORKMAN FAMILY CEMET	CITY OF INDUSTRY	M	1842	HIST.RES.	NPS-74000519-0000	11/20/74	1S	
							HIST.SURV.	1744-0004-0000	11/20/74	1S	
							HIST.RES.	SHL-0874-0001	11/18/74	1CL	
034726		15415 E DON JULIAN RD	TEMPLE MANSION	CITY OF INDUSTRY	P	1919	HIST.RES.	NPS-74000518-0000	12/02/74	1S	
							HIST.SURV.	1744-0003-0000	12/02/74	1S	
							HIST.RES.	SHL-0874-9999	11/18/74	1CL	
034725		16021 E GALE AVE	JOHN A. ROWLAND HOUSE/JOHN REED HO	CITY OF INDUSTRY	P	1855	HIST.SURV.	1744-0002-0000	01/01/92	3S	
							HIST.RES.	NPS-76002311-0000	03/29/76	1S	
							HIST.SURV.	1744-0002-0000	09/01/75	3S	
							HIST.RES.	NPS-73000403-0000	07/16/73	1S	AC
034724		16021 E GALE AVE	JOHN REED HOUSE	CITY OF INDUSTRY	P	1865	HIST.SURV.	1744-0001-0000	09/01/75	7R	
187621		18645 E GALE AVE	GBC INTERNATIONAL BANK BRANCH OFFI	CITY OF INDUSTRY	P		PROJ.REVW.	FDIC120314A	03/16/12	6Y	
179915		166 N BALDWIN PARK BLVD	SONOCO-SV0047	CITY OF INDUSTRY	P		PROJ.REVW.	FCC100804C	08/30/10	6Y	
165278		613 TURNBULL CANYON RD		CITY OF INDUSTRY	P	1923	PROJ.REVW.	FHWA010809A	10/30/01	6Y	
180867		16333 GALE AVE	SCE MESA-WALNUT 220KV TRANSMISSION	(VIC) CITY OF IND	P	1956	PROJ.REVW.	USFS101209C	01/13/11	6Y	
034627	19-186053	10TH ST	BALCH HALL	CLAREMONT	P	1929	HIST.RES.	NPS-84000887-0006	09/20/84	1D	AC
							HIST.SURV.	1711-0169-0095		3D	
034698	19-186124	12TH ST	SUSAN MILLER DORSEY HALL	CLAREMONT	P	1930	HIST.RES.	NPS-84000887-0004	09/20/84	1D	AC
034631	19-186057	12TH ST	ROSE GARDEN	CLAREMONT	P	1940	HIST.RES.	NPS-84000887-0011	09/20/84	1D	AC
							HIST.SURV.	1711-0169-0099		5D2	
034628	19-186054	12TH ST	BROWNING/DORSEY HALL	CLAREMONT	P	1929	HIST.RES.	NPS-84000887-0003	09/20/84	1D	AC
							HIST.SURV.	1711-0169-0096		3D	
034626	19-186052	12TH ST	GRACE SCRIPPS HALL / ELEANOR TOLL	CLAREMONT	P	1928	HIST.RES.	NPS-84000887-0001	09/20/84	1D	AC
							HIST.SURV.	1711-0169-0094		7N	
076498	19-186147	12TH ST	GRACE SCRIPPS HALL	CLAREMONT	P	1928	HIST.RES.	NPS-84000887-0002	09/20/84	1D	AC
034668	19-186094	1ST ST	CRAFT DESIGNS	CLAREMONT	P	1912	HIST.SURV.	1711-0170-0036		5D2	
034677	19-186103	135 1ST ST		CLAREMONT	P	1951	HIST.SURV.	1711-0170-0045		5D2	
034681	19-186107	211 1ST ST	THE VILLAGE IDIOT	CLAREMONT	P	1887	HIST.SURV.	1711-0170-0049		5D2	
034682	19-186108	217 1ST ST	MEADS GROCERY, BUDS BIKE SHOP	CLAREMONT	P	1909	HIST.SURV.	1711-0170-0050		7N	

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

12/8/2003

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
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Vertebrate Paleontology Section
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4 December 2015

PlaceWorks, Inc.
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707

Attn: Michael Milroy, Associate

re: Paleontological Records Search for the proposed Warehouse Building Project, in the City of Industry, Los Angeles County, project area

Dear Michael:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Warehouse Building Project, in the City of Industry, Los Angeles County, project area as outlined on the portion of the Baldwin Park USGS topographic quadrangle map that you sent to me via e-mail on 20 November 2015. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby or at distance from the same or similar sedimentary deposits as may occur at depth in the proposed project area.

Surface deposits in the entire proposed project area consist of younger Quaternary Alluvium, derived predominately as fluvial deposits from the San Jose Creek that flows adjacent to the northeast. These younger Quaternary deposits typically do not contain significant vertebrate fossils in the uppermost layers, but they are underlain at relatively shallow depth by older sedimentary deposits that may well contain significant vertebrate fossils. Our closest vertebrate fossil locality in somewhat similar Quaternary deposits is LACM 1728, situated east-southeast of the proposed project area in English Canyon south of Los Serranos, that produced fossil specimens of horse, *Equus*, and camel, *Camelops*, at a depth of 15 to 20 feet below the surface. Our next closest vertebrate fossil localities from these Quaternary deposits are LACM 7701-7702, almost due west of the proposed project area in the City of Commerce near the intersection of Atlantic Avenue and the Long Beach Freeway (I-710), that produced fossil

specimens of threespine stickleback, *Gasterosteus aculeatus*, salamander, *Batrachoseps*, lizard, Lacertilia, snake, Colubridae, rabbit, *Sylvilagus*, pocket mouse, *Microtus*, harvest mouse, *Reithrodontomys*, and pocket gopher, *Thomomys*, at 11 to 34 feet below grade.

The surrounding elevated terrain has exposures of the marine late Miocene Puente Formation (also referred to as the Monterey Formation in this area), that probably underlie the Quaternary Alluvium in the proposed project area. Our closest vertebrate fossil localities in the Puente Formation, are LACM 6907-6908, southeast of the proposed project area between the Pomona Freeway (Highway 60) and Colima Road. A little further southeast of the proposed project area, south of Colima Road and just east of Fullerton Road, our locality LACM 7046 is also from the Puente Formation. Due east of the proposed project area we have the Puente Formation locality LACM 6170 on the north side of San Jose Creek south of Valley Boulevard. These Puente Formation localities have produced a suite of fossil marine vertebrates including bonito shark, *Isurus oxyrinchus*, top smelts, *Atherinops barkeri* and *Atherinopsis*, herrings, *Etringus scintillans* and *Ganolytes cameo*, halfbeack, *Zelosis hadleyi*, cod, *Eclipes*, anglerfish, *Acentrophryne longidens*, lanternfish, Myctophidae, jack, *Decapterus*, snake mackerel, *Thyrsocles kriegeri*, croakers, *Seriphus lavenbergi* and *Lompoquia*, sanddab, Pleuronectiformes, viperfish, *Chauliodus eximius*, bristlemouth, *Cyclothone*, pipefish, *Syngnathus emeritus*, and whale, Cetacea. Specimens of the fossil pipefish, *Syngnathus emeritus*, from locality LACM 7046 were published in the scientific literature by R. A. Fritzsche (1980. Revision of the eastern Pacific Syngnathidae (Pisces: Syngnathiformes), including both Recent and fossil forms. Proceedings of the California Academy of Science, 42(6):181-227). Specimens of the fossil anglerfish, *Acentrophryne longidens*, from locality LACM 6908 was figured in the scientific literature by T. W. Pietsch and R. J. Lavenberg (1980. A fossil ceratoid anglerfish from the Late Miocene of California. Copeia, 1980(4):906-908). The fossil croaker, *Seriphus lavenbergi*, from locality LACM 6907 is a holotype (specimen that is used to describe a species new to science) described by R. W. Huddleston and G. T. Takeuchi (2006. A New Late Miocene Species of Sciaenid Fish, Based Primarily on an *in situ* Otolith from California. Bulletin of the Southern California Academy of Sciences, 105(1):30-42).

Shallow excavations in the younger Quaternary Alluvium exposed through the proposed project area are unlikely to encounter significant vertebrate fossils. Deeper excavations in the proposed project area that extend down into older sedimentary deposits, however, may well uncover significant fossil vertebrate remains. Any substantial excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally collect any vertebrate fossil remains without impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE AND ADDITIONAL SUBSURFACE ASSESSMENT

Vacant Property
17300 East Chestnut Street
And 942 South Azusa Avenue
City of Industry, California

Stantec Project No: 185803306

Prepared for:
CT Realty Investors
65 Enterprise, Suite 150
Aliso Viejo, California 92656

Prepared by:
Stantec Consulting Services Inc.
25864-F Business Center Drive
Redlands, California

August 26, 2015

PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE AND ADDITIONAL SUBSURFACE ASSESSMENT

This PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE AND ADDITIONAL SUBSURFACE ASSESSMENT was prepared by Stantec Consulting Services Inc. for CT Realty Investors. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Prepared by _____
(signature)

Ryan McDaniel, Staff Geologist

Reviewed by _____
(signature)

Alicia Jansen, Associate Scientist

Approved by _____
(signature)

Kyle Emerson, Managing Principal Geologist

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Executive Summary

The target property consists of 30.25 acres comprised of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site" Figure 1). The Site was a manufacturing facility from the 1960s to the 2000s. Prior to the 1960s the Site was agricultural (orchard). The Site is currently a graded vacant lot which is fenced and is divided into two portions. There is material stockpiles composed of soil and construction debris in each of the fenced sections of the Site. These stockpiles are likely from the California Department of Transportation (Caltrans) road improvement activities along Railroad Street south of the Site. The only structures observed onsite during the site reconnaissance were several dry storm water retaining ponds. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete from old Site structures and parking areas. Stantec observed surface staining in the southeast corner of the Site indicative of oil staining.

The subject property overlies the Puente Valley superfund (San Gabriel Valley area 4) Site as discussed in Section 4.1.2. The Site was identified as a potential responsible party (PRP) to the superfund basin wide cleanup. As discussed in Section 2.4 below the identified PRP was Utility Trailer (UT), who was a previous property operator. UT has reached settlement with the U.S. EPA in this matter and was classified as a "small contributor" and released from the cost recovery program (see Appendix D). All liens against the property have been released by the U.S. EPA and all that remains is an access agreement to allow entry by the U.S. EPA as necessary to monitor existing wells on the property, a copy of the access agreement is attached in Appendix D. Relocation or abandonment of these wells to allow Site development to occur will require approval by the U. S. EPA under the terms of the agreement.

Stantec's previous Phase I ESA identified several recognized environmental conditions (RECs) including: former underground storage tanks (USTs) on the western portion of the Site, and hazardous materials storage areas, clarifiers, sumps, maintenance shops, spray booths and some surface staining related to the former manufacturing facility on the eastern portion of the Site. Stantec recommended soil and soil gas sampling to assess potential impacts from historical property use and features.

On March 18 and 20, 2015, Stantec completed a Phase II ESA to assess the identified RECs. That Phase II ESA included the advancement of fifteen (15) soil borings across the

Site and at each of the identified RECs (Figure 5). Soil analysis reported total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) below laboratory reporting limits with the exception of soil samples (B-2 at 10 feet below ground surface (bgs) on the western portion of the Site and B-9 at 2 feet bgs on the eastern portion of the Site. These borings were located near the former diesel USTs (B-2) and the maintenance and repair shed (B-9) respectively. B-2-10 contained TPH as diesel (TPHd) at 17 milligrams per kilogram (mg/kg) and B-9-2 contained tetrachloroethene (PCE) at 0.0065 mg/kg. Both of these reported analytes are below the Environmental Protection Agency's Regional Screening Levels (RSLs) for commercial and residential soils (see Table 1). All Title 22 Metals detected were within typical background metals ranges for California (Kearney Foundation 1996). A summary of soil analytical results for metals is provided in Table 2.

On August 6, 2015, Stantec collected five additional soil samples from the previous soil boring locations B-4; B-7; B-8; B-9; and B-13 for analysis of poly chlorinated biphenyls (PCBs), regulated metals, and/or TPH for further site characterization. No TPH concentrations were reported above laboratory reporting limits from the soil sample collected from SB-8 at 5 feet bgs. PCBs were not detected in the two soil samples submitted for analysis (see Table 3). All five samples reported Title 22 Metals within typical background metals ranges for California (Kearney Foundation 1996).

A total of eighteen (18) soil gas samples were also collected across the Site and analyzed for volatile organic compounds (VOCs). Tetrachloroethylene (PCE) was reported in sixteen (16) of the soil gas samples ranging from 0.023 micrograms per liter (ug/L) to 15 ug/L. Trichloroethylene (TCE) was reported in one sample at 1.4 ug/L. Benzene was reported in twelve (12) of the samples ranging from 0.035 ug/L to 0.17 ug/L. Ethylbenzene was reported in thirteen (13) of the samples ranging from 0.042 ug/L to 0.23 ug/L. Toluene was reported in fifteen (15) of the samples ranging from 0.015 ug/L to 0.96 ug/L.

Soil vapor analytical results reported concentrations of PCE, TCE, benzene, ethylbenzene and 1,2,4-trichlorobenzene above their respective RSLs for commercial soil vapor (see Table 4). Preliminary data review indicates specific areas of concern for soil vapor would be the machine shop area near boring B-4 and the hazardous material storage area near boring B-8. Results of soil analyses for samples collected in these areas were non-detect.

Due to the soil gas sample results Stantec performed a Site-specific soil vapor intrusion to indoor air human health risk evaluation (HHRE) for commercial receptors in the proposed future warehouse buildings. The HHRE concluded that, on a location by location basis, the RECs identified by the Phase I and Phase II ESAs that the shallow soil

vapor concentrations for both detected and non-detected (ND) VOCs, (ND VOCs assessed at half method reporting limit), would not pose unacceptable risk to future commercial/industrial receptors. All cancer risk was estimated to be below the acceptable US EPA and DTSC benchmarks of 1E-06 and the acceptable hazard index of 1.0.

The Federal AAI rule and ASTM E1527-13 require that the Phase I ESA report includes the following declarations by the Environmental Professional who completed the assessment.

Based on the Phase I and II ESAs completed on-Site all RECs have been addressed. A soil management plan should be developed to address how un-recognized environmental conditions, should they exist, be addressed during Site development activities. With the exception of grading inspections in the area of borings B-4 and B-8 and possibly post grading vapor sampling, no further assessment is recommended.

1. *I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR §312.10.*

2. *I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR §312 (see Appendix H).*

Signature: _____
Name (printed): Kyle Emerson, C.E.G. 1271
Title: Managing Principal Geologist
Date: August 26, 2015

1.0 INTRODUCTION

1.1 OBJECTIVE

This Phase I Environmental Site Assessment (ESA) was performed in accordance with the practices identified in the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation E1527-13 and Title 40 of the Code of Federal Regulations (CFR), Part 312, which specifies standards and practices for "all appropriate inquiries" (AAI) required for persons seeking to establish certain defenses to or protections from liability under the Federal Comprehensive Environmental Response, Cleanup and Liability Act (CERCLA). The Federal rule 40 CFR 312.11(a) identifies a Phase I ESA completed in accordance with the E1527-13 practice as one way to achieve compliance with requirements of the AAI rule.

The objective of this Phase I ESA was to identify Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs), as defined under ASTM E-1527-13. As defined in ASTM E1527-13, a REC is:

The presence or likely presence of any hazardous substances or petroleum products in, on or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

As defined in ASTM E1527-13, an HREC is:

A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls). Before calling the past release an HREC, the EP must determine whether the past release is a REC at the time the Phase I ESA is conducted (e.g., if there has been a change in the regulatory criteria).

As defined in ASTM E1527-13, a CREC is:

A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further

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action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

1.2 SCOPE OF WORK

This assessment has been performed in a manner which complies with requirements of our Consulting Services Agreement, with All Appropriate Inquiries (AAI) Final Rule 40 CFR Part 312, with ASTM Practice E1527-13, and with the Statement of Limitations presented in Section 7.0 of this report. In the event of any conflict between the terms and conditions of this report and the terms and conditions of the consulting services agreement between CT Realty Investors and Stantec Consulting Services Inc., the consulting services agreement shall control.

The scope of services of this Phase I ESA did not include an assessment of overall environmental regulatory compliance, any subsurface investigation (including soil or groundwater sampling, exploratory boreholes or other investigative techniques to quantify potentially identified hazardous materials other than those described herein), or asbestos, lead-based paint, mold, or radon gas surveys.

In addition to the Phase I activities, Stantec completed limited Phase II activities including advancing 15 soil borings to facilitate collecting soil samples for laboratory analysis, collecting 18 soil gas samples and completing an indoor air human health risk evaluation. The results of these activities have been included in this report.

1.3 RELIANCE AND CONTACT INFORMATION

This Phase I ESA report has been prepared for the exclusive use of CT Realty Investors, its lender, and equity partners. No other person or entity may rely on the information presented in the report without the expressed written consent of Stantec. Any use of this Phase I ESA report constitutes acceptance of the terms and conditions under which it was prepared. Stantec's responsibility extends only to its client and Stantec is not liable or responsible to any other parties who may obtain the Phase I ESA report.

1.4 SIGNIFICANT DATA GAPS

Significant data gaps as defined in the AAI final rule and ASTM E 1527-13 standard include missing or unattainable information that may impact the identification of releases or contamination on the subject property such as lack of response from agencies or the user of the report failing to provide relevant information. Identified data gaps, if any, are discussed under the appropriate sections of this report. Stantec

identified no significant data gaps in connection with its performance of a Phase I Environmental Site Assessment for the Site.

2.0 SITE DESCRIPTION

2.1 SITE NAME AND LOCATION

The target property consists of several vacant parcels totaling 30.25 acres addressed as 17300 East Chestnut Street on the eastern portion of the Site and 942 South Azusa Avenue on the western portion of the Site located in the City of Industry, County of Los Angeles, California (the "Site"). The Site location is shown on Figure 1. The overall site boundaries are shown on Figure 2. The Assessor Parcel Numbers (APNs) with acreage for each parcel for the Site are included on Figures 3 and 4 attached.

2.2 SITE VICINITY

The Site is located within a mixed use commercial and industrial area of the City of Industry. Surrounding properties to the Site include the following:

North:	Chestnut Street followed by a drainage channel and then Arenth Avenue
South:	Commercial buildings and a recycling facility
East:	A trucking and rigging contractor operating out of a warehouse
West:	Azusa Avenue followed by several industrial buildings.

Surrounding property usage is shown on Figure 2, Site Map.

2.3 STRUCTURES, ROADS, AND OTHER RELEVANT IMPROVEMENTS TO THE SITE

The Site is currently a graded vacant lot which is fenced and is divided into two portions. There are material stock piles consisting of soil and rubble in each of the fenced sections. These stockpiles are likely from the California Department of Transportation (Caltrans) road improvement activities along Railroad Street south of the Site. The only structures observed onsite during the site reconnaissance were several dry storm water retaining ponds. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete from the previous parking areas and building slabs.

A photographic log of current site conditions is attached in Appendix A and a Site Plan showing the present day configuration is shown on Figure 2 attached.

2.4 ENVIRONMENTAL LIENS

According to information provided by the User, a title report was run on the Property and there were no environmental liens or activity use limitations reported for the Property.

Stantec found an *Agreement for Release of Lien* between the Environmental Protection Agency (EPA) and Industry Urban-Development Agency (IUDA) dated January 2, 2003, which released the potential lien against the Property and acknowledged the IUDA's status as a "Bona Fide Prospective Purchaser". This agreement is attached as Appendix D.

According to Mr. Raymond Chavira with the EPA, the Property is subject to the site access requirements as specified in Section X of the *Notice of Entry of Consent Decree* dated March 22, 2007 which was entered on September 8, 2005 for the *United States v. Acorn Engineering, et al.* These specifications include that all existing groundwater monitoring wells will remain on Site without any disturbance, removal, relocation, or damage without proper notification to the EPA. A copy of the access agreement is included in Appendix D. Additionally, the EPA, Regional Water Quality Control Board, and their contractors will be allowed access to the Property at all reasonable times. Should any groundwater monitoring well be compromised or access not allowed the property owner may be held financially responsible.

Mr. Chavira also stated in a telephone conversation with Stantec that Utility Trailer reached a settlement with the EPA as a "small contributor" to the regional San Gabriel Valley Superfund Sites (Area 1-4) plume. That payment was $100,000 paid to the US EPA. The lien release for this action is included in Appendix D. That agreement states that Utility Trailer is not financially responsible for monitoring or treatment cost associated with the regional groundwater plume. Based on that agreement the Site is not listed as a responsible party to basin wide cleanup. Mr. Chavira did state that any new releases that were to occur on the Site from on-site operations, the soil and groundwater investigation/cleanup are the responsibility of the new property owner.

Copies of the above referenced documents are provided in Appendix D.

2.5 CURRENT PROPERTY USE

The Site is currently vacant.

3.0 PROPERTY RECONNAISSANCE

3.1 PROPERTY OBSERVATIONS

Mr. Ryan McDaniel, Staff Geologist with Stantec, performed a reconnaissance of the Site on August 5, 2015. Weather conditions during the reconnaissance were clear and no weather related restrictions were encountered.

The purpose of the reconnaissance was to identify existing conditions and land uses that may suggest potential environmental impacts to the Site. Such conditions, to the extent visible and accessible, include storage, disposal and treatment of solid and/or hazardous waste, storage tanks and other chemical containers, odors, pools of liquid, staining, drains, sumps, pits, ponds, lagoons, septic systems, wells, unusual soil disturbance, stressed vegetation, and electrical transformers.

Field notes of the property reconnaissance are detailed further in the remainder of this report. Photographs taken of the Site are included in Appendix A.

The Site is currently a graded vacant lot which is fenced and is divided into two portions. There are soil stock piles in each of the fenced sections. The only structures are several storm water retaining ponds which are currently dry. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete from the previous parking areas and building slabs. Stantec observed oil like staining in the southeast corner of the Site.

3.1.1 Surface Drainage

The Site is relatively flat with a slight downward slope to the north. Runoff from most of the property is likely to flow during a storm event into several storm water retaining ponds located throughout the Site.

3.1.2 Surface Water and Wetlands

As stated above, there are several small storm water retention ponds on the Site. None are currently retaining water. No other pits or water containing structures were noted on the property. According to the Environmental Data Resources report (Appendix B) reviewed by Stantec, the Site is not located in a wetland area or flood zone.

3.1.3 Hazardous Materials Storage Areas

Hazardous materials are those that are manufactured and could have an adverse effect on human health or the environment. Hazardous materials could include but are not limited to: hazardous substances as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); hazardous wastes as defined by the Resource Conservation and Recovery Act (RCRA); and petroleum products.

The Site is vacant with the exception of two stock piles of soil and construction debris assumed to be from the Site demolition activities and the Caltrans road improvement activities along Railroad Street south of the Site. No hazardous materials are stored on the Site.

3.1.4 Subsurface Structures

Stantec observed a concrete pad near the southwest corner of the Site with several PVC pipes protruding from the surface that had been cut roughly 6 inches above the concrete pad. These all appear to be related to former utility conduit for the buildings that are no longer present.

Stantec observed three monitoring wells (MW-6B; MW-2B; and MW-3, Figure 5) in the northern portion of the Site. Stantec also noted two additional monitoring wells (MW-4; and MW-5B) in the documents on file with local agencies; however, Stantec was unable to confirm the locations of these wells in the field. The locations of all the groundwater monitoring wells are shown on Figure 6. Based on agreements with the U. S. EPA these wells will need to remain on-Site and access granted to the U.S. EPA as required for required sampling. If relocation of these wells is required for development needs, proper notification will need to be made to the U.S. EPA. Approval for any disturbance of the wells will be necessary prior to any relocation and the cost for abandonment and relocation paid by the Site developer.

According to the *Groundwater Well Abandonment and Installation Report* prepared by Leighton Consulting, Inc., dated September 23, 2004, three monitoring wells (MW-2; MW-5; and MW-6) were reported as abandoned and replaced with three monitoring wells (MW-2B; MW-5B; and MW-6B). A copy of the well abandonment and installation report is provided in Appendix D and the locations of the reported groundwater monitoring wells on Site are shown on Figure 6.

According to Mr. Raymond Chavira with the EPA, all existing groundwater monitoring wells must remain on Site without any disturbance, removal, relocation, or damage without proper notification to the EPA. Should any groundwater monitoring well be

compromised or access not allowed the property owner may be held financially responsible.

3.2 STORAGE TANKS

Review of regulatory agency databases for the property and surrounding area performed by Environmental Data Resources (EDR) and review of local agency records indicated four (4) historical USTs on the Site. One was located at the 17300 Chestnut Street address (eastern portion of the Site) in addition to a dip tank used for coating trailer parts with Tectyl 127B (which contains aluminum and volatile petroleum hydrocarbons). The tank was a 1,000 gallon gasoline tank located in the northeast portion of the Site. The tank was removed in 1987 and one soil sample was collected from beneath the former UST. The sample was analyzed for total petroleum hydrocarbons (TPH). No TPH was reported in the sample and closure was granted that same year by the County of Los Angeles Department of Public Works (CLADPW). The tectyl tank was removed in 1992. According to a closure report issued by Harding Lawson Associates (HLA) in 1992, the 478 gallon dip tank was 10 feet deep, eight feet of which were below ground surface in a secondary containment structure. Following excavation of the dip tank two samples were collected from the bottom of the excavation and analyzed for pH, VOCs, and metals. VOCs were not reported in the samples and the levels of metals and TPH were determined by HLA to be naturally occurring. CLADPW granted closure for the dip tank in 1993. Stantec has determined that the historical presence of the dip tank and 1,000 gallon UST at 17300 Chestnut St. are not RECs because they were granted closure by the CLADPW.

Three (3) USTs were located at the 942 South Azusa Avenue (western portion of the Site) address at the locations shown on Figure 2 attached. The USTs consisted of a 500 gallon waste oil UST that was removed in 1988 and two 7,500 gallon diesel USTs that were removed in in 1996. Levine Fricke oversaw the removal of the waste oil UST and the subsequent over excavation. The final samples reported levels of non-detect to 5.47 parts per million (ppm) of TPH. The UST was never granted closure by CLADPW. The reason for final closure by the CLADPW was not clearly stated in documents reviewed. After the USTs were removed a follow up assessment was completed that involved the installation and monitoring of three groundwater monitoring wells. The three groundwater monitoring wells were abandoned in 1996 following a quarterly groundwater report that confirmed contaminant levels were below State maximum contaminant levels. Due to the presence of an adjacent building that was present at the time of the excavation process, not all of the impacted soil could be removed from the UST excavation. These USTs were granted closure by CLADPW and the California Regional Water Quality Control Board, Los Angeles Region (CRWQCB) in 1996. Additionally, Stantec observed no USTs or ASTs at the Site.

On March 18 and 20, 2015, Stantec personnel oversaw the advancement of fifteen (15) soil borings across the Site. Soil boring B-1, B-2, and B-3 were drilled in the area of the former USTs noted above to access if residual soil impact remains on-site. Soil analysis reported total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) below laboratory reporting limits with the exception of soil samples (B-2 at 10 feet below ground surface (bgs). The soil samples collected from B-2 at a depth of 10 feet contained TPH as diesel (TPHd) at 17 milligrams per kilogram (mg/kg). This reported concentration is below the Environmental Protection Agency's Regional Screening Levels (RSLs) for commercial and residential soils and the typical cleanup levels imposed by the CRWQCB. Based on this assessment, no impact was detected that would require further assessment or potential additional remedial action beyond that already completed in 1996.

3.3 POLYCHLORINATED BIPHENYLS (PCBS)

Electrical transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. The federal Toxic Substances Control Act (TSCA) generally prohibited the domestic manufacture of PCBs after 1979. There is, however, potential that the dielectric fluid in electrical and hydraulic equipment manufactured and constructed prior to that date contains PCBs.

No equipment was located onsite that would utilize PCBs.

3.3.1 LEAD-BASED PAINT (LBP)

Due to the absence of structures on the property, LBP is not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.4 ASBESTOS-CONTAINING MATERIALS (ACMS)

Due to the absence of structures on the property, ACMs are not likely to be present at the Site. Therefore, Stantec recommends no further investigation of this issue.

3.5 SOLID WASTE DISPOSAL ISSUES

Small amounts of debris and trash were scattered across the Site.

3.6 PESTICIDE ISSUES

Stantec's interpretation of historical aerial photographs shows the Site was agricultural land until most of the trees were cleared in the 1950s. Buildings were present on the Site

in 1964 but the Site was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

3.7 RADON GAS

Radon is an odorless, tasteless and invisible gas produced by the decay of naturally occurring uranium in soil and water. Radon is a form of ionizing radiation and an identified carcinogen. Radon in air is ubiquitous. Radon is found in outdoor air and in the indoor air of buildings of all kinds. The U.S. EPA has determined that exposure to 4.0 pCi/L of radon gas on a regular basis increases the risk of lung cancer.

The Site is located in an area designated as Federal EPA Radon Zone Level 2 with a predicted average indoor screening level less 4 pCi/L but greater than 2 pCi/L. According to the EDR report, 20 of the 20 sites tested in the 91748 zip code (area of the Site) exhibited levels below 4 pCi/L. The average first floor radon concentration in the area of the Site is 0.711 pCi/L. The information regarding this determination is contained in the EDR report attached as Appendix B. Based on this data, the Site lies within an area of low radon risk, radon is unlikely to represent an environmental concern to the Site, and no further assessment is recommended.

3.8 OIL WELLS

Stantec reviewed the Digital Online Mapping System (DOMS) provided on the Department of Oil, Gas, and Geothermal Resources (DOGGR) website in an effort to evaluate if there are any known oil wells in the Site vicinity. According to the DOMS, the nearest oil well is located over half a mile away. Therefore, Stantec concludes that oil wells are unlikely to represent an environmental condition and recommends no further investigation of this issue.

3.9 ENVIRONMENTAL SETTING

The Site is located in Los Angeles County. The area is located within the Peninsular Ranges Geomorphic Province, which includes northwest-southeast trending mountain ranges and valleys that have been developed by the San Andreas Fault system (California Geological Survey [CGS], 2002). The stratigraphy underlying the Site consists primarily of recent-age alluvium (CDMG, 1965).

The Site is at an elevation of approximately 382 feet above mean sea level (MSL). The regional topographic gradient is to the west (USGS, 1966).

The closest mapped recently active fault is the Whittier Fault located approximately 3.5 miles south (CGS, 2010). According to official maps of California, the Site is not located within an Alquist-Priolo (AP) Earthquake Fault Zone boundary or a liquefaction zone (CDMG, 2000).

The Site is located within the San Gabriel Valley Groundwater Basin. The basin is constrained by faulting to the north and east, and bedrock core complexes to the south and west. Several aquifers are present in the basin and water-bearing units consist of alluvium up to 4,100 feet thick and the San Pedro Formation up to 2,000 feet in thickness (Department of Water Resources [DWR], 2004). A report for a facility approximately 0.7 miles to the east states that expected depth to groundwater is between 28 and 34 feet below ground surface (bgs) (SWRCB, 2014) with an estimated flow direction following topography to the northwest.

3.10 ADJACENT SITE RECONNAISSANCE

Stantec conducted an area reconnaissance to identify adjacent properties of potential environmental concern. Observations of these properties were restricted to those areas readily observable from the public right-of-way. If deemed appropriate, file reviews for properties considered likely to have impacted the Site were conducted. The surrounding area consists of a trucking warehouse to the east; several office buildings to the South and Azusa Avenue to the west (see Figure 2). None of the adjacent properties represent a REC to the Site.

3.11 SITE INTERVIEW

Because the Site was vacant land and the property owner was not available, no interview could be performed.

On August 25, 2015, Stantec had a telephone conversation with the U. S. EPA Site Manager, Mr. Raymond Chavira. According to Mr. Chavira, the Property is subject to the access requirements as specified in Section X of the *Notice of Entry of Consent Decree* dated March 22, 2007 for the Site (included in Appendix D). These specifications include that all existing groundwater monitoring wells will remain on Site without any disturbance, removal, relocation, or damage without proper notification to the EPA. Additionally, the U.S. EPA, the CRWQCB, and their contractors will be allowed access to the Property at all reasonable times and with proper notice. Should any groundwater monitoring well be compromised or access not allowed the property owner may be held financially responsible.

Mr. Chavira also stated that Utility Trailer reached a settlement with the EPA as a "small contributor" to the regional San Gabriel Valley Superfund Sites (Area 1-4) plume and is

not financially responsible for monitoring or cleanup of the regional groundwater plume; however, should any new releases occur on the Site from on-site operations, the soil and groundwater investigation/cleanup are the responsibility of the property owner. A copy of the lien release and settlement in included in Appendix D.

3.12 USER PROVIDED INFORMATION

Prior to initiating the Site reconnaissance during the previous Phase I ESA, Stantec requested information relevant to performance of this Phase I ESA with a written questionnaire submitted to the user of this report. Per ASTM E1527-13, the user is responsible for providing known information relevant to the environmental condition of the Site. A copy of the questionnaire was completed by Mr. Marc Belluomini of The Olson Company and is provided in Appendix D. The significant information provided by the user is summarized below.

1. Information on Environmental Cleanup Liens on Subject Property? **No**
2. Information on Subject property Activity or Use Limitations (including Institutional and Engineering Controls)? **No**
3. Specialized knowledge or experience of the User: **No**
4. Relationship of the purchase price/rent to fair market value of the Subject Property if it were not contaminated? **Does not believe purchase price has been reduced from fair market value.**
5. Commonly known or reasonably ascertainable information about the Subject Property? **None.**
6. The degree of obviousness or the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation? **None.**

3.13 SPECIALIZED KNOWLEDGE OR EXPERIENCE

The Federal AAI rule (40 CFR §312.28) and ASTM E1527-13 require that all appropriate inquiry must take into account relevant and applicable specialized knowledge and experience on the part of the User regarding the Site, the area surrounding the Site, the conditions of adjoining properties, and any other experience relevant to identifying RECs on the Site.

Mr. Belluomini is familiar with the Site and knows of no additional RECs associated with the Site.

3.14 PURCHASE PRICE VS. PROPERTY VALUE

The Federal AAI rule (40 CFR §312.29) and ASTM E1527-13 require that persons seeking defense to or protection from liability under CERCLA must take into account the relationship of the purchase price to the fair market value of the property if it were not

contaminated to assess whether or not the differential is due to the presence of releases or threatened releases of hazardous substances. This portion of the inquiry is the responsibility of the User, and the User has the option of sharing or not sharing this information with the Environmental Professional performing the Phase I ESA.

Stantec has not performed an independent evaluation of the purchase price of the property and its relationship to fair market value. Stantec submitted a written questionnaire to the User (identified in Section 3.14) inquiring about the User's knowledge regarding the relationship of the purchase price to the fair market value of the property if it were not contaminated.

Mr. Belluomini believes the purchase price reflects fair market value and has not been reduced due to any environmental issues.

4.0 PUBLIC RECORD REVIEW SECTION

4.1 FEDERAL, STATE AND TRIBAL ENVIRONMENTAL RECORDS

A regulatory agency database search report was obtained from a third-party environmental database search firm (Environmental Data Resources/EDR). A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Appendix B.

4.1.1 Database Assessment Criteria

Research into environmental regulatory agency database listings was performed by a third-party environmental regulatory agency database search firm. The purpose of the review was to identify reported environmental issues for the Site and other properties in the vicinity. The database search firm utilized the more stringent of the approximate minimum search distances specified in the Scope of Work for each of the referenced Federal and state environmental databases. The definition of the databases searched and the associated search distances from the Site are identified in the regulatory agency database search report.

The regulatory agency database search report lists a number of sites identified as "unmappable." The database search firm was unable to confirm the physical locations of these sites relative to the Site or to assess whether they were located within the designated search radii. Stantec independently reviewed the locations of these "unmappable" sites, to the extent possible, using various maps and our knowledge of the Site area. Any of the "unmappable" sites determined to be within the designated search radii were included in our evaluation of the various listed sites potential to result in a recognized environmental condition relative to the Site.

Stantec reviewed the results of the database search report to note reported release sites in the vicinity of the Site that were considered to have a potential to have adversely impacted the Site (i.e., are known to have or are expected to result in recognized environmental conditions). Reported release sites identified in the regulatory agency database search report were evaluated with respect to the nature and extent of a given release, the distance of the reported release site from the Site, the stratigraphy of soils, the expected soil permeability, and the topographic position of a reported release site with respect to known or expected local and/or regional groundwater flow direction. Per ASTM E1527-13, in circumstances where considered warranted, more extensive file reviews of adjoining properties were conducted to gather additional information regarding their potential to have affected the Site.

Those release sites that were considered likely to have impacted the Site are identified in the report as recognized environmental conditions, as defined in ASTM 1527. Sites that were listed in the database search report, but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release), and sites that were listed as being "closed" were considered unlikely to have impacted the Site or to represent an environmental concern to the Site. The justification for sites being considered unlikely to have affected the subject property (Site) is contained in the appropriate sections below.

4.1.2 Site Listing Review

The Site is listed as Staging and Storage and Utility Trailer Manufacturing Co. and is cross referenced in the NPDES, EMI, RCRA NonGen, SLIC, Hist UST, Sweeps UST, WIP, Los Angeles Co. HMS, WDS, ICIS, FINDS, and HAZNET environmental databases. The Site is in the UST databases because there was a single UST installed on the Site in 1955. However, there are no related releases reported for the tank.

The Site is included in the SLIC database due to an unknown release to groundwater. The case is currently open for site assessment. There appears to be an error in the data base based on the documented closure. Stantec confirmed this with the CRWQCB and recommend that a correction to the database entry for future documentation be completed.

<u>Area Listing Review</u>

The database evaluations in this section include a consideration of the regional geology and hydrogeology discussed in Section 3.11. Groundwater in the vicinity of the Site is expected to be approximately 30 feet below ground surface (bgs) and to flow generally to the northwest.

Generally, reported release sites located within ¼ mile were considered to have a potential to represent an environmental concern to the Site. Facilities which were listed in the database search report but not identified as a release site, such as a hazardous waste generator or recycling facility, were not considered unlikely to represent an environmental concern to the Site.

The complete database listings of records detailed above prepared by EDR and a map showing the location of the search radius relative to the Site is presented in Appendix B. The result of Stantec's review of area sites identified in the EDR report, by database listing, is discussed below.

PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE AND ADDITIONAL SUBSURFACE ASSESSMENT

PUBLIC RECORD REVIEW SECTION
August 26, 2015

NPL database

This includes listings of facilities on the National Priority List for remediation across the country. These Sites receive federal funding to undergo remediation.

San Gabriel Valley (Area 4) is located at Stimson Avenue and Old Valley Boulevard in La Puente. EDR has mapped the extent of the remediation area to include the entire Site. This area is cross-referenced in the CERCLIS, US Eng. Controls, ROD, ICIS, and PRP databases. The area is on the final NPL list for tetrachloroethylene (PCE) and trichloroethylene (TCE) in groundwater (Figure 7). The subject Site and the prior operator have reached settlement with the U.S. EPA and are no longer listed as a PRP to the matter. A Site access agreement exists to allow entry into the site to sample exist wells as required by the U.S. EPA, and the CRWQCB. Based on this settlement no further work is recommended on this issue.

The entire Site overlies the San Gabriel Valley - Area 4 Superfund Site boundaries. Groundwater within this area is known to be impacted with VOCs from many off site properties. It is reported from observation wells on the site the concentrations of PCE is less than 10 µg/L and TCE less than 5 µg/L. The presence of this groundwater impact appears to have resulted in detections of low concentrations in soil vapor detected across the Site, but above RSLs. There has been no specific Site sources identified other than very low concentrations in the area of boring B-4 and B-8 (see Figure 2). No soil impact was detected above RSLs at any of the locations where soil vapors were detected. Based on collected Site data and the Human Health Risk Assessment (HHRA) discussed in Section 7 of this report, no additional remedial action is necessary or warranted at the Site.

LUST database

This includes listings for facilities with reported releases from current or former USTs. Based on the EDR report, there are two listed facilities within an eighth mile of the Site.

Tosco/Unocal/Tony's 76 Station is located at 948 Azusa Avenue which is listed as 75 feet west southwest and of the Site. This facility is located cross gradient with respect to groundwater flow to the Site. It is cross-listed in the UST, Hist. Cortese, and RCRA databases. It is listed for a release of gasoline affecting an aquifer used for drinking water and the case is eligible for closure. It is listed as having undergone remediation. Due to media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

Rod's Food Products/Bay Valley Foods is located at 17380 Railroad Street which is approximately 364 feet south of the Site and up-gradient to cross gradient with

respect to groundwater flow. It is cross-listed in the NPDES, WIP, HIST CORTESE, RCRA-SQG, CA FID UST, SWEEPS UST, UST and HIST UST databases. It is listed for a release of gasoline affecting groundwater that underwent remediation and the case is now closed. Due to the distance from the Site, media affected and case status, this facility is considered unlikely to represent an environmental concern to the Site.

Due to case status, media affected or distance, these facilities are considered unlikely to represent an environmental concern to the Site.

ENVIROSTOR database

This includes listings for facilities with contamination or facilities that there may be reason to investigate. This database is kept by the Department of Toxic Substances Controls (DTSC). Based on the EDR report, there is one listed facility within an eighth mile of the Site.

Northrop Architectural Systems is located at 999 S Hutcher which is listed as 546 feet east southeast of the Site and is considered up gradient of the Site. The facility is listed as requiring corrective action. The groundwater below the site is known to be impacted with low levels of VOCs from multiple up gradient sources as addressed under NPL database above. The Site assessment and HHRA has established these off Site sources are not an issue to the commercial development of the site. Based on those findings this facility is not identified as a REC to the Site.

RCRA databases

The RCRA-SQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials between 100 kg and 1,000 kg of hazardous waste per month. The RCRA-LQG database identifies facilities that generate, transport, store, treat and/or dispose of hazardous materials greater than 1,000 kg of hazardous waste per month. The RCRA-NonGen database identifies facilities that do not currently generate hazardous materials. Based on the EDR report, there are five (5) RCRA facilities within an eighth mile radius of the Site.

Carrier Corporation is located at 935 S. Azusa Avenue, which is approximately 87 feet west southwest of the Site. This is an SQG listing. This facility is cross-listed in the CA FID UST, Hist. UST, SWEEPS UST and Notify 65 databases. No releases are reported for this facility. Two USTs were installed at the facility in 1956; however, there are no reported releases for the tanks.

Somitex Prints of California is located at 17355 Railroad St which is approximately 133 feet south of the Site and is cross-listed in the LA Co. Site Mitigation, EMI, WIP, WDS and ENVIROSTOR databases. No releases or violations are reported for this facility.

Web Masters Incorporated is located at 17300 Railroad Street which is approximately 231 feet south southwest of the Site and is cross-listed in the FINDS and WIP databases. No releases are reported for this facility.

Carrier Transicold of Southern CA is located at 1015 S. Azusa Avenue which is approximately 308 west southwest of the Site. This is a SQG facility and is cross-listed in the AST database. No releases or violations are reported at this facility.

MG Engineering is located at 17251 Chestnut Street which is approximately 357 feet north northwest of the Site. This is an LQG facility and is cross-listed in the EDR US Hist. Auto Stat database. No releases or violations are reported at this facility.

Due to a lack of any reported releases, location with respect to groundwater flow and/or distance, these facilities are considered unlikely to represent an environmental concern to the Site. Stantec recommends no further investigation regarding any of these facilities.

UST databases

This includes listings for several databases that report historical and current USTs. Based on the EDR report, there is one listed facility within an eighth mile of the Site not discussed under other databases.

Halbert Bros Inc/Chromalloy American Corp. is located at 17400 Chestnut Street which is approximately 388 feet east northeast of the Site. No releases are reported for this facility.

Due to a lack of any reported releases and location with respect to groundwater flow, this facility is considered unlikely to represent an environmental concern to the Site.

EDR US Hist Auto Stat.

Based on the EDR report, there is one (1) site within an eighth-mile radius of the Site not discussed under other databases. Due to the lack of reported releases and/or violations, and due to distance, these facilities are considered unlikely to represent an environmental concern to the Site.

"Unmappable" sites

Twenty (20) "unmappable sites" were listed in the EDR report and their locations were reviewed by Stantec. Due to distance, the "unmappable sites" are considered unlikely to represent an environmental concern to the Site.

4.2 CITY, COUNTY AND STATE RECORDS REVIEW

4.2.1 Los Angeles Department of Public Works – Building and Safety

Stantec viewed available records with the Los Angeles Department of Public Works, Building and Safety division, which houses all building records for the City of Industry. LADPW B&S had records pertaining to the removal of a dip tank, the installation of a spray booth and a permit for industrial wastewater discharge. Removal of the dip tank is further outlined below.

4.2.2 Los Angeles County Department of Public Works (LADPW)

Stantec searched the records on file at the Los Angeles County Department of Public Works to determine whether any documents were on file for the address of the Site, which was listed under 942 S. Azusa Avenue or17300 Chestnut Street. The following records were on file for the Site:

17300 Chestnut Street

- 10/14/1987: Closure granted for a 1,000 gallon UST
- 1993: Closure granted for dip tank that was removed in 1992
- Violation for industrial materials left outside and not removed when facility was closed

942 South Azusa Avenue

- 1988: References to a UST that was removed with oversight
- 1996: Closure granted for two 1,000 gallon USTs removed in that year. The report did state that the case had been transferred to the water board due to the possible contamination of groundwater. In addition, the closure letter stated that some samples reported levels above 100 milligrams/kilogram (mg/kg) of TPH but further excavation was not possible because it would have impacted the structural integrity of an adjacent structure.
- May, 1997: Closure granted by California Regional Water Quality Control Board for the two tanks removed the previous year
- June, 1997: Three groundwater well abandonments granted by the water board and then abandoned
- The Waste oil UST was removed but closure was not received from the CLSDPW.

However, no vapor survey was completed on the Site to determine if the USTs affected the soil vapor below the Site. Therefore, Stantec considered the historical presence of the USTs at 942 S. Azusa a REC to the Site and as a result competed a Phase II ESA in

that area to address these concerns. That Phase II ESA included soil and soil vapor samples in the vicinity of the three historical USTs to determine if the subsurface had been impacted. No impact was detected that would require further assessment or remedial action. As a result, the USTs are not considered a REC to the Site.

4.2.3 City of Industry

Stantec reviewed available records for the Site on the City of Industry's website (http://www.cityofindustry.org/?p=city-hall&s=for-sale). The Site is described as two lots: Lot #30 is 10.1 acres of vacant land on the east side of Azusa north of Railroad Street, and Lot#58 is listed as 20.14 acres located at 17300 Chestnut Street. The City of Industry's website has a link to multiple documents and reports including groundwater monitoring reports, soil gas surveys, Phase I ESAs, and correspondence letters.

4.2.4 Regional Water Quality Control Board (RWQCB), Los Angeles Region (4)

A request was made to the RWQCB regarding files for the Site. The RWQCB had records pertaining to a storm water runoff violation from 2002 and a set of groundwater reports from 1988 to 1993. The groundwater reports discussed VOC contamination reported as emanating from the Site. EDR records state that the RWQCB granted closure for groundwater contamination stating that VOC sources had been adequately defined. This record stated that there were no further requirements by RWQCB. Note, research on the Geotracker website indicates that there is an open case for the 17300 Chestnut Street address pertaining to a leaking tank from 1965; this leak is quantified as not posing an immediate human health threat. There appears to be an error in the data base based on the documented closure stating this is an open SLIC case on groundwater for the Site.

According to records on file, the soil stock piles on the Site are related to a CalTrans project on Railroad Street just south of the Site.

Several maps depicting the historical layout of the 17300 Chestnut Street property were included with the groundwater reports. These maps depict 3 maintenance buildings, 6 paint booths, 2 hazardous storage areas, a wash basin, a TCA still and a clarifier. Stantec has addressed these RECs with a Phase II ESA as discussed in Section 6. The Phase II ESA has included collecting soil and soil vapor samples in the areas noted above to determine if the subsurface has been influenced by these features.

4.2.5 United State Environmental Protection Agency

According to the United States Environmental Protection Agency's website for the San Gabriel Valley (area 4) City of Industry, Puente Valley

(http://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/vwsoalphabetic/San+Gabriel+Valley+(Area+4)+City+of+Industry,+Puente+Valley?OpenDocument#prps), the list for potentially responsible parties include Mr. Paul Bennett, Chief Executive Officer of Utility Trailer Mfg. Co. at 17295 East Railroad Street, City of Industry as a "Special Notice for Remedial Investigation/Feasibility Study" in 1993 and "Special Notice of Remedial Design/Remedial Action" in 2000. Please refer to Section 2.4 for a discussion on the current status of these agencies actions to the Site.

4.2.6 Summary of Findings from Environmental Records Review

Based on the data described above, the review of government environmental records identified evidence of a REC for the Site – the presence of former USTs at the 942 South Azusa Ave. address with no accompanying soil vapor data. In addition, there was no closure letter granted for the waste oil UST at 942 South Azuza. Stantec also identified the historical presence of a clarifier, spray booths, hazardous storage areas, and several maintenance buildings at the 17300 Chestnut Street address as RECs to the Site.

Due to identification of the RECs at 17300 Chestnut Street, Stantec has completed a Phase II ESA to address focused on the identified RECs. The Phase II ESA involved collecting soil and soil vapor data in the areas of the RECs to determine if they have impacted soil or soil vapor below the Site to a level greater than California Human Health Screening Levels for commercial properties allow. Section 6.0 discusses the findings of the completed Phase II ESA and whether the initially identified RECs should be considered RECs.

5.0 HISTORICAL RECORDS REVIEW

5.1 AERIAL PHOTOGRAPHIC REVIEW

Aerial photographs for the Site and surrounding areas were obtained from EDR to evaluate historical usage of the site and adjacent properties. The photographs were also reviewed to evaluate any discernible evidence of potential sources of negative environmental impact at the Site. The general activity on a property and land use changes can often be discerned from the type and layout of structures visible in aerial photographs and maps; however, specific elements of a site operation cannot normally be determined.

The following aerial photographs of the Site and surrounding areas were examined during Stantec's historical investigations.

1. **Year: 1928**
   The entire Site is being used as an orchard. Most of the surrounding properties are also being utilized as agricultural land, with major roadways shown though likely unpaved. There is a stream to the north of the Site as well as what appears to be two residences.

2. **Year: 1938**
   The central portion of the Site has been cleared of agriculture but the northern, eastern and western portions of the Site are still agricultural land. There are several area where the vegetation appears to have been removed within the center of the Site. The remaining Site vicinity appears similar to the previous photograph.

3. **Year: 1948**
   There is a new structure in the center of the Site, along the edge of the cleared area. There remaining portions of the Site and surrounding area appears similar to the previous image.

4. **Year: 1952**
   The majority of the Site has been cleared of vegetation with the exception of the northwest corner which still appears to be agricultural land. The clearing that surrounds the single structure in the center of the Site has been expanded. The surrounding properties have also been cleared of most their orchards.

5. **Year: 1964**
   There is a newly constructed warehouse in the northeast portion of the Site. The warehouse appears to have three smaller buildings surrounding it. There are also several small structures in the clearing near the center of the Site. The southwest portion of the Site appears to be a parking and storage area unrelated to the warehouse. The northwest portion of the Site is still an orchard. The central portion of the Site is still predominantly an empty field, possibly some sort of agricultural land. There are several other new warehouses surrounding the Site. There are two buildings on the property to the east, one to the southwest, a larger one to the south and a large warehouse with two smaller buildings to the west.

6. **Year: 1970/1972**
   The large warehouse on the Site has been expanded. The western portion of the Site still appears to be agricultural. The central portion of the Site is still vacant. Development in the vicinity has become denser, mostly as industrial space but with scattered commercial properties including what appears to be a gas station to the southwest of the Site. The creek to the north has been lined with concrete and the road the street has been expanded.

7. **Year: 1981**
   The Site appears relatively unchanged except for the trees in the western portion of the Site have been removed and there appears to be some sort of test track in the center of the Site that used to be an empty field. There also appears to be a parking area just north of the track. The remainder of the Site and surrounding area appears similar to the previous photograph.

8. **Year: 1989**
   The Site appears similar to the previous image. The adjoining properties appear similar to the previous photograph with the exception of the property directly to the south which has a new warehouse.

9. **Year: 1995**
   The Site and surrounding properties appear similar to the previous historical photograph.

10. **Year: 2005**
    The entire Site has been cleared of all structures. The eastern, central and southwestern portions of the Site appear to be covered in gravel. The western portion which was most recently the orchard now appears to be covered in grass. The surrounding properties appear similar to the previous photograph.

11. **Year: 2009/2010**
    The Site still contains not structures, but it appears that there are vehicles parked on the Site and there are several mounds of earth near the eastern boundary of the Site. The vicinity appears similar to the previous photograph.

12. **Year: 2012**
    The Site and vicinity appear similar to the previous photograph.

Stantec's interpretation of historical aerial photographs shows the Site was an orchard until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.2 FIRE INSURANCE MAPS

Sanborn Fire Insurance Maps were not available for the Site.

5.3 HISTORICAL TOPOGRAPHIC MAP REVIEW

Available historical topographic maps were requested from Environmental Data Resources for the Site and surrounding properties.

1. **Year: 1894/1901/1904**
   The site vicinity appears to be undeveloped and no site detail is visible. The city of Puente is depicted to the west of the Site.

2. **Year: 1927**
   The Site is shown as vacant. Some of the major roadways are in place including Pomona Boulevard to the north and Anaheim-Puente Road to the west. The Rowland School is shown northwest of the Site. Rain lines are depicted north and south of the Site but neither is adjacent.

3. **Year: 1953**
   The northwest portion of the Site is shaded to designate agricultural land. There is also a small structure near the eastern boundary of the Site. No other features are depicted on the Site. The surrounding area is either vacant or agricultural land. The city of Puente to the west is shaded to represent an urban area.

4. **Year: 1966**
   The western portion of the Site still appears to be utilized as agricultural land. There are several new structures in the eastern portion of the Site including one

large warehouse surrounded by three smaller buildings. There is a substation depicted to the north of the Site on the other side of Chestnut Street. There are also several other new industrial warehouses on the properties to the east and west.

5. **Year: 1972/1981**
   The western portion of the Site is no longer being utilized as agricultural land. The large warehouse on the Site has an addition along the southern wall. There is also a new drainage channel to the north of the Site.

Based on review of available historical topographic maps, the Site was vacant through 1927 then agricultural and industrial until 1972. The current configuration of the Site is not shown on any maps. The surrounding area was developed sometime between 1953 the 1960s. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

5.4 CITY DIRECTORY

Stantec reviewed the historical city directory abstract provided by EDR. City directories were available from 1975 until 2013. The Site location is listed as Skanska and Utility Trailer Manufacturing in 2008 and 1975. Azusa Western Inc. is also listed on the Site in 1975 under the 942 S. Azusa Avenue address.

Addresses for selected neighboring properties were listed in the EDR City Directory. The listings were for industrial and commercial properties such as a printing company, and a gas station. The gas station is discussed above in section 4.1.3 and does not pose a REC to the Site.

The issues related to the former property occupants have been discussed in prior sections of the report. A copy of the complete City Directory Abstract is provided in Appendix C.

5.5 FORMER REPORTS

Stantec reviewed the following historical reports for the Site. Pertinent information was used and referenced throughout the report.

- Gradient Engineers Inc., *Phase I Environmental Site Assessment*, dated December 20, 2001

- Stantec Consulting Services Inc., 2014, Phase I Environmental Site Assessment, dated September.
- Stantec Consulting Services Inc., 2015, Phase II Environmental Site Assessment with Indoor Air Vapor Intrusion Human Health Risk Assessment Evaluation, dated June 10.

5.6 OTHER HISTORICAL SOURCES

Stantec was not provided with any other historical sources relating to the Site.

5.7 SUMMARY OF FINDINGS FROM HISTORICAL RECORDS REVIEW

Stantec's interpretation of historical aerial photographs shows the Site was agricultural (orchard) land until most of the trees were cleared in the 1950s. Buildings were present on the Site in 1964 but it was vacant by 2005. The Site has been undeveloped since 2005. Use for agriculture purposes can be a potential concern due to possible pesticide use. However, due to the planned commercial/industrial use of the Site, pesticides do not pose a REC to the Site. Stantec recommends no further investigation of this issue.

6.0 ADDITIONAL SUBSURFACE INVESTIGATION

At the request of CT Realty Investors and their potential capital partners additional assessment beyond that reported in the Phase II ESA dated June 10, 2015 was completed. The requested work was completed on August 6, 2015, and included the advancement of five (5) additional borings. The boring locations were selected to collect soil samples from areas where the original assessment did not analyze soil samples for compounds of concern to the capital partners environmental consultant. The results are discussed below.

Soils encountered during the investigation were classified as silty sand and sands with clay. Groundwater was not encountered in any of the boreholes. The locations of these borings are shown on **Figure 5**.

6.1 SAMPLING PROCEDURES

Soil Sampling

The five soil boring locations (B-4; B-7; B-8; B-9; and B-13) were hand augered within the upper five feet for utility clearance. Once the five foot depth had been reached, one of the borings (B-7) was further advanced using a Geoprobe direct push rig to approximately 15 feet below ground surface (ft bgs). During advancement at each location, sampling of subsurface soils was performed at a depth of approximately 5 ft bgs. Boring B-7 was subsequently sampled every five feet starting at 5 ft bgs using a 24-inch long by 1.25-inch inner diameter stainless steel sampler with acetate inserts. At each sampling interval, the sampler was driven into undisturbed soil using a hydraulic ram on the Geoprobe rig until 24 inches of penetration was achieved. Upon advancement of the sampler to the desired sampling depth interval, the steel rods were extracted from the boring and the sample sleeves were removed. The drilling and sampling sequence was then repeated for the entire depth of each boring.

Upon extracting the sampler at each depth interval, the soils contained therein were visually examined by Stantec field personnel who then classified the soils in accordance with the unified soil classification system. A photo-ionization detector (PID) was also used to monitor the soils collected for volatile organic compound (VOC) vapors. Soil was removed from the steel sleeve and placed in a zip-lock type baggie and the PID probe was inserted into the baggie to monitor the headspace for VOC vapors.

After classification and VOC vapor evaluation, the soil samples were collected from the bottom portion of the acetate liner. All soil samples were carefully packaged for

chemical analysis by sealing the sleeve with Teflon sheets, plastic end-caps, and non-VOC tape. After the sleeve was sealed, it was labeled with the appropriate identification information (boring number, sample depth, sample collection date, and sample collection time). The samples were then logged on a chain-of-custody form and placed in an ice-filled cooler for transport to the laboratory. Copies of the chain-of-custody forms are included as Appendix E.

Soil samples were delivered under chain-of-custody (Appendix E) to Eurofins Calscience (EC) based out of Garden Grove, California. A total of five (5) soil samples collected during this investigation were also delivered under chain-of-custody EC. EC is certified to perform hazardous waste testing by the State of California Department of Health Services, Environmental Laboratory Accreditation Program.

6.2 ANALYTICAL RESULTS

The laboratory test results are discussed below. Laboratory test results are summarized in attached Tables 1, 2, and 3. The complete laboratory analytical test results are presented on the laboratory data sheets attached as Appendix E.

Soil Samples

Stantec collected five additional soil samples from the previous soil boring locations B-4; B-7; B-8; B-9; and B-13 for analysis of polychlorinated biphenyls (PCBs), regulated metals, and/or TPH. No TPH concentrations were reported above laboratory reporting limits from the soil sample collected from SB-8 at 5 ft bgs. PCBs were not detected above the laboratory reporting limits in the two soil samples submitted for analysis. All five samples reported Title 22 Metals within typical background metals ranges for California (Kearney Foundation 1996).

7.0 POTENTIAL FOR VAPOR ENCROACHMENT

Consideration of the migration of hazardous substances and petroleum products in all phases including solid, liquid, or vapor is required by the ASTM E1527-13 standard. As stated in Section 2.1 of ASTM E1527-13:

"Vapor migration must be considered no differently than contaminated groundwater migration in the Phase I investigation. While E2600-10 provides an industry consensus methodology to assess vapor migration, use of E2600-10 methodology is not required to achieve compliance with AAI – an EP may use alternative methodology as deemed appropriate, but this must be documented in the Phase I report (i.e., it must be "capable of being reconstructed by an EP other than the EP responsible for the Phase I")."

To address the vapor encroachment concerns identified in the original Phase I ESA dated September 26, 2014. A Phase II ESA was completed in March 2015. That Phase II ESA involved the collection of a total of eighteen (18) soil gas samples at across the Site from locations identified as RECs to the Site in the Phase I ESA. The soil gas sample locations are identified on Figure 5 (attached). The VOC, PCE was reported in sixteen (16) of the samples ranging from 0.023 micrograms per liter (ug/L) to 15 ug/L. Trichloroethylene (TCE) was reported in one sample at 1.4 ug/L. Benzene was reported in twelve (12) of the samples ranging from 0.035 ug/L to 0.17 ug/L. Ethylbenzene was reported in thirteen (13) of the samples ranging from 0.042 ug/L to 0.23 ug/L. Toluene was reported in fifteen (15) of the samples ranging from 0.015 ug/L to 0.96 ug/L. Many of the detected VOCs in soil vapor were detected below or only slightly above the commercial RSL and do not appear to reflect a source on the Site that would warrant further assessment. Soil vapor analytical results reported concentrations of PCE, TCE, benzene, ethylbenzene and/or 1,2,4-trichlorobenzene above their respective RSLs for commercial soil vapor (see Table 4).

Preliminary data review indicates specific areas of concern for soil vapor would be the machine shop area near boring B-4 and the hazardous material storage area near boring B-8 as discussed in the Phase II ESA. These two areas appeared to exhibit elevated VOCs in soil vapor above the Site wide averages. The soil samples collected from borings B-4 and B-8 did not detect VOC in any sample analyzed.

In June 2015, Stantec conducted a Human Health Risk Assessment of the Site. The HHRA was conducted to determine whether site wide soil vapor levels would present unacceptable risk under the planned commercial development. The HHRA also helps

establish where soil vapor concentrations exceed risk-based screening levels for any VOC, and whether further assessment, engineering controls (vapor barriers) or remedial action (excavation)are warranted.

Stantec performed a Site-specific soil vapor intrusion to indoor air human health risk evaluation for commercial receptors in the proposed future warehouse buildings. Following the evaluation, Stantec concluded, on a location by location basis, the RECs identified by the Phase I and Phase II Site Assessments, that shallow soil vapor concentrations for both detected and non-detected (ND) VOCs, (ND VOCs assessed at half method reporting limit), would not pose unacceptable risk to future commercial/industrial receptors. All cancer risk was estimated to be below the acceptable US EPA and DTSC benchmarks of 1E-06 and the acceptable hazard index of 1.0.

The soil vapor evaluation was based on the development plans provided by CT Realty (Figure 6) and estimated building heights sent in an email from CT Realty dated May 6, 2015. This evaluation assumes subsurface conditions at the Site in the top five (5) feet do not change drastically in make up during grading or construction and that the proposed developments of building dimensions either remain as indicated or are larger in area and size. It also does not take into consideration any seasonal fluctuations or temporal variability that may affect the modeled soil gas concentrations.

Human health risk modeling for future commercial/industrial receptors was performed on a point-by-point basis for all potential RECs. All detected VOCs and VOCs reported as non-detect (ND), (ND VOCs assessed at half method reporting limit), were modeled as they correspond to future building footprints. The results were modeled using the Johnson and Ettinger (J&E) Advance Soil Gas Model and the results are provided in Table 5. Vapor intrusion cancer risk and hazard index were calculated for each soil vapor point using default volumetric water content for the soil type recorded in borings collected proximate to soil vapor points and using an area-specific water filled porosity value calculated using annual precipitation data from one of the closest National Oceanic and Atmospheric Administration Cooperative Stations to the Site located in Covina City.

8.0 CONCLUSIONS AND RECOMMENDATIONS

The target property consists of 30.25 acres comprised of several vacant parcels addressed as 17300 East Chestnut Street and 942 South Azusa Avenue located in the City of Industry, County of Los Angeles, California (the "Site" Figure 1). The Site was a manufacturing facility from the 1960s to the 2000s. Prior to the 1960s the Site was agricultural (orchard). The Site is currently a graded vacant lot which is fenced and is divided into two portions. There is material stockpiles composed of soil and construction debris in each of the fenced sections of the Site. These stockpiles are likely from the California Department of Transportation (Caltrans) road improvement activities along Railroad Street south of the Site. The only structures observed onsite during the site reconnaissance were several dry storm water retaining ponds. Gates to access the Site are located along Chestnut Street and Virgil Waters Way. The majority of the Site is covered in soil and gravel with the exception of the southeast corner which is covered in asphalt and concrete from old Site structures and parking areas. Stantec observed surface staining in the southeast corner of the Site indicative of oil staining.

The subject property overlies the Puente Valley superfund (San Gabriel Valley area 4) Site as discussed in Section 4.1.2. The Site was identified as a potential responsible party (PRP) to the superfund basin wide cleanup. As discussed in Section 2.4 below the identified PRP was Utility Trailer (UT), who was a previous property operator. UT has reached settlement with the U.S. EPA in this matter and was classified as a "small contributor" and released from the cost recovery program (see Appendix D). All liens against the property have been released by the U.S. EPA and all that remains is an access agreement to allow entry by the U.S. EPA as necessary to monitor existing wells on the property, a copy of the access agreement is attached in Appendix D. Relocation or abandonment of these wells to allow Site development to occur will require approval by the U. S. EPA under the terms of the agreement.

Stantec's previous Phase I ESA identified several recognized environmental conditions (RECs) including: former underground storage tanks (USTs) on the western portion of the Site, and hazardous materials storage areas, clarifiers, sumps, maintenance shops, spray booths and some surface staining related to the former manufacturing facility on the eastern portion of the Site. Stantec recommended soil and soil gas sampling to assess potential impacts from historical property use and features.

On March 18 and 20, 2015, Stantec completed a Phase II ESA to assess the identified RECs. That Phase II ESA included the advancement of fifteen (15) soil borings across the Site and at each of the identified RECs (Figure 5). Soil analysis reported total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) below laboratory

reporting limits with the exception of soil samples (B-2 at 10 feet below ground surface (bgs) on the western portion of the Site and B-9 at 2 feet bgs on the eastern portion of the Site. These borings were located near the former diesel USTs (B-2) and the maintenance and repair shed (B-9) respectively. B-2-10 contained TPH as diesel (TPHd) at 17 milligrams per kilogram (mg/kg) and B-9-2 contained tetrachloroethene (PCE) at 0.0065 mg/kg. Both of these reported analytes are below the Environmental Protection Agency's Regional Screening Levels (RSLs) for commercial and residential soils (see Table 1). All Title 22 Metals detected were within typical background metals ranges for California (Kearney Foundation 1996). A summary of soil analytical results for metals is provided in Table 2.

On August 6, 2015, Stantec collected five additional soil samples from the previous soil boring locations B-4; B-7; B-8; B-9; and B-13 for analysis of poly chlorinated biphenyls (PCBs), regulated metals, and/or TPH for further site characterization. No TPH concentrations were reported above laboratory reporting limits from the soil sample collected from SB-8 at 5 feet bgs. PCBs were not detected in the two soil samples submitted for analysis (see Table 3). All five samples reported Title 22 Metals within typical background metals ranges for California (Kearney Foundation 1996).

A total of eighteen (18) soil gas samples were also collected across the Site and analyzed for volatile organic compounds (VOCs). Tetrachloroethylene (PCE) was reported in sixteen (16) of the soil gas samples ranging from 0.023 micrograms per liter (ug/L) to 15 ug/L. Trichloroethylene (TCE) was reported in one sample at 1.4 ug/L. Benzene was reported in twelve (12) of the samples ranging from 0.035 ug/L to 0.17 ug/L. Ethylbenzene was reported in thirteen (13) of the samples ranging from 0.042 ug/L to 0.23 ug/L. Toluene was reported in fifteen (15) of the samples ranging from 0.015 ug/L to 0.96 ug/L.

Soil vapor analytical results reported concentrations of PCE, TCE, benzene, ethylbenzene and 1,2,4-trichlorobenzene above their respective RSLs for commercial soil vapor (see Table 4). Preliminary data review indicates specific areas of concern for soil vapor would be the machine shop area near boring B-4 and the hazardous material storage area near boring B-8. Results of soil analyses for samples collected in these areas were non-detect.

Due to the soil gas sample results Stantec performed a Site-specific soil vapor intrusion to indoor air human health risk evaluation (HHRE) for commercial receptors in the proposed future warehouse buildings. The HHRE concluded that, on a location by location basis, the RECs identified by the Phase I and Phase II ESAs that the shallow soil vapor concentrations for both detected and non-detected (ND) VOCs, (ND VOCs

assessed at half method reporting limit), would not pose unacceptable risk to future commercial/industrial receptors. All cancer risk was estimated to be below the acceptable US EPA and DTSC benchmarks of 1E-06 and the acceptable hazard index of 1.0.

Based on the Phase I and II ESAs completed on-Site all RECs have been addressed. A soil management plan should be developed to address how un-recognized environmental conditions, should they exist, be addressed during Site development activities. With the exception of grading inspections in the area of borings B-4 and B-8 and possibly post grading vapor sampling, no further assessment is recommended.

9.0 LIMITATIONS

The conclusions and recommendations contained in this report/assessment are based upon professional opinions with regard to the subject matter. These opinions have been arrived at in accordance with currently accepted hydrogeologic and engineering standards and practices applicable to this location and existing at this time. The use of this report is subject to the following limitations:

1. The data and findings presented in this report are valid as of the dates when the investigations were performed. The passage of time, manifestation of latent conditions or occurrence of future events may require further exploration at the site, analysis of the data, and reevaluation of the findings, observations, and conclusions expressed in the report.

2. The data reported and the findings, observations, and conclusions expressed in the report are limited by the Scope of Work, budgetary constraints, site access and schedule, as defined in the contract with Stantec.

3. This report is based, in part, on unverified information supplied to Stantec by third party sources, such as regulatory agencies, prior owners or operators of the property, analytical laboratories, subcontractors, etc. Whereas efforts may have been made to substantiate this third party information, Stantec cannot guarantee the completeness or accuracy of this information.

4. The findings, observations and conclusions expressed by Stantec in this report are not, and should not be considered an opinion concerning the compliance of any past or present owner or operator of the Site with any Federal, state or local law or regulation.

5. No warranty or guarantee, whether expressed or implied, is made with respect to the data or the reported findings, observations, and conclusions, which are based solely upon Site conditions in existence at the time of investigation.

6. Stantec Reports present professional opinions and findings of a scientific and technical nature. While attempts were made to relate the data and findings to applicable environmental laws and regulations, the report shall not be construed to offer legal opinion as to the requirements of, nor compliance with, environmental laws, rules, regulations or policies of federal, state or local governmental agencies. Issues raised by the report should be reviewed by appropriate legal counsel.

7. This report is intended for the sole and exclusive use of Stantec's client. No other person or entity shall be entitled to rely on or use this report without Stantec's expressed written authorization. (Any such written authorization shall involve a "reliance letter" issued at Stantec's discretion and agreed to any executed by such user). If any unauthorized use or reliance occurs, it shall be at the user's sole risk without liability to Stantec.

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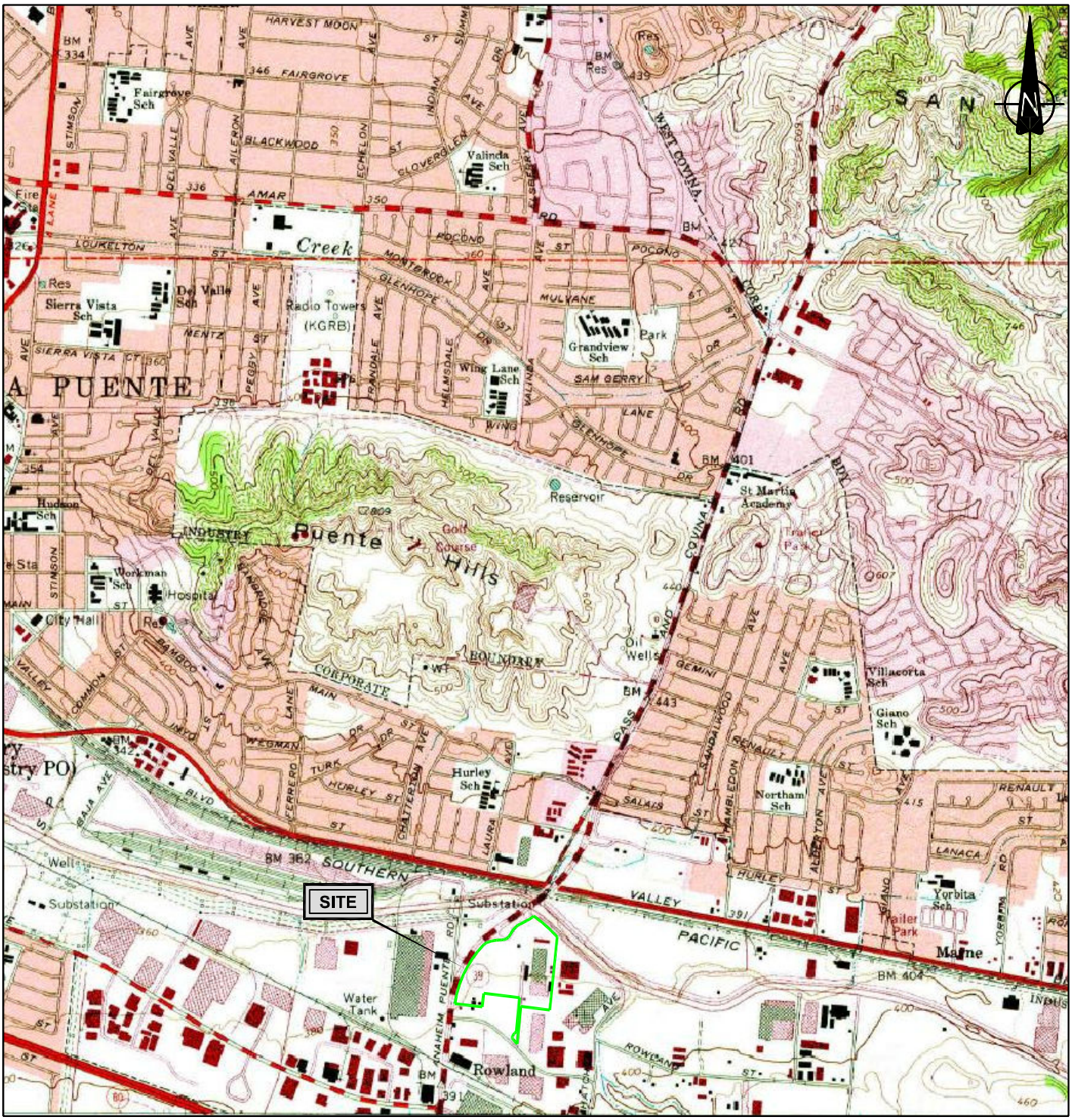
FIGURES



0 2500 5000 7500 ft

SCALE : AS SHOWN

NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE LOCATION MAP PROPERTIES 30 AND 58, 1733 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	**Project No.:** 185803306	**Fig. No.:**	Stantec
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	Date: 08/07/2015		
	Dwn. By: CD		
Client: CT REALTY	**App'd By:** ARJ		

Stantec Consulting Services Inc. © 2014

0 200 400 600 FT

SCALE : AS SHOWN

NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SITE MAP PROPERTIES 30 AND 58, 17300 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	**Project No.:** 185803306	**Fig. No.:**	Stantec
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	Date: **08/07/2015**		
	Dwn. By: CD DM SC2014090013		
Client: CT REALTY	**App'd By:** DM		

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APN NUMBERS FOR PROPERTY 30
942 AZUSA AVENUE, CITY OF INDUSTRY, CA

APNS:
8264-025-903
8264-025-904
8264-025-914
8264-025-915
8264-025-917

Project No.: 185803306	Fig. No.:
Scale: AS SHOWN	3
Date: 08/07/2015	
Drawn By: AP	
App'd By: KE	

Stantec

CLIENT: CT REALTY

APN NUMBERS FOR PROPERTY 58
17300 CHESTNUT STREET, CITY OF INDUSTRY, CA

APNS:
8264-024-909
8264-025-918
8264-025-908

Project No.: 185803306	Fig. No.:
Scale: AS SHOWN	4
Date: 08/07/2015	
Drawn By: AP	
App'd By: KE	

Stantec

CLIENT: CT REALTY

LEGEND

- BORING LOCATION
- OBSERVED MONITORING WELL LOCATION

0 200 400 600 FT

SCALE : AS SHOWN

NOTE: THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC SERVICES INC. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.

SAMPLE LOCATIONS PROPERTIES 30 AND 58, 17300 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA	Project No.: 185803306	Fig. No.:	Stantec
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	Date: 08/07/2015		
	Dwn. By: CD		
Client: CT REALTY	App'd By: ARJ		

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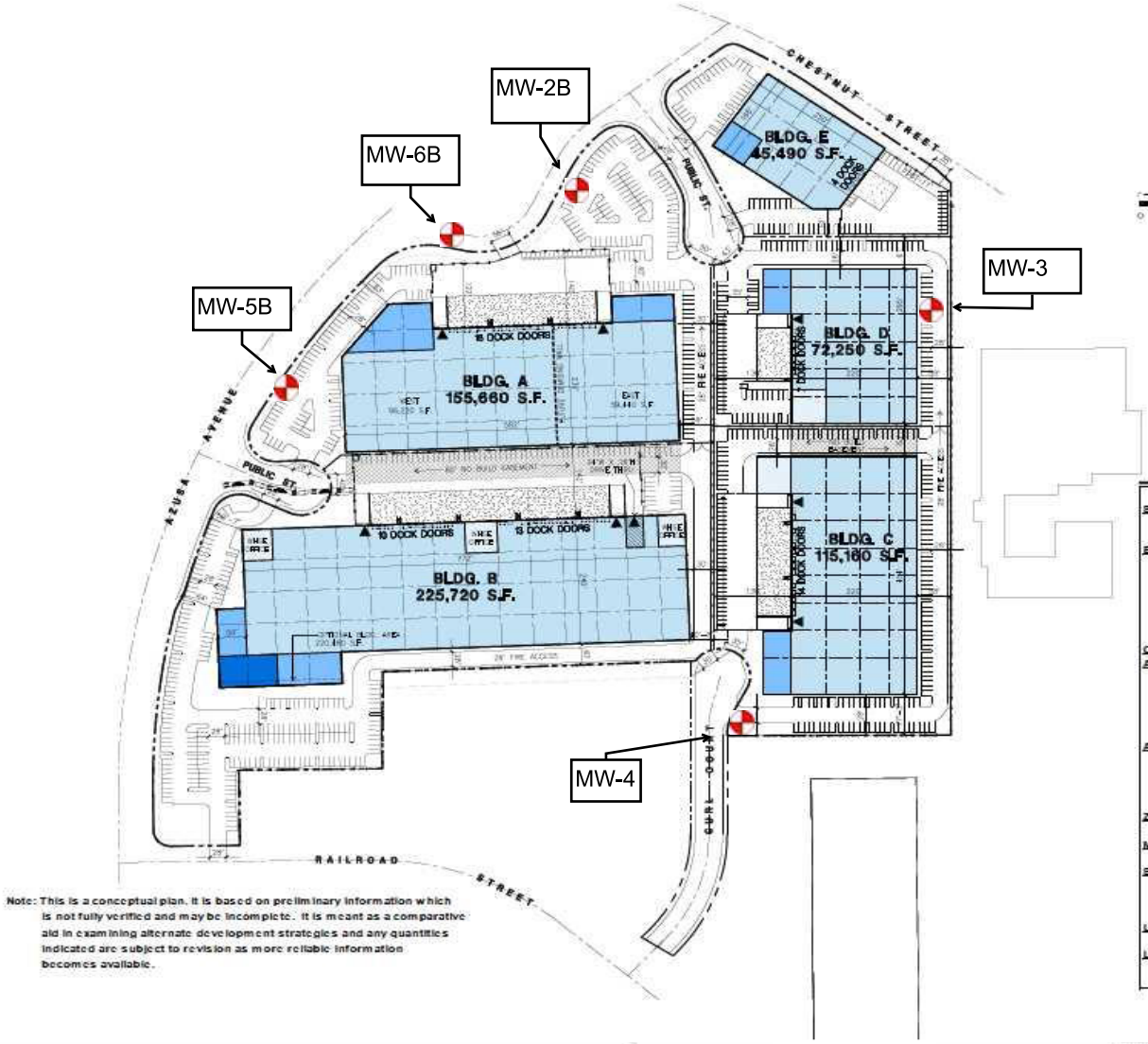

Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Aerial Map

Legend

- OFFICE – 1ST FLOOR
- OFFICE – 2ND FLOOR
- OFFICE – 3RD FLOOR
- W.I. FENCE
- WAREHOUSE
- INTERIOR TRAILER
- 80' NO BUILD EASEMENT
- DRIVE THRU DOOR

Tabulation

	BLDG. A	BLDG. B	BLDG. C	BLDG. D	BLDG. E	TOTAL
SITE AREA						
in s.f.	316,259	451,563	236,065	146,881	113,149	1,263,917 s.f.
in acres	7.3	10.4	5.4	3.4	2.6	29.0 ac
BUILDING AREA						
office - 1st floor	15,000	17,300	5,000	7,000	4,000	48,300 s.f.
office - 2nd floor	12,500	17,300	5,000	3,000	4,000	41,800 s.f.
office - 3rd floor		5,800				5,800 s.f.
warehouse office		5,000				5,000 s.f.
warehouse	128,160	180,320	105,160	62,250	37,490	513,380 s.f.
TOTAL	155,660	225,720	115,160	72,250	45,490	614,280 s.f.
COVERAGE	49.2%	50.0%	48.8%	49.2%	40.2%	48.6%
AUTO PARKING REQUIRED						
Warehouse						
0-25K @ 1/500 s.f.	50	50	50	50	50	250 stalls
25K-100K @ 1/750 s.f.	100	100	100	63	28	391 stalls
Above 100K @ 1/1,000 s.f.	56	126	16	n/a	n.a	198 stalls
TOTAL	206	276	166	113	78	839 stalls
AUTO PARKING PROVIDED						
standard (9' x 19')	188	273	133	85	63	742 stalls
handicap (9' x 19')	7	8	6	5	4	30 stalls
compact (8' x 16') 20% max.	19	0	30	23	13	85 stalls
TOTAL	214	281	169	113	80	857 stalls
ZONING ORDINANCE FOR CITY						
Indstrial - I						
MAXIMUM FLOOR AREA RATION						
F.A.R. - .50						
SETBACK						
front / Street - 30' from the curb line of any street or highway, whether the street is improved or not						
LANDSCAPE REQUIREMENT						
in percentage	12%	12%	12%	12%	12%	12%
LANDSCAPE PROVIDED						
in s.f.	46,489	63,192	29,423	18,050	27,948	185,102 s.f.
in percentage	14.7%	14.0%	12.5%	12.3%	24.7%	14.6%

Source: HPA Architecture, April 9, 2015

SITE PLAN WITH FUTURE BUILDING FOOTPRINT
PROPERTIES 30 AND 58
17300 CHESTNUT STREET AND 942 AZUSA AVENUE, CITY OF INDUSTRY, CA

Client: CT REALTY

Project No.:	185803306
Scale:	AS SHOWN
Date:	08/07/2015
Dwn. By:	CD
App'd By:	ARJ

Fig. No.: 6

Stantec

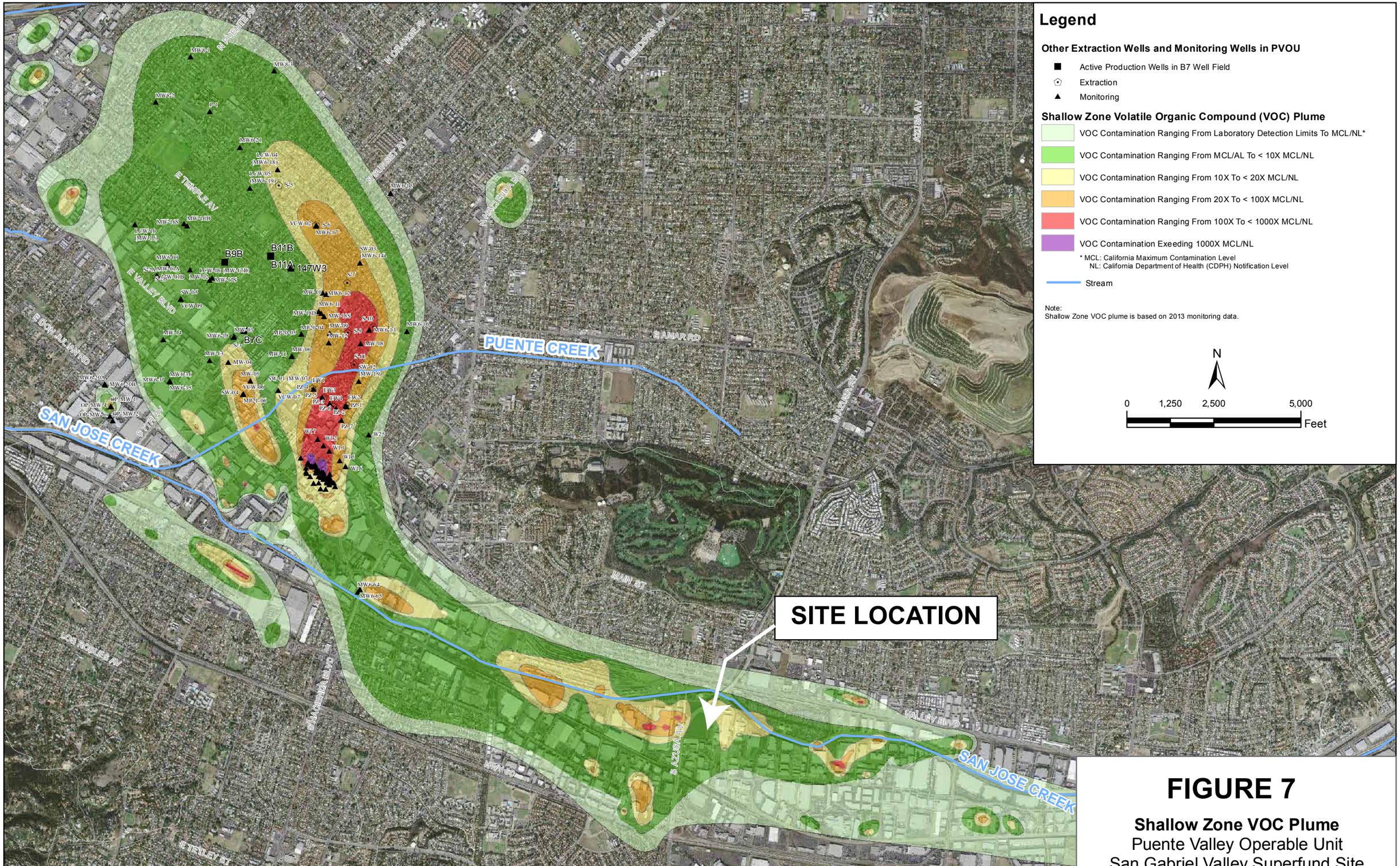

FIGURE 7

Shallow Zone VOC Plume
Puente Valley Operable Unit
San Gabriel Valley Superfund Site

Document Path: K:\pvou\MapFiles\PVOU_SZ_Plume_2013_11x17.mxd

APPENDIX A
PHOTOGRAPHIC RECORD

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: Utility Trailer/Chestnut	**Location:** 17300 Chestnut St., Industry, CA
Photographer: Ryan McDaniel	**Date:** August 10, 2015

Photograph No. 1

View of the western portion of the Site with an electrical access point.

Photograph No. 2

View of the western portion of the Site and a monitoring well on the western property.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: Utility Trailer/Chestnut	**Location:** 17300 Chestnut St., Industry, CA
Photographer: Ryan McDaniel	**Date:** August 10, 2015

Photograph No. 3

View of the northern storm drain on the eastern property.

Photograph No. 4

View of the eastern property line.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: Utility Trailer/Chestnut	**Location:** 17300 Chestnut St., Industry, CA
Photographer: Ryan McDaniel	**Date:** August 10, 2015

Photograph No. 5

View of the southeast corner of the Site.

Photograph No. 6

View of the southeast portion of the Site.

STANTEC CONSULTING INCORPORATED PHOTOGRAPHIC RECORD	
Client: CT Realty	**Job Number:** 185803306
Site Name: Utility Trailer/Chestnut	**Location:** 17300 Chestnut St., Industry, CA
Photographer: Ryan McDaniel	**Date:** August 10, 2015

Photograph No. 7

View of the southern portion and stockpile on the eastern property.

Photograph No. 8

View of the storm drain near the center of the eastern property.

APPENDIX B
ENVIRONMENTAL DATABASE REPORT

Appendix G Noise Data

Appendices

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City of Industry General Plan, 2014

Noise section of Safety Element

The use, storage, and transportation of hazardous materials and hazardous waste are heavily controlled at the federal, state, and local level through regulations and government agency monitoring and review. The Health Hazardous Materials Division of the LACFD oversees, plans, and responds to issues related to hazardous materials and waste for the City.

Goal

S4 Reduced potential for hazardous materials exposure and contamination.

Policies

S4-1 Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.

S4-2 Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

S4-3 Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.

4.2.5 Emergency Preparedness

In the event of an emergency, preparedness and response plans will help preserve life and minimize damage to property. The Los Angeles County Office of Emergency Management (OEM) provides emergency planning, coordination, operations, public education, training, and grants administration services for the City of Industry. The County OEM also prepares the Operational Area Emergency Response Plan (OAERP), which strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County.

The City's major roadways and access to major freeways provide numerous evacuation routes in the event of an emergency. The presence of freight and commuter rail lines in the City results in numerous at-grade rail crossings at major roadway intersections. If these rail lines or at-grade crossings were blocked in an emergency, north–south access could be limited. Fortunately, there are already numerous grade-separated rail crossings in the City and more are planned as part of the Alameda Corridor-East project.

Goal

S5 Effective disaster mitigation, preparedness, response, and recovery.

Policies

S5-1 Coordinate with and support the County OEM in preparing and implementing the OAERP.

4.2.6 Noise and Land Use Compatibility

The City of Industry is devoted to industrial and commercial uses that are less sensitive to noise than other uses. Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Excessive noise levels are not only a potential annoyance but can constitute a health threat resulting in temporary or permanent hearing loss and mental distress. Despite its industrial and commercial focus, the City of Industry does not contain land uses or businesses that generate excessive noise levels that impact surrounding sensitive land uses.

Measuring Noise

Two common terms used in reference to levels of sound or noise are the decibel (dB) and community noise equivalent level (CNEL). A decibel is a unit used to measure the intensity of a sound on a logarithmic scale. The CNEL is a weighted average of sound levels gathered throughout a 24-hour period. More specifically, it is the

energy average of the sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

Noise Regulations

State of California Building Code. California's noise insulation standards are codified in the California Building Code and apply to new construction for the purpose of ensuring compatibility between interior and exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans for these uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

State of California Land Use Compatibility Criteria. Table 4 presents a land use compatibility chart for community noise adopted by the State of California as part of its general plan guidelines. This table provides a tool to gauge the compatibility of new land uses relative to noise levels. This table identifies normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. A normally acceptable designation means that standard construction can occur with no special noise reduction requirements.

City of Industry Municipal Code. The City of Industry regulates noise nuisances under Chapter 1.30, which addresses public nuisances; and under Chapter 17.12, which addresses noise from entertainment uses.

Existing Noise Sources

The City of Industry is impacted by a multitude of existing noise sources, many of them directly connected with major interstate commerce and intrastate thoroughfares that divide the City. Major noise sources affecting the City of Industry include stationary and mobile sources, which are described below.

Mobile Sources. Traffic and truck noise is generated on regional and local roadways within the City of Industry. Noise generated by the train traffic on UPRR's Alhambra and Los Angeles Subdivision lines contributes to the ambient noise environment along these two transportation routes. At an at-grade crossing, a train is required by the Federal Railroad Administration to sound a warning horn at a distance of a quarter mile from all intersections, except those which have established a "quiet zone." A quiet zone is a segment of rail line where locomotive horns are not routinely sounded while the train approaches the public railroad grade crossings.

Stationary Sources. Stationary sources of noise include commercial and industrial equipment and activities. Whereas mobile source noise affects many noise receptors along an entire length of roadway, stationary noise sources affect their immediate areas. Major stationary sources within the City include industrial and warehousing operations and schools (stationary noise from sounding of bells and whistles at at-grade rail crossings is described under mobile source noise).

Industrial and warehousing operations are major noise sources in the City of Industry. In addition to onsite mechanical equipment, which generates noise, warehousing and industrial land uses generate substantial truck traffic, which results in additional noise on local roadways in the vicinity of industrial operations.

Schools are considered both sensitive noise receptors and noise generators. They are considered noise sensitive because of the necessity for quiet in the classroom to provide an adequate environment for learning. However, outdoor activities that occur on school campuses throughout the City generate noticeable levels of noise within the vicinity of the campus. While it is preferable to have schools located in a residential setting to support the

neighborhood, noise generated on both the weekdays (from physical education classes and sports programs) and weekends (from use of the fields) can elevate noise levels within the community.

Noise Assessment and Modeling

To understand and evaluate the impacts of land use patterns, traffic, and individual developments on the noise environment, a variety of data has been collected and existing and future impacts have been modeled. Projected noise contours for the City's roadways and freeways at buildout are presented in Figure 18. Future noise impacts to the community are expected to be primarily generated by increasing traffic volumes that accompany increased development. The greatest increases in noise are expected on lands subject to increased development intensity, especially in the IBC area in the eastern portion of the City. However, all existing uses and land use designations for future development adjacent to roadway segments with high noise levels are warehousing and industrial.

It is important to note that special attention to project-specific site design may substantially reduce noise impacts below those projected; therefore, these estimates are considered conservative and unmitigated. A wide range of design criteria affecting roadway engineering and traffic noise abatement include differences in final grade between the roadbed and the top of walls, spacing of intersections, setbacks and parkway widths, roadway composition, and other considerations.

Goal

S6 An environment where noise does not adversely affect sensitive land uses.

Policies

S6-1 Coordinate with Caltrans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures.

S6-2 Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.

S6-3 Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.

Table 4
Land Use Compatibility for Community Noise Environments

Land Uses	*CNEL (dBA)* 55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes						
Residential- Multiple Family						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheatres						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						

Normally Acceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable:
New construction or development generally should not be undertaken.

Source: OPR 2003. Adapted from the US EPA Office of Noise Abatement Control, Washington D.C. Community Noise. Prepared by Wyle Laboratories. December 1971.

Los Angeles County Code

Chapter 12.08 - NOISE CONTROL

Parts:

Part 1 - GENERAL PROVISIONS

Sections:

12.08.010 - Title for citation.

The ordinance codified in this chapter may be cited as the "noise control ordinance of the county of Los Angeles."

(Ord. 11778 § 2 (Art. 1 § 101), 1978: Ord. 11773 § 2 (Art. 1 § 101), 1978.)

12.08.020 - Declaration of policy—Nuisances deemed misdemeanors.

A. In order to control unnecessary, excessive and annoying noise and vibration in the county of Los Angeles, it is declared to be the policy of the county to prohibit such noise and vibration generated from any sources as specified in this chapter. It shall be the policy of the county to maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the county where noise levels are above acceptable values.

B. It is determined that certain noise levels and vibration are detrimental to the public health, welfare and safety and contrary to public interest, and therefore the board of supervisors of the county does ordain and declare that creating, maintaining, causing or allowing to be created, caused or maintained any noise or vibration in a manner prohibited by or not in conformity with the provisions of this chapter is a public nuisance and shall be punishable as such.

(Ord. 11778 § 2 (Art. 2 § 201), 1978: Ord. 11773 § 2 (Art. 2 § 201), 1978.)

Part 2 - DEFINITIONS

Sections:

12.08.030 - Terminology—Conformity with ANSI standards.

All terminology used in this chapter, not defined in this Part 2, shall be in conformance with applicable publications of the American National Standards Institute (ANSI) or its successor body.

(Ord. 11778 § 2 (Art. 3 § 301), 1978: Ord. 11773 § 2 (Art. 3 § 301), 1978.)

12.08.040 - Definitions applicable.

The following words, phrases and terms as used in this chapter shall have the meanings as indicated in this Part 2.

(Ord. 11778 § 2 (Art. 3 § 302 (part)), 1978: Ord. 11773 § 2 (Art. 3 § 302 (part)), 1978.)

12.08.050 - Agricultural property.

"Agricultural property" means a parcel of real property which is undeveloped for any use other than agricultural purposes.

(Ord. 11778 § 2 (Art. 3 § 302(a)), 1978: Ord. 11773 § 2 (Art. 3 § 302(a)), 1978.)

12.08.060 - Ambient noise histogram.

"Ambient noise histogram" means the composite of all noise from sources near and far, excluding the alleged intrusive noise source. In this context, the ambient noise histogram shall constitute the normal or existing level of environmental noise at a given location.

(Ord. 11778 § 2 (Art. 3 § 302(b)), 1978: Ord. 11773 § 2 (Art. 3 § 302(b)), 1978.)

12.08.070 - A-weighted sound level.

"A-weighted sound level" means the sound level in decibels as measured on a soundlevel meter using the A-weighting network. The level so read is designated dB (A) or dBA.

(Ord. 11778 § 2 (Art. 3 § 302(c)), 1978: Ord. 11773 § 2 (Art. 3 § 302(c)), 1978.)

12.08.080 - Commercial property.

"Commercial property" means a parcel of real property which is developed and used either in part or in whole for commercial purposes. In cases of multiple land uses of any property, the county zoning classification of such property pursuant to county Ordinance 1494, as amended, shall be applicable. (See Title 22 of this code.)

(Ord. 11778 § 2 (Art. 3 § 302(d)), 1978: Ord. 11773 § 2 (Art. 3 § 302(d)), 1978.)

12.08.090 - Construction.

"Construction" means any site preparation, assembly, erection, substantial repair, alteration, or similar action, for or of public or private rights-of-way, structures, utilities, or similar property.

(Ord. 11778 § 2 (Art. 3 § 302(e)), 1978: Ord. 11773 § 2 (Art. 3 § 302(e)), 1978.)

12.08.100 - Cumulative period.

"Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.

(Ord. 11778 § 2 (Art. 3 § 302(f)), 1978: Ord. 11773 § 2 (Art. 3 § 302(f)), 1978.)

12.08.110 - Decibel.

"Decibel" means a unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base of 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

(Ord. 11778 § 2 (Art. 3 § 302(g)), 1978: Ord. 11773 § 2 (Art. 3 § 302(g)), 1978.)

12.08.120 - Dwelling unit.

"Dwelling unit" means a single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

(Ord. 11778 § 2 (Art. 3 § 302(h)), 1978: Ord. 11773 § 2 (Art. 3 § 302(h)), 1978.)

12.08.130 - Emergency machinery, vehicle or alarm.

"Emergency machinery, vehicle or alarm" means any machinery, vehicle or alarm used, employed, performed or operated in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

(Ord. 11778 § 2 (Art. 3 § 302(i)), 1978: Ord. 11773 (Art. 3 § 302(i)), 1978.)

12.08.140 - Emergency work.

"Emergency work" means any work performed for the purpose of preventing or alleviating the physical trauma or property damage threatened or caused by an emergency.

(Ord. 11778 § 2 (Art. 3 § 302(j)), 1978: Ord. 11773 (Art. 3 § 302(j)), 1978.)

12.08.150 - Fixed noise source.

"Fixed noise source" means a stationary device which creates sounds while fixed or motionless, including but not limited to residential, agricultural, industrial and commercial machinery and equipment, pumps, fans, compressors, air conditioners and refrigeration equipment.

(Ord. 11778 § 2 (Art. 3 § 302(k)), 1978: Ord. 11773 (Art. 3 § 302(k)), 1978.)

12.08.160 - Grading.

"Grading" means any excavating or filling of earth material or any combination thereof conducted at a site to prepare said site for construction or other improvements thereon.

(Ord. 11778 § 2 (Art. 3 § 302(1)), 1978: Ord. 11773 (Art. 3 § 302(1)), 1978.)

12.08.170 - Health care institution.

"Health care institution" means any hospital, convalescent home, or other similar facilities which provide health care, medical treatment, room, board or other services for the ill, retarded or convalescent.

(Ord. 11778 § 2 (Art. 3 § 302(m)), 1978: Ord. 11773 (Art. 3 § 302(m)), 1978.)

12.08.180 - Health officer.

"Health officer" means the director of the department of public health of the county of Los Angeles, or his duly authorized representative.

(Ord. 2006-0040 § 106, 2006: Ord. 11778 § 2 (Art. 3 § 302(n)), 1978: Ord. 11773 (Art. 3 § 302(n)), 1978.)

12.08.190 - Impulsive noise.

"Impulsive noise" means a sound of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay.

(Ord. 11778 § 2 (Art. 3 § 302(o)), 1978: Ord. 11773 (Art. 3 § 302 (o)), 1978.)

12.08.200 - Industrial property.

"Industrial property" means property which is developed and used either in part or in whole for manufacturing purposes. In cases of multiple land uses of any property, the county zoning classification of such property pursuant to county Ordinance 1494, as amended, shall be applicable. (See Title 22 of this code.)

(Ord. 11778 § 2 (Art. 3 § 302(p)), 1978: Ord. 11773 § 2 (Art. 3 § 302(p)), 1978.)

12.08.210 - Intrusive noise.

"Intrusive noise" means that alleged offensive noise which intrudes over and above the existing ambient noise at the receptor property.

(Ord. 11778 § 2 (Art. 3 § 302(q)), 1978: Ord. 11773 § 2 (Art. 3 § 302(q)), 1978.)

12.08.220 - Mobile noise source.

"Mobile noise source" means any noise source other than a fixed noise source.

(Ord. 11778 § 2 (Art. 3 § 302(r)), 1978: Ord. 11773 § 2 (Art. 3 § 302(r)), 1978.)

12.08.230 - Noise disturbance.

"Noise disturbance" means an alleged intrusive noise which violates an applicable noise standard as set forth in this chapter.

(Ord. 11778 § 2 (Art. 3 § 302(s)), 1978: Ord. 11773 § 2 (Art. 3 § 302(s)), 1978.)

12.08.240 - Noise histogram.

"Noise histogram" means a graphical representation of the distribution of frequency of occurrence of all noise levels near and far measured over a given period of time.

(Ord. 11778 § 2 (Art. 3 § 302(u)), 1978: Ord. 11773 § 2 (Art. 3 § 302(u)), 1978.)

12.08.250 - Noise level (L).

"Noise level (L_N)" means that noise level expressed in decibels which exceeds the specified (L_N) value as a percentage of total time measured. For instance, an L_{25} noise level means that noise level which is exceeded 25 percent of the time measured.

(Ord. 11778 § 2 (Art. 3 § 302 (v)), 1978: Ord. 11773 § 2 (Art. 3 § 302(v)), 1978.)

12.08.260 - Noise-sensitive zone.

"Noise-sensitive zone" means any area designated pursuant to Part 4 of this chapter for the purpose of ensuring exceptional quiet.

(Ord. 11778 § 2 (Art. 3 § 302(t)), 1978: Ord. 11773 § 2 (Art. 3 § 302(t)), 1978.)

12.08.270 - Noise zone.

"Noise zone" means any defined area or region of a generally consistent land use, as described in Section 12.08.380.

(Ord. 11778 § 2 (Art. 3 § 302(w)), 1978: Ord. 11773 § 2 (Art. 3 § 302(w)), 1978.)

12.08.280 - Person.

"Person" means any individual, firm, association, partnership, joint venture, or corporation.

(Ord. 11778 § 2 (Art. 3 § 302(x)), 1978: Ord. 11773 § 2 (Art. 3 § 302(x)), 1978.)

12.08.290 - Powered model vehicle.

"Powered model vehicle" means any self-propelled airborne, waterborne or landborne plane, vessel or vehicle which is not designed to carry individuals, including but not limited to any model airplane, boat, car or rocket.

(Ord. 11778 § 2 (Art. 3 § 302(y)), 1978: Ord. 11773 § 2(Art. 3 § 302(y)), 1978.)

12.08.300 - Public right-of-way.

"Public right-of-way" means any street, avenue, boulevard, highway, sidewalk or alley, or similar place, which is owned or controlled by a governmental entity.

(Ord. 11778 § 2 (Art. 3 § 302(z)), 1978: Ord. 11773 § 2 (Art. 3 § 302(z)), 1978.)

12.08.310 - Pure tone noise.

"Pure tone noise" means any sound which can be judged as audible as a single pitch or a set of single pitches by the health officer, for the purposes of this chapter, a pure tone shall exist if the one-third octave band sound-pressure level in the band with the tone exceeds the arithmetic average of the sound-pressure levels of the two contiguous one-third octave bands by 5 dB for center frequencies of 500 Hertz and above, and by 8 dB for center frequencies between 160 and 400 Hertz, and by 15 dB for center frequencies less than or equal to 125 Hertz.

(Ord. 11778 § 2 (Art. 3 § 302(aa)), 1978: Ord. 11773 § 2 (Art. 3 § 302(aa)), 1978.)

12.08.320 - Real property boundary.

"Real property boundary" means an imaginary line along the ground surface, and its vertical extension, which separates the real property owned by one person from that owned by another person, but not including intra-building real property divisions.

(Ord. 11778 § 2 (Art. 3 § 302(bb)), 1978: Ord. 11773 § 2 (Art. 3 § 302(bb)), 1978.)

12.08.330 - Residential property.

"Residential property" means a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels. In cases of multiple land uses of any property, the county zoning classification of such property pursuant to county Ordinance 1494, as amended, shall be applicable.

(Ord. 11778 § 2 (Art. 3 § 302(cc)), 1978: Ord. 11773 § 2 (Art. 3 § 302(cc)), 1978.)

12.08.340 - Sound level meter.

"Sound level meter" means an instrument, including a microphone, an amplifier, an output meter and frequency weighting network, for the measurement of sound levels, which satisfies the requirements pertinent for Type S2A meters in American National Standards Institute specifications for sound level meters, S1.4-1971, or the most recent revision thereof.

(Ord. 11778 § 2 (Art. 3 § 302(dd)), 1978: Ord. 11773 § 2 (Art. 3 § 302(dd)), 1978.)

12.08.350 - Vibration.

"Vibration" means the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observations of moving objects. The perception threshold shall be presumed to be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz.

(Ord. 11778 § 2 (Art. 3. § 302(ee)), 1978: Ord. 11773 § 2 (Art. 3 § 302(ee)), 1978.)

12.08.360 - Weekday.

"Weekday" means any day, Monday through Friday, which is not a legal holiday.

(Ord. 11778 § 2 (Art. 3 § 302(ff)), 1978: Ord. 11773 § 2 (Art. 3 § 302(ff), 1978.)

Part 3 - COMMUNITY NOISE CRITERIA

Sections:

12.08.370 - Decibel measurement—Basis.

Any decibel measurement made pursuant to the provisions of this chapter shall be based on a reference sound-pressure of 20 micropascals, as measured with a sound level meter using the A-weighted network (scale) at slow response, or at the fast response when measuring impulsive sound levels and vibrations.

(Ord. 11778 § 2 (Art. 4 § 401), 1978: Ord. 11773 § 2 (Art. 4 § 401), 1978.)

12.08.380 - Noise zones designated.

Receptor properties described hereinafter in this chapter are hereby assigned to the following noise zones:

Noise Zone I—Noise-sensitive area; Noise Zone II—Residential properties; Noise Zone III—Commercial properties; Noise Zone IV—Industrial properties.

(Ord. 11778 § 2 (Art. 4 § 402), 1978: Ord. 11773 § 2 (Art. 4 § 402), 1978.)

12.08.390 - Exterior noise standards—Citations for violations authorized when.

A. Unless otherwise herein provided, the following exterior noise levels shall apply to all receptor properties within a designated noise zone:

Noise Zone	Designated Noise Zone Land Use (Receptor property)	Time Interval	Exterior Noise Level (dB)
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 pm to 7:00 am (nighttime)	45
		7:00 am to 10:00 pm (daytime)	50
III	Commercial properties	10:00 pm to 7:00 am (nighttime)	55
		7:00 am to 10:00 pm (daytime)	60
IV	Industrial properties	Anytime	70

B. Unless otherwise herein provided, no person shall operate or cause to be operated, any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards:

Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable noise level from subsection A of this section; or, if the ambient L50 exceeds the foregoing level, then the ambient L50 becomes the exterior noise level for Standard No. 1.

Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable noise level from subsection A of this section plus 5dB; or, if the ambient L25 exceeds the foregoing level, then the ambient L25 becomes the exterior noise level for Standard No. 2.

Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from subsection A of this section plus 20dB; or, if the ambient L8.3 exceeds the foregoing level, then the ambient L8.3 becomes exterior noise level for Standard No. 3.

Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from subsection

A of this section plus 15dB; or, if the ambient L1.7 exceeds the foregoing level, then the ambient L1.7 becomes the exterior noise level for Standard No. 4.

Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from subsection A of this section plus 20dB; or, if the ambient L0 exceeds the foregoing level then the ambient L0 becomes the exterior noise level for Standard No. 5.

C. If the measurement location is on a boundary property between two different zones, the exterior noise level utilized in subsection B of this section to determine the exterior standard shall be the arithmetic mean of the exterior noise levels in subsection A of the subject zones. Except as provided for above in this subsection C, when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level as designated in subsection A shall be the daytime exterior noise level for the subject receptor property.

D. The ambient noise histogram shall be measured at the same location along the property line utilized in subsection B of this section, with the alleged intruding noise source inoperative. If for any reason the alleged intruding noise source cannot be turned off, the ambient noise histogram will be estimated by performing a measurement in the same general area of the alleged intruding noise source but at a sufficient distance such that the noise from the alleged intruding noise source is at least 10dB below the ambient noise histogram in order that only the actual ambient noise histogram be measured. If the difference between the ambient noise histogram and the alleged intruding noise source is 5 to 10dB, then the level of the ambient noise histogram itself can be reasonably determined by subtracting a one-decibel correction to account for the contribution of the alleged intruding noise source.

E. In the event the intrusive exceeds the exterior noise standards as set forth in subsections B and C of this section at a specific receptor property and the health officer has reason to believe that this violation at said specific receptor property was unanticipated and due to abnormal atmospheric conditions, the health officer shall issue an abatement notice in lieu of a citation. If the specific violation is abated, no citation shall be issued therefor. If, however, the specific violation is not abated, the health officer may issue a citation.

(Ord. 11778 § 2 (Art. 4 § 403), 1978: Ord. 11773 § 2 (Art. 4 § 403), 1978.)

12.08.400 - Interior noise standards.

A. No person shall operate or cause to be operated within a dwelling unit, any source of sound, or allow the creation of any noise, which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the following standards:

Standard No. 1 The applicable interior noise level for cumulative period of more than five minutes in any hour; or

Standard No. 2 The applicable interior noise level plus 5dB for a cumulative period of more than one minute in any hour; or

Standard No. 3 The applicable interior noise level plus 10dB or the maximum measured ambient noise level for any period of time.

B. The following interior noise levels for multifamily residential dwellings shall apply, unless otherwise specifically indicated, within all such dwellings with windows in their normal seasonal configuration.

Noise Zone	Designated Land Use	Time Interval	Allowable Interior Noise Level (dB)
All	Multifamily	10 pm—7 am	40

	Residential	7 am—10 pm	45

C. If the measured ambient noise level reflected by the L50 exceeds that permissible within any of the interior noise standards in subsection A of Section 12.08.390, the allowable interior noise level shall be increased in 5dB increments in each standard as appropriate to reflect said ambient noise level (L50).

(Ord. 11778 § 2(Art. 4 § 404), 1978: Ord. 11773 § 2 (Art. 4 § 404), 1978.)

12.08.410 - Correction for certain types of sounds.

For any source of sound which emits a pure tone or impulsive noise, the noise levels as set forth in Sections 12.08.390 and 12.08.400 shall be reduced by five decibels.

(Ord. 11778 § 2 (Art. 4 § 405), 1978: Ord. 11773 § 2 (Art. 4 § 405), 1978.)

12.08.420 - Measurement methods.

A. Utilizing the A-weighting scale of the sound-level meter and the "slow" meter response (use "fast" response for impulsive type sounds), the noise level shall be measured at a position or positions at any point on the receiver's property.

B. In general, the microphone shall be located four to five feet above the ground; 10 feet or more from the nearest reflective surface, where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized.

C. Interior noise measurements shall be made within the affected residential unit. The measurements shall be made at a point at least four feet from the wall, ceiling or floor nearest the noise source, with windows in the normal seasonal configuration. Calibration of the measurement equipment, utilizing an acoustic calibrator, shall be performed immediately prior to recording any noise data.

(Ord. 11778 § 2 (Art. 4 § 406), 1978: Ord. 11773 § 2 (Art. 4 § 406), 1978.)

Part 4 - SPECIFIC NOISE RESTRICTIONS

Sections:

12.08.430 - Acts deemed violations when.

Notwithstanding any other provisions of this chapter, the acts set out in this Part 4, and the causing or permitting thereof, are declared to be in violation of this chapter.

(Ord. 11778 § 2 (Art. 5 § 501 (part)), 1978: Ord. 11773 § 2 (Art. 5 § 501 (part)), 1978.)

12.08.440 - Construction noise.

A. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

B. Noise Restrictions at Affected Structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

1. At Residential Structures.

a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75dBA	80dBA	85dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60dBA	65dBA	70dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	60dBA

2. At Business Structures.

a. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:

Daily, including Sunday and legal holidays, all hours: maximum of 85dBA.

C. All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

D. In case of a conflict between this chapter and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control.

(Ord. 11778 § 2 (Art. 5 § 501(c)), 1978: Ord. 11778 § 2 (Art. 5 § 501(c)), 1978.)

12.08.450 - Forced-air blowers in tunnel car washes.

Operating or permitting the operation of any forced-air blower in a tunnel car wash between the hours of 7:00 a.m. and 8:00 p.m. in such a manner as to exceed any of the following sound levels is prohibited:

	Units Installed	
Measurement Location	Before 1-1-80 dB	On or After 1-1-80 dB
Any point on contiguous receptor property, five feet above grade level, no closer than three feet from any wall		
Residential	70	60
Commercial/Industrial	75	65

(Ord. 11778 § 2 (Art. 5 § 501(m)), 1978: Ord. 11773 § 2 (Art. 5 § 501(m)), 1978.)

12.08.460 - Loading and unloading operations.

Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 10:00 p.m. and 6:00 a.m. in such a manner as to cause noise disturbance is prohibited.

(Ord. 11778 § 2 (Art. 5 § 501(b)), 1978: Ord. 11773 § 2 (Art. 5 § 501(b)), 1978.)

12.08.470 - Noise disturbances in noise-sensitive zones.

A. Creating or causing the creation of any noise disturbance within any noise-sensitive zone, as designated by the health officer, is prohibited, provided that conspicuous signs are displayed indicating the presence of the zone.

B. Noise-sensitive zones must be indicated by the display of conspicuous signs in at least three separate locations within 164 meters (one-tenth mile) of the institution or facility.

(Ord. 11778 § 2 (Art. 5 § 501(k)), 1978: Ord. 11773 § 2(Art. 5 § 501(k)), 1978.)

12.08.480 - Places of public entertainment.

Operating, playing or permitting the operation or playing of any radio, television, phonograph, drum, musical instrument, sound amplifier or similar device which produces, reproduces or amplifies sound in any place of public entertainment at a sound level greater than 95dBA, as read by the slow response on a soundlevel meter at any point that is normally occupied by a customer is prohibited, unless a conspicuous and legible sign is located outside such place, near each public entrance, stating "WARNING: SOUND LEVELS WITHIN MAY CAUSE HEARING IMPAIRMENT."

(Ord. 11778 § 2 (Art. 5 § 501(f)), 1978: Ord. 11773 § 2 (Art. 5 § 501(f)), 1978.)

12.08.490 - Powered model vehicles.

Operating or permitting the operation of powered model vehicles so as to create a noise disturbance across a residential real-property boundary, or within a noise-sensitive zone between the hours of 8:00 p.m. and 7:00 a.m. the following day is prohibited.

(Ord. 11778 § 2 (Art. 5 § 501(g)), 1978: Ord. 11773 § 2 (Art. 5 § 501(g)) 1978.)

12.08.500 - Emergency signaling devices.

A. The intentional sounding or permitting the sounding outdoors of any emergency signaling device, including fire, burglar or civil-defense alarm, siren, whistle, or similar stationary emergency signaling device, except for emergency purposes or for testing, as provided in subsection B2 below, is prohibited.

B. 1. Testing of a stationary emergency signaling device shall not occur before 7:00 a.m. or after 7:00 p.m. Any such testing shall use only the minimum cycle test time. In no case shall such test time exceed 60 seconds.

   2. Testing of the complete emergency signaling system, including the functioning of the signaling device, and the personnel response to the signaling device, shall not occur more than once in each calendar month. Such testing shall not occur before 7:00 a.m. or after 10:00 p.m. The time limit specified in subsection B1 above shall not apply to such complete-system testing.

C. Sounding or permitting the sounding of any exterior burglar or fire alarm, or any motor-vehicle burglar alarm is prohibited, unless such alarm is terminated within 15 minutes of activation.

(Ord. 11778 § 2 (Art. 5 § 501(i)), 1978: Ord. 11773 § 2 (Art. 5 § 501(i)), 1978.)

12.08.510 - Stationary nonemergency signaling devices.

A. Sounding or permitting the sounding of any electronically amplified signal from any stationary bell, chime, siren, whistle, or similar device intended primarily for nonemergency purposes, from any place, for more than 10 consecutive seconds in any hourly period is prohibited.

B. Houses of religious worship shall be exempt for the operation of this provision.

C. Sound sources covered by this provision and not exempted under subsection B may be exempted by a variance issued by the health officer.

(Ord. 11778 § 2 (Art. 5 § 501(h)), 1978: Ord. 11773 § 2(Art. 5 § 501(h)), 1978.)

12.08.520 - Refuse collection vehicles.

A. On or after three years following August 17, 1978, the effective date of the ordinance codified in this chapter, operating or permitting the operation of the compacting mechanism of any motor vehicle which compacts refuse and which creates, during the compacting cycle, a sound level in excess of 86dBA when measured at 50 feet from any point of the vehicle is prohibited.

B. Operating or permitting the operation of the compacting mechanism of any motor vehicle which compacts refuse between the hours of 10:00 p.m. and 6:00 a.m. the following day in a residential area or noise-sensitive zone, or within 500 feet thereof is prohibited.

C. Collecting refuse with collection vehicle between the hours of 10:00 p.m. and 6:00 a.m. the following day in a residential area or noise-sensitive zone or within 500 feet thereof.

D. In the case of conflict between this chapter and any other ordinance regulating refuse collection, provisions of any specific ordinance regulating refuse collection shall control.

(Ord. 11778 § 2 (Art. 5 § 501(j)), 1978: Ord. 11773 § 2 (Art. 5 § 501(j)), 1978.)

12.08.530 - Residential airconditioning or refrigeration equipment.

Operating or permitting the operation of any airconditioning or refrigeration equipment in such a manner as to exceed any of the following sound levels is prohibited.

Measurement Location	Units Installed Before 1-1-80 dBA	Units Installed On or After 1-1-80 dBA
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	60	55
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall.	55	50
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	55	50

(Ord. 11778 § 2 (Art. 5 § 501(1)), 1978: Ord. 11773 § 2 (Art. 5 § 501(1)), 1978.)

12.08.540 - Street sales.

Offering for sale, selling anything, or advertising by shouting or outcry within any residential or commercial area or noise-sensitive zone of the unincorporated areas of the county is prohibited except by variance issued by the health officer. The provisions of this section shall not be construed to prohibit the selling by outcry of merchandise, food and beverages at licensed sporting events, parades, fairs, circuses, or other similar licensed public-entertainment events.

(Ord. 11778 § 2 (Art 5 § 501(a)), 1978: Ord. 11773 § 2 (Art. 5 § 501(a)), 1978.)

12.08.541 - Street sales—Restrictions on sound system speakers.

A person offering for sale, selling or advertising anything edible shall not emit music or other sounds from an external speaker affixed to a motor vehicle between the hours of 8:00 p.m. and 6:00 a.m. within any residential, commercial or noise sensitive-zone of the unincorporated area of the County. The provisions of this section shall not be construed to prohibit the selling by outcry of merchandise, food and beverages, at licensed sporting events, parades, fairs, circuses, or other similar licensed-entertainment events.

(Ord. 2002-0028 § 2, 2002)

12.08.550 - Vehicle or motorboat repairs and testing.

Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle or motorboat in such a manner as to cause a noise disturbance across a real-property boundary or within a noisesensitive zone is prohibited.

(Ord. 11778 § 2 (Art. 5 § 501(e)), 1978: Ord. 11773 § 2 (Art. 5 § 501(e)), 1978.)

12.08.560 - Vibration.

Operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz.

(Ord. 11778 § 2 (Art. 5 § 501(d)), 1978: Ord. 11773 § 2 (Art. 5 § 501(d)), 1978.)

Part 5 - EXEMPTIONS

Sections:

12.08.570 - Activities exempt from chapter restrictions.

The following activities set out in this chapter shall be exempted from the provisions of this chapter:

A. Emergency Exemption. The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work;

B. Warning Devices. Warning devices necessary for the protection of public safety, as for example police, fire and ambulance sirens, and train horns;

C. Outdoor Activities. Activities conducted on public playgrounds and public or private school grounds, including but not limited to school athletic and school entertainment events;

D. Exemption from Exterior Noise Standards. The following activities are exclusively regulated by the prohibitions of Part 4 of this chapter:

1. Construction,
2. Stationary nonemergency signaling devices,
3. Emergency signaling devices,
4. Refuse collection vehicles,
5. Residential air-conditioning or refrigeration equipment,
6. Forced-air blowers;

E. Motion Picture Production and Related Activities;

F. Railroad Activities. All locomotives and rail cars operated by any railroad which is regulated by the California Public Utilities Commission;

G. Federal or State Preexempted Activities. Any activity, to the extent regulation thereof has been preempted by state or federal law;

H. Public Health and Safety Activities. All transportation, flood control, and utility company maintenance and construction operations at any time on public right-of-way, and those situations which may occur on private real property deemed necessary to serve the best interest of the public and to protect the public's health and well being, including but not limited to street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, snow removal, house moving, vacuuming catchbasins, removal of damaged poles and vehicles, repair of water hydrants and mains, gas lines, oil lines, sewers, etc.;

I. Motor Vehicles on Private Right-of-way and Private Property. Except as provided in Section 12.08.550, all legal vehicles of transportation operating in a legal manner in accordance with local, state and federal vehicle-noise regulations within the public right-of-way or air space, or on private property;

J. Seismic Surveys Authorized by the State Land Commission;

K. Agricultural Operations. All mechanical devices, apparatus or equivalent associated with agricultural operations conducted on agricultural property, unless if in the vicinity of residential land uses, in which case a variance permit is required to operate noise-producing devices, with the following stipulations:

1. Operations do not take place between 8:00 p.m. and 6:00 a.m., or
2. Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions, or
3. Such operations and equipment are associated with agricultural pest-control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the county agricultural commissioner,
4. Such devices utilized for pest control which incorporate stationary or mobile noise sources (electro-mechanical birdscare devices, etc.) are operated only by permit issued by the health officer. The allowable hours and days for operation of these devices will be specified in the permit,

5. All equipment and machinery powered by internal combustion engines shall be equipped with a proper muffler and air-intake silencer in good working order;

L. Minor Maintenance to Residential Real Property. Noise sources associated with the minor maintenance of residential real property, provided said activities take place as follows:

1. During Pacific Standard Time between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sunday, when such activities may take place between the hours of 9:00 a.m. and 6:00 p.m., and

2. During Daylight Savings Time between the hours of 8:00 a.m. and 7:00 p.m. on any day except Sunday, when such activities may take place between the hours of 9:00 a.m. and 6:00 p.m.;

M. Operation of Oil and Gas Wells.

1. Normal well servicing, remedial or maintenance work performed within an existing well which does not involve drilling or redrilling and which is restricted to the hours between 7:00 a.m. and 10:00 p.m., and

2. Drilling or redrilling work which is done in full compliance with the conditions of permits issued under Chapter 5, Article 1, of the County Zoning Ordinance, as amended, as set out in Title 22 of this code.

(Ord. 97-0007 § 1, 1997: Ord. 11778 § 2(Art. 6 § 601), 1978: Ord. 11773 § 2 (Art. 6 § 601), 1978.)

Part 6 - VARIANCES

Sections:

12.08.580 - Conditions for granting variances—Health officer authority.

A. Variances from the requirements of this chapter may be granted by the health officer for a period of not to exceed two years, subject to such terms, conditions and requirements as he may deem reasonable. A variance may be granted only if the health officer makes the findings that:

1. Additional time is necessary for the applicant to alter or modify his activity, operation or noise source to comply with this chapter; or

2. The activity, operation or noise source cannot feasibly be done in a manner that would comply with the provisions of this chapter, and no other reasonable alternative is available to the applicant.

B. In granting a variance, the health officer may prescribe any conditions or requirements he deems necessary to minimize adverse effects upon the community or the surrounding neighborhood.

C. In granting variances, the health officer shall consider the magnitude of nuisance caused by the offensive noise, the uses of property within the area of impingement by the noise, operations carried on under existing nonconforming rights or conditional use permits or zone variances, the time factors related to study, design, financing and construction of remedial work, the economic factors related to age and useful life of the equipment, the general public interest, health and welfare, the feasibility of plans submitted for correction, and the effect on the community if the variance was refused.

(Ord. 11778 § 2 (Art. 7 § 701), 1978: Ord. 11773 § 2 (Art. 7 § 701), 1978.)

12.08.590 - Application—Contents.

Every applicant for a variance shall file with the health officer a written application on a form prescribed by the health officer. The application shall state the name and address of the applicant, the nature of the noise source involved, and such other information as the health officer may require.

(Ord. 11778 § 2 (Art. 7 § 702), 1978: Ord. 11773 § 2 (Art. 7 § 702), 1978.)

12.08.600 - Application—Fee.

Every applicant shall pay a fee of $25.00 for each application for variance.

(Ord. 11778 § 2 (Art. 7 § 703), 1978: Ord. 11773 § 2 (Art. 7 § 703), 1978.)

12.08.610 - Application—Action by health officer.

A. The health officer shall act, within 30 days, if possible, on an application for a variance, and shall notify the applicant of the action taken, namely, approval, conditional approval, or denial. Before acting on an application for a variance, the health officer may require the applicant to furnish further information. Failure of the applicant to provide such further information may be grounds for denial of the variance.

B. In the event of denial of an application for a variance, the health officer shall notify the applicant in writing of the reasons therefor. The health officer shall not accept a further application unless the applicant has complied with the objections specified by the health officer as his reasons for denial.

(Ord. 11778 § 2 (Art. 7 § 704), 1978: Ord. 11773 § 2 (Art. 7 § 704), 1978.)

12.08.620 - Application—Denial conditions.

The applicant may at his option deem the variance denied if the health officer fails to act on the application within 30 days after filing or within 10 days after applicant furnishes the further information requested by the health officer, whichever is later.

(Ord. 11778 § 2 (Art. 7 § 705), 1978: Ord. 11773 § 2 (Art. 7 § 705), 1978.)

12.08.630 - Public hearing—For reconsideration of health officer decision.

Within 10 days after notice by the health officer of the decision on application for variance, any interested party may petition the health officer in writing for a public hearing to reconsider the decision. The health officer shall thereupon appoint a hearing officer to conduct said hearing.

(Ord. 11778 § 2 (Art. 7 § 706), 1978: Ord. 11773 § 2 (Art. 7 § 706), 1978.)

12.08.640 - Public hearing—Decision and findings—Appeals.

A. Based upon the evidence presented at the public hearing, the hearing officer may affirm, modify or reverse the previous determination subject to such terms, conditions and requirements as he may deem necessary. The hearing officer shall be guided by the same considerations as set forth in Section 12.08.580.

B. A decision by the hearing officer to grant a variance may be made only if the hearing officer makes the findings that:

1. Additional time is necessary for the applicant to alter or modify his activity, operation or noise source to comply with this chapter; or

2. The activity, operation or noise source cannot feasibly be done in a manner that would comply with the provisions of this chapter, and no other reasonable alternative is available to the applicant.

C. The decision of the hearing officer shall be by written order, and shall be final. Appeals from an adverse decision shall be made to a court of competent jurisdiction.

(Ord. 11778 § 2 (Art. 7 § 707), 1978: Ord. 11773 § 2 (Art. 7 § 707), 1978.)

Part 7 - VIOLATIONS AND ENFORCEMENT

Sections:

12.08.650 - Enforcement—Health officer powers and duties.

The health officer shall have primary responsibility for the enforcement of the noise regulations contained in this chapter. The health officer shall make all noise-level measurements required for the enforcement of this chapter. Nothing in this chapter shall prevent the health officer from efforts to obtain voluntary compliance by way of warning, notice, or educational means.

(Ord. 11778 § 2 (Art. 8 § 801), 1978: Ord. 11773 § 2 (Art. 8 § 801), 1978.)

12.08.660 - Initial violations.

In the event of an initial violation of the provisions of this chapter a written notice of violation shall be given the alleged violator, specifying the time by which the condition shall be corrected or an application for permit or variance shall be received by the health officer. The health officer shall take no further action in the event the cause of the violation has been removed, the condition abated or fully corrected within the time period specified in the written notice.

(Ord. 11778 § 2 (Art. 8 § 802), 1978: Ord. 11773 § 2 (Art. 8 § 802), 1978.)

12.08.670 - Violation—Penalty.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than $500.00 or be imprisoned in the County Jail for a period not exceeding six months or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(Ord. 11778 § 2 (Art. 8 § 803), 1978: Ord. 11773 § 2 (Art. 8 § 803, 1978.)

12.08.680 - Severability.

If any provision, clause, sentence or paragraph of this chapter or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other provisions or application of the provisions of this chapter which can be given effect without the invalid provisions or application and, to this end, the provisions of this chapter are hereby declared to be severable.

(Ord. 11778 § 2 (Art. 8 § 804), 1978: Ord. 11773 § 2 (Art. 8 § 804), 1978.)

Chapter 12.12 - BUILDING CONSTRUCTION NOISE

Sections:

12.12.010 - Definitions.

A. "Board" means the board of supervisors of the county of Los Angeles.

B. "Person" means an individual, partnership, firm or corporation.

C. "Section" means a section of the ordinance codified in this chapter.

(Ord. 8594 §§ 1, 2 and 3, 1964.)

12.12.020 - References to provisions.

Whenever any reference is made to the ordinance codified in this chapter or any other ordinance, or to any statute, such reference shall apply to all amendments and additions thereto now or hereafter made.

(Ord. 8594 § 4, 1964.)

12.12.030 - Construction noise prohibited when.

Except as otherwise provided in this chapter, a person, on any Sunday, or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day, shall not perform any construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, where any of the foregoing entails the use of any air compressors; jackhammers; power-driven drill; riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron, or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in a dwelling, apartment, hotel, mobilehome, or other place of residence.

(Ord. 9818 § 1, 1969: Ord. 8594 § 6, 1964.)

12.12.040 - Exemptions—Certain zoned areas.

The provisions of this chapter do not apply in any territory which is in a zone in which the Zoning Ordinance, codified in Title 22 of this code, prohibits any residential use and which is not less than 500 feet from any territory in any residential zone as defined in Section 201 of Ordinance 1494, or any territory in a residential zone in any city.

(Ord. 8594 § 11, 1964.)

12.12.050 - Exemptions—Work performed with county engineer's permission.

The provisions of Section 12.12.030 do not apply to any person who performs the construction, repair, excavation or earthmoving work involved pursuant to the express written permission of the county engineer to perform such work at times prohibited in Section 12.12.030. Upon receipt of an application in writing therefor, stating the reasons for the request and the facts upon which such reasons are based, the county engineer may grant such permission if he finds that:

A. The work proposed to be done is effected with a public interest; or

B. Hardship or injustice, or unreasonable delay, would result from the interruption thereof during the hours and days specified in Section 12.12.030; or

C. The building or structure involved is devoted or intended to be devoted to a use immediately incident to public defense.

(Ord. 9818 § 2, 1969: Ord. 8594 § 7, 1964.)

12.12.060 - Exemptions—Work by public utilities—Conditions.

The provisions of Section 12.12.030 do not apply to the construction, repair or excavation by a public utility which is subject to the jurisdiction of the Public Utilities Commission as may be necessary for the preservation of life or property, and where such necessity makes it necessary to construct, repair or excavate during the prohibited hours.

(Ord. 8594 § 10, 1964.)

12.12.070 - Exemptions—Emergency work—Permit requirements.

The provisions of Section 12.12.030 do not apply to such construction, repair or excavation during prohibited hours as may be necessary for the preservation of life or property when such necessity arises during such hours as the offices of the county are closed or where such necessity requires immediate action prior to the time at which it would be possible to obtain a permit pursuant to Section 12.12.050, if the person doing such construction, repair or excavation obtains a permit therefor within one day after the offices of the county engineer are first opened subsequent to the making of such construction, repair or excavation.

(Ord. 8594 § 9, 1964.)

12.12.080 - Appeals from county engineer's decision.

Any person dissatisfied with the decision of the county engineer may appeal to the business license commission as provided in Ordinance 5860, on business licenses, set out at Title 7 of this code, including the appointment of and reference to a referee, as in the case of a notification by the tax collector that he intends to deny a license.

(Ord. 9849 § 1, 1969: Ord. 8594 § 8, 1964.)

12.12.090 - Violation—Penalty.

Any person violating any provision of this chapter is guilty of a misdemeanor punishable by a fine of not more than $500.00 or by imprisonment in the County Jail for not more than six months, or by both such fine and imprisonment. Every such person is guilty of a separate offense for every day during any portion of which any violation or any of the provisions of this chapter is committed, continued or permitted by such person, and shall be punished as provided by this chapter.

(Ord. 8594 § 12, 1964.)

12.12.100 - Severability.

If any provision of the ordinance codified in this chapter or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, and the application of such provision to other persons or circumstances, shall not be affected thereby.

(Ord. 8594 § 5, 1964.)

Chapter 4.34
NOISE REGULATIONS

Sections:

4.34.010 Prohibited noises-General standard.

4.34.020 Prohibited noises-Specific examples.

4.34.030 Exemptions.

4.34.040 Enforcement.

4.34.050 Violations-Misdemeanors.

4.34.060 Violations-Additional remedies-Injunctions.

4.34.070 Additional remedies-Motor vehicle alarms.

4.34.080 Additional remedies-Recovery of law enforcement costs for certain repeat offenders.

4.34.010 Prohibited noises-General standard.

No person shall make, or cause or suffer, or permit to be made upon any premises owned, occupied or controlled by such person, any loud, raucous, jarring, unusual, unnecessary, excessive or other unreasonable noises, sounds or vibrations which are physically annoying to reasonable persons of ordinary sensitivity or which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to cause or contribute to the unnecessary and unreasonable discomfort to any persons within the neighborhood surrounding the location from which said noises emanate or which unreasonably interfere with the peace and comfort of the residents of the surrounding neighborhood or their guests, or the operators or customers in places of business in the vicinity, or which detrimentally or adversely affect such residences or places of business.

(Ord. 753 § 4 (part), 1997)

4.34.020 Prohibited noises-Specific examples.

Except as set forth in Section 4.34.030 of this chapter, the following acts and the causing or permitting thereof, are specifically declared to be a violation of this chapter:

(a) Radios, Phonographs, Etc. The using, operating or permitting to be played, used or operated between the hours of eight p.m. and seven a.m. of any radio, musical instrument, phonograph, television set, or instrument or device similar to those heretofore specifically mentioned (hereinafter "device") for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of fifty feet or more from the property line of the property from which the noise, sound or vibration is emanating, and the using, operating or permitting to be played, used or operated between the hours of seven a.m. and eight p.m. of any such device for the production or reproduction of sound in volume sufficiently loud as to be plainly audible at a distance of two hundred feet or more from the property line of the property from which the noise, sound or vibration is emanating.

(b) Band or Orchestral Rehearsals. The conducting of or carrying on, or allowing the conducting carrying on of band or orchestral concerts or rehearsals or practice between the hours of eight p.m. and seven a.m. sufficiently loud as to be plainly audible at a distance of fifty feet or more from the property line of the property where the concert, rehearsal or practice is occurring, and the conducting of or carrying on, or allowing the conducting or carrying on of band or orchestral concerts or rehearsals or practice between the hours of seven a.m. and eight p.m. sufficiently loud as to be plainly audible at a distance of two hundred feet or more from the property line of the property where the concert, rehearsal or practice is occurring.

(c) Engines, Motors and Mechanical Devices Near Residential District. The sustained, continuous or repeated operation or use between the hours of eight p.m. and seven a.m. of any motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, machine, contrivance, or mechanical device or other contrivance or facility unless such motor, engine, automobile, motorcycle, machine or mechanical device is enclosed within a sound insulated structure so as to prevent noise and sound

from being plainly audible at: (1) distance of fifty feet or more from the property line of the property from which the noise, sound or vibration is emanating or (2) the exterior wall of any adjacent residence, whichever is less.

(d) Motor Vehicles. Racing the engine of any motor vehicle or needlessly bringing to a sudden start or stop of any motor vehicle.

(e) Loading and Unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of eight p.m. and seven a.m. in volume sufficiently loud as to be plainly audible at a distance of fifty feet or more from the property line of the property where the activity is occurring.

(f) Construction. Operating or causing the operation of any tools, equipment, impact devices, derricks or hoists used on construction, drilling, repair, alteration, demolition or earthwork, between the hours of eight p.m. and seven a.m. on weekdays or at any time on Saturdays (except, between the hours of seven a.m. and eight p.m., interior construction is permissible); or at any time on Sundays or city holidays.

(g) Nonemergency Signaling Devices. Sounding or permitting the sounding of any bell, chime, siren, whistle or similar device, intended primarily for nonemergency purposes between the hours of eight p.m. and seven a.m. Sound sources included within this provision may be exempted by a variance issued by the planning commission.

(h) Emergency Signaling Devices.

(1) The intentional sounding, or permitting the sounding, outdoors of any emergency signaling device including fire, burglar, civil defense alarm, siren, whistle or similar emergency signaling device, for testing, except as provided in subsection (h)(2) of this section.

(2) Testing of an emergency signaling device shall not occur between the hours of eight p.m. and seven a.m. Any such testing shall use only the minimum cycle test time. In no case shall such test time exceed sixty seconds. Testing of the emergency signaling system shall not occur more than once in each calendar month.

(3) Sounding or permitting the sounding of any exterior burglar or fire alarm unless such alarm is terminated within fifteen minutes of activation.

(4) Sounding or permitting the sounding of any motor vehicle alarm unless such alarm is terminated within five minutes of activation.

(5) Sounding or permitting the sounding of any motor vehicle alarm more than three times of any duration in any twenty-four hour period.

(i) Noises by Animals. It is unlawful for any person having charge, care, custody, or control of any animal to permit such animal to emit any persistent sound, cry or other noise which disturbs the peace, quiet and comfort of any residential neighborhood. For purposes of this section, "persistent sound, cry or other noise" means any noise which is of such a magnitude to be obnoxious or physically annoying to reasonable persons of ordinary sensitivity. The city shall enforce this chapter as follows:

(1) Complaints must be submitted in writing to the Los Angeles County department of animal care and control ("department") and shall include the name, address, and telephone number of the complainant, as well as the address of the animal owner, a description of the animal, and the dates, times, duration and description of the noise.

(2) Upon receiving a complaint involving whining, barking, howling, screeching or similar animal noise, the department shall cause the following to be performed:

(A) Issue a notice of noise complaint to the animal owner or custodian describing the complaint sufficiently to help the animal owner or custodian recognize and correct the problem, and requesting immediate steps to abate the problem.

(B) If a second complaint is received, issue a notice of noncompliance to the animal owner or custodian including the information required in subsection (i)(2)(A) of this section and explaining that the animal owner or custodian may request a hearing with a member of the department to discuss the notice of noncompliance within five days of receipt of the notice.

(C) If the problem is not resolved by the end of the period stated in the notice of noncompliance, issue a citation to the animal owner or custodian including the information required in subsections (i)(2)(A) and (B) of this section and apprising the animal owner or custodian that he or she will be liable for costs pursuant to Section 4.34.080 of the La Puente Municipal Code upon issuance of a second citation.

(3) If a second citation is issued within one year of the first to the same animal owner or custodian and, if additional law enforcement personnel are required to respond to, investigate or abate the condition, the animal owner or custodian shall be required to reimburse the city for costs pursuant to Section 4.34.080 of the La Puente Municipal Code.

(j) Leaf Blowers. The use or operation or allowing the use or operation of any portable machine powered with a combustion or gasoline engine to blow leaves, dirt and other debris off sidewalks, driveways, lawns and other surfaces, between the hours of eight p.m. and seven a.m.

(k) Commercial Establishments Adjacent to Residential Property. Continuous, repeated or sustained noise, sound or vibration from the premises of any commercial establishment, including any outdoor area that is a part or under the control of the establishment, which is licensed by the city and is adjacent to one or more residential dwelling units, between the hours of eleven p.m. and seven a.m., that is plainly audible from the exterior wall of the adjacent residential dwelling unit.

(l) Loud Parties or Gatherings. Generating any noise, sound or vibration from a party or gathering of two or more people on private property (whether from a home, a nightclub, or any other location in the city) that is plainly audible from a distance of fifty feet or more from the property line of the property from which the noise, sound or vibration is emanating. The city shall enforce this subsection (l) as follows:

(1) When such a party or gathering occurs and is determined by the city manager or his or her designee or by a sheriff's deputy at the scene to constitute a violation of the California Penal Code or the La Puente Municipal Code, or is otherwise a threat or detrimental to the public peace, health, safety or welfare due to the magnitude of the crowd, noise, disturbance or unruly behavior generated by the party or gathering, excessive traffic, or destruction of property, then the city manager or his or her designee or the sheriff's department shall take such actions and give such direction as is necessary to investigate or abate the violation or condition and shall advise the responsible person orally and in writing that, if additional law enforcement personnel are required to respond to abate the condition, the responsible person and the owner or occupant of the property shall be held liable for the cost of providing such services. Such direction and advice shall be given to the person responsible for the party or gathering or to the owner or occupant of the property involved.

(2) If the condition is not voluntarily abated in the time period requested by any city official or law enforcement officer and, if additional city or law enforcement personnel are required in order to disperse the party or gathering, quell any disturbance, direct traffic, cite illegally parked vehicles or otherwise respond, then the responsible person and the owner or occupant of the property shall be required to reimburse the city for costs pursuant to Section 4.34.080 of this chapter.

(Ord. 753 § 4 (part), 1997)

4.34.030 Exemptions.

The following activities shall be exempt from the provisions of this chapter:

(a) Emergency Exemption. The emission of sound for the purpose of alerting persons to the existence of an emergency or the emission of sound in the performance of emergency work. For the purposes of this section, "emergency" means a condition that constitutes an immediate threat to public safety, health or welfare or to property.

(b) Warning Devices. Warning devices necessary for the protection of public safety as for example, police, fire and ambulance sirens and train horns.

(c) Outdoor Activities. Activities conducted on public playgrounds, fully licensed and approved child day care facilities within residential areas as permitted by law, and public or private school grounds including, but not limited to, school athletic and school entertainment events and band or orchestral rehearsals for school athletic or school entertainment events.

(d) Construction; Special Circumstances. The provisions of Section 4.34.020 of this chapter do not apply to any person who performs construction, repair, excavation or earthmoving work if and to the extent that the city manager or his or her designee has given express prior written permission to perform such work at times prohibited in Section 4.34.020 of this chapter. In order to be given such permission, the person must submit to the city manager or to the city manager's designee an application in writing, stating the reasons for the request and the facts upon which such reasons are based. The city manager or his or her designee may grant or conditionally grant such permission if the city manager, city engineer, code enforcement officer or building official has found that:

(1) The work proposed to be done is necessary to protect or promote public safety or welfare or is otherwise in the public interest; or

(2) Hardship including, but not limited to, unreasonable delay due to weather, acts of God or labor strikes, would result from the interruption thereof during the hours and days specified in Section 4.34.020 of this chapter; or

(3) The building or structure involved is devoted or intended to be devoted to a use immediately incidental to public defense.

Any applicant dissatisfied with the decision of the city manager or the city manager's designee may appeal to the city council by filing a notice of appeal with the city clerk within ten days after notice of the decision. The appeal shall be accompanied by the applicable appeal fee, which shall be established by a resolution of the city council. The city council shall, within thirty days of filing the appeal, affirm, reverse or modify the decision of the city manager.

The provisions of Section 4.34.020 of this chapter also do not apply to the construction, repair, or excavation during prohibited hours as may be necessary for the preservation of life or property, when such necessity arises during such hours as the offices of the city are closed, or where such necessity requires immediate action prior to the time at which it would be possible to obtain a permit pursuant to this section. The person doing such construction, repair or excavation shall obtain a permit therefor within one business day of such construction, repair or excavation. The application for the permit shall be accompanied by the payment of the applicable fee established by resolution of the city council.

(e) Outdoor Events. Outdoor events, such as gatherings, fairs, circuses, public dances, parades, shows and sporting events, if and to the extent the events are conducted pursuant to a permit issued by the city manager or the city manager's designee. The application for such permit shall be accompanied by the payment of the applicable fee established by resolution of the city council.

(f) Filming Activities. Filming activities, if and to the extent the filming activities are conducted pursuant to a permit issued pursuant to Chapter 5.25 of this code.

(Ord. 753 § 4 (part), 1997)

4.34.040 Enforcement.

The city manager shall have primary responsibility, with such assistance of the sheriff's department and the Los Angeles County department of animal care and control as may be necessary or desirable, for the enforcement of the noise regulations contained herein. Nothing in this chapter shall preclude the city manager from seeking to obtain voluntary compliance by way of warning, notice, or informational materials.

(Ord. 753 § 4 (part), 1997)

4.34.050 Violations-Misdemeanors.

Any person violating any of the provisions of this chapter is guilty of a misdemeanor and upon conviction thereof shall be timed in an amount not exceeding one thousand dollars or be imprisoned in the county jail for a period not exceeding six months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(Ord. 753 § 4 (part), 1997)

4.34.060 Violations-Additional remedies-Injunctions.

As an additional remedy, any activity or conduct which causes or creates noise, sound or vibration in violation of the provisions of this chapter shall be deemed and is declared to be, a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

(Ord. 753 § 4 (part), 1997)

4.34.070 Additional remedies-Motor vehicle alarms.

(a) Deactivation. In addition to the remedies set forth in this chapter, the sheriff's department may undertake such procedures as are reasonably necessary to deactivate a motor vehicle alarm generating noise in violation of this chapter. If the sheriff's department is unable to deactivate the alarm, the sheriff may cause the motor vehicle to be removed according to the procedure set forth in Section 22651.5 of the California Vehicle Code.

(b) Removal. Any costs associated with the removal or storage of a motor vehicle pursuant to subsection (a) of this section and any costs incurred by the city in connection therewith shall be paid by the registered owner of the motor vehicle.

(Ord. 753 § 4 (part), 1997)

4.34.080 Additional remedies-Recovery of law enforcement costs for certain repeat offenders.

(a) This Section 4.34.080 shall apply to the following persons or entities:

(1) The animal owner or custodian who has received more than one citation pursuant to subsection (i) of Section 4.34.020 of this chapter;

(2) The person or persons responsible for a party or gathering described in subsection (1) of Section 4.34.020 of this chapter, or the owner or occupant of the property on which the party or gathering is held or, if any such person is a minor, the parents or legal guardians of the minor.

(b) Said persons shall be jointly and severally liable for the following costs incurred by the city:

(1) The actual cost to the city of law enforcement or other services, excluding the initial response provided by city, animal control or law enforcement personnel, necessary to abate a violation of Section 4.34.020 of this chapter;

(2) Damage to public property resulting from such response; and

(3) Injuries to any city, animal control or law enforcement personnel involved in such response.

(c) The department that provided the response shall accurately compute the cost of providing such services in accordance with the schedule of rates and charges for personnel and equipment contained in any applicable agreement with the city and shall advise the city manager of such costs as well as any other costs of damage to public property or injuries to personnel resulting from the response. The city manager shall bill said costs (and any additional such costs of the city) to the person or persons specified above in subsection (a) of this Section 4.34.080. Payment shall be due and payable within thirty days of the billing date. If the amount due is not paid, the city may collect the debt, as well as any fees and costs incurred in its collection, pursuant to all applicable provisions of law.

(d) The remedies set forth in this section are not exclusive and may be used in addition to those set forth elsewhere in this code or by law.

(e) As used in this Chapter 4.34, the term "law enforcement" includes, but is not limited to, the sheriff's department, the fire department, the Los Angeles County department of animal care and control and any city department.

(Ord. 753 § 4 (part), 1997)

Utility Trailer

EXISTING NO PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)
1	Azusa Avenue	Gemini St to Salais St	45,600	45	84	Soft	6D	**0%**
2	Azusa Avenue	Salais St to Hurley St	45,800	45	84	Soft	6D	**0%**
3	Azusa Avenue	Hurley St to Railroad St	56,585	45	84	Soft	6D	**0%**
4	Azusa Avenue	Railroad St to Gale Ave	63,152	45	84	Soft	6D	**0%**
5	Azusa Avenue	Gale Ave to SR 60	69,067	45	96	Soft	8D	**0%**
6	Azusa Avenue	SR 60 to Colima Rd	52,700	45	96	Soft	8D	**0%**
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,400	25	12	Soft	2U	**0%**
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,200	25	12	Soft	2U	**0%**
9	Salais Street	Azusa Ave to Hambledon Ave	5,000	30	12	Soft	2U	**0%**
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,400	25	12	Soft	2U	**0%**
11	Hurley Street	Azusa Ave to Valley Blvd	10,000	35	48	Soft	4D	**0%**
12	Valley Boulevard	Ferrero Ln to Hurley St	36,700	50	84	Soft	6D	**0%**
13	Valley Boulevard	Hurley St to Fullerton Rd	44,400	50	84	Soft	6D	**0%**
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,700	35	12	Soft	2U	**0%**
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	2,900	35	12	Soft	2U	**0%**
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,700	35	24	Soft	2D	**0%**
17	Hatcher Ave	Rowland St to Lawson St	3,600	35	24	Soft	2D	**0%**
18	Railroad Street	Azusa Ave to Curl Ct	16,800	35	48	Soft	4D	**0%**
19	Railroad Street	Curl Ct to Hatcher Ave	16,400	35	48	Soft	4D	**0%**
20	Rowland Street	Hatcher Ave to Lawson St	14,700	35	48	Soft	4D	**0%**
21	Gale Avenue	Bixby Dr to Azusa Ave	32,400	45	48	Soft	4D	**0%**
22	Gale Avenue	Azusa Ave to Hatcher Ave	26,400	45	48	Soft	4D	**0%**
23					#N/A	Soft		**0%**
24					#N/A	Soft		**0%**
25					#N/A	Soft		**0%**
26					#N/A	Soft		**0%**
27					#N/A	Soft		**0%**
28					#N/A	Soft		**0%**
29					#N/A	Soft		**0%**
30					54	Soft		**0%**

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra
Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM to	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Utility Trailer
EXISTING NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

					DISTACE TO NOISE CONTOUR (FT.)		
#	ROADWAY	SEGMENT	TRAFIC VOLUMES	LEVEL AT 50 FT.	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Azusa Avenue	Gemini St to Salais St	45,600	78.6	188	404	871
2	Azusa Avenue	Salais St to Hurley St	45,800	78.6	188	406	874
3	Azusa Avenue	Hurley St to Railroad St	56,585	79.6	217	467	1006
4	Azusa Avenue	Railroad St to Gale Ave	63,152	80.0	233	502	1082
5	Azusa Avenue	Gale Ave to SR 60	69,067	84.7	480	1033	2226
6	Azusa Avenue	SR 60 to Colima Rd	52,700	83.6	401	863	1859
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,400	60.8	12	26	56
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,200	60.0	11	23	50
9	Salais Street	Azusa Ave to Hambledon Ave	5,000	60.8	12	26	57
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,400	61.8	14	31	66
11	Hurley Street	Azusa Ave to Valley Blvd	10,000	66.2	28	60	130
12	Valley Boulevard	Ferrero Ln to Hurley St	36,700	78.8	194	418	902
13	Valley Boulevard	Hurley St to Fullerton Rd	44,400	79.7	221	475	1024
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,700	63.7	19	41	88
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	2,900	60.0	11	23	50
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,700	59.9	11	23	49
17	Hatcher Ave	Rowland St to Lawson St	3,600	61.1	13	28	59
18	Railroad Street	Azusa Ave to Curl Ct	16,800	68.5	40	85	183
19	Railroad Street	Curl Ct to Hatcher Ave	16,400	68.4	39	84	180
20	Rowland Street	Hatcher Ave to Lawson St	14,700	67.9	36	78	168
21	Gale Avenue	Bixby Dr to Azusa Ave	32,400	74.0	92	199	429
22	Gale Avenue	Azusa Ave to Hatcher Ave	26,400	73.1	81	174	374
23	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
24	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
25	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
26	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
27	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
28	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
29	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
30	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gemini St to Salais St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	45,600
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2797	53	21	2067	39	16	518	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.6	-14.6	-18.6	1.3	-15.9	-19.9	-4.7	-21.9	-25.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	66.9	67.5	74.5	65.6	66.1	68.5	59.6	60.1
VEHICULAR NOISE	DAY=	76.9	Leq	EVENING=	75.6	Leq	NIGHT=	69.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.0**
					CNEL=	**78.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**170**	**367**	**791**
			CNEL:	**188**	**404**	**871**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Salais St to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	45,800
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2809	53	21	2076	39	16	520	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.6	-14.6	-18.5	1.3	-15.9	-19.9	-4.7	-21.9	-25.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	66.9	67.5	74.6	65.6	66.2	68.5	59.6	60.1
VEHICULAR NOISE	DAY=	76.9	Leq	EVENING=	75.6	Leq	NIGHT=	69.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.0**
					CNEL=	**78.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**171**	**368**	**794**
			CNEL:	**188**	**406**	**874**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Hurley St to Railroad St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	56,585
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3471	66	26	2565	48	19	643	12	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.6	-13.7	-17.6	2.3	-15.0	-18.9	-3.8	-21.0	-25.0
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.8	67.8	68.4	75.5	66.5	67.1	69.5	60.5	61.1
VEHICULAR NOISE	DAY=	77.8	Leq	EVENING=	76.5	Leq	NIGHT=	70.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.9**
					CNEL=	**79.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**197**	**424**	**914**
			CNEL:	**217**	**467**	**1006**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Railroad St to Gale Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	63,152
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3873	73	29	2863	54	22	717	14	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.0	-13.2	-17.2	2.7	-14.5	-18.5	-3.3	-20.5	-24.5
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.3	68.3	68.9	76.0	67.0	67.6	69.9	61.0	61.5
VEHICULAR NOISE	DAY=	78.3	Leq	EVENING=	77.0	Leq	NIGHT=	71.0	Leq

RESULTS					
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		**Ldn=**	**79.4**
				CNEL=	**80.0**
NOISE CONTOUR:			*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**212**	**456**	**983**
			CNEL:	**233**	**502**	**1082**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gale Ave to SR 60	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	69,067
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4236	80	32	3131	59	24	784	15	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.4	-12.8	-16.8	3.1	-14.1	-18.1	-2.9	-20.1	-24.1
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	82.0	73.0	73.6	80.7	71.7	72.3	74.6	65.7	66.2
VEHICULAR NOISE	DAY=	83.0	Leq	EVENING=	81.7	Leq	NIGHT=	75.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**84.1**
					CNEL=	**84.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**436**	**939**	**2022**
			CNEL:	**480**	**1033**	**2226**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	SR 60 to Colima Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	52,700
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3232	61	25	2389	45	18	598	11	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.3	-14.0	-17.9	1.9	-15.3	-19.2	-4.1	-21.3	-25.3
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	80.8	71.8	72.4	79.5	70.5	71.1	73.5	64.5	65.1
VEHICULAR NOISE	DAY=	81.8	Leq	EVENING=	80.5	Leq	NIGHT=	74.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**82.9**
					CNEL=	**83.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**364**	**784**	**1688**
			CNEL:	**401**	**863**	**1859**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Anaheim Puente Road	Analyst:	NJF
Segment:	Arenth Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	7,400
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	454	9	3	335	6	3	84	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.7	-20.0	-23.9	-4.0	-21.3	-25.2	-10.0	-27.3	-31.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	51.1	53.3	55.4	49.8	52.0	49.3	43.8	45.9
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.7	Leq	NIGHT=	51.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
					CNEL=	**60.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**51**
			CNEL:	**12**	**26**	**56**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,200
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	380	7	3	281	5	2	70	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.5	-20.7	-24.7	-4.8	-22.0	-26.0	-10.8	-28.0	-32.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	50.3	52.5	54.6	49.0	51.2	48.6	43.0	45.2
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	57.0	Leq	NIGHT=	51.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
					CNEL=	**60.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**10**	**21**	**45**
			CNEL:	**11**	**23**	**50**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Azusa Ave to Hambledon Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	5,000
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	307	6	2	227	4	2	57	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.2	-22.4	-26.4	-6.5	-23.8	-27.7	-12.5	-29.8	-33.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.2	50.6	52.3	55.9	49.3	51.0	49.9	43.3	45.0
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
					CNEL=	**60.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**52**
			CNEL:	**12**	**26**	**57**

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	9,400
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	577	11	4	426	8	3	107	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-1.7	-18.9	-22.9	-3.0	-20.2	-24.2	-9.0	-26.2	-30.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	52.1	54.3	56.4	50.8	53.0	50.4	44.8	47.0
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
					CNEL=	**61.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**28**	**60**
			CNEL:	**14**	**31**	**66**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Azusa Ave to Valley Blvd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	10,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	613	12	5	453	9	3	114	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.5	56.7	61.7	54.2	55.4	55.7	48.1	49.4
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.6**
			CNEL=	**66.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**55**	**118**
	CNEL:	**28**	**60**	**130**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Ferrero Ln to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	36,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2251	43	17	1664	31	13	417	8	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.2	-16.0	-20.0	-0.1	-17.3	-21.3	-6.1	-23.3	-27.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.2	66.7	66.9	74.9	65.3	65.6	68.9	59.3	59.6
VEHICULAR NOISE	DAY=	77.1	Leq	EVENING=	75.8	Leq	NIGHT=	69.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.2**
			CNEL=	**78.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**176**	**380**	**819**
	CNEL:	**194**	**418**	**902**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Hurley St to Fullerton Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	44,400
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2723	51	21	2013	38	15	504	10	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-15.2	-19.1	0.7	-16.5	-20.5	-5.3	-22.5	-26.5
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.1	67.5	67.8	75.7	66.2	66.4	69.7	60.2	60.4
VEHICULAR NOISE	DAY=	77.9	Leq	EVENING=	76.6	Leq	NIGHT=	70.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.0**
			CNEL=	**79.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**200**	**432**	**930**
	CNEL:	**221**	**475**	**1024**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Bixby Dr to Anaheim Puente Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	411	8	3	304	6	2	76	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.2	-27.1	-11.9	-29.2	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	52.9	54.2	59.1	51.6	52.9	53.1	45.6	46.9
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.6	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.0**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**37**	**80**
	CNEL:	**19**	**41**	**88**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Anaheim Puente Rd to Virgil Water	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	2,900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	178	3	1	131	2	1	33	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.2	-25.5	-29.4	-9.6	-26.8	-30.8	-15.6	-32.8	-36.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	49.3	50.5	55.5	48.0	49.2	49.5	42.0	43.2
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	57.0	Leq	NIGHT=	51.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**60.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**46**
	CNEL:	**11**	**23**	**50**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Virgil Waters Way to Rowland St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	2,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	166	3	1	122	2	1	31	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.6	-25.8	-29.8	-9.9	-27.1	-31.1	-15.9	-33.1	-37.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	49.1	50.4	55.3	47.8	49.1	49.3	41.8	43.1
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	56.8	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**44**
	CNEL:	**11**	**23**	**49**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Rowland St to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,600
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	4	2	163	3	1	41	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-24.5	-28.5	-8.6	-25.9	-29.8	-14.6	-31.9	-35.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	50.4	51.6	56.6	49.1	50.3	50.6	43.0	44.3
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	58.1	Leq	NIGHT=	52.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.5**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**13**	**28**	**59**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Azusa Ave to Curl Ct	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	16,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1030	19	8	762	14	6	191	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.6	-17.9	-21.8	-1.9	-19.2	-23.1	-7.9	-25.2	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	57.7	59.0	63.9	56.4	57.7	57.9	50.4	51.7
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.4	Leq	NIGHT=	59.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
			CNEL=	**68.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**77**	**167**
	CNEL:	**40**	**85**	**183**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Curl Ct to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	16,400
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1006	19	8	743	14	6	186	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.7	-18.0	-21.9	-2.0	-19.3	-23.2	-8.0	-25.3	-29.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.1	57.6	58.9	63.8	56.3	57.6	57.8	50.3	51.6
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.3	Leq	NIGHT=	59.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.7**
			CNEL=	**68.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**35**	**76**	**164**
	CNEL:	**39**	**84**	**180**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Rowland Street	Analyst:	NJF
Segment:	Hatcher Ave to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	14,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	902	17	7	666	13	5	167	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.2	-18.4	-22.4	-2.5	-19.7	-23.7	-8.5	-25.8	-29.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	57.1	58.4	63.3	55.8	57.1	57.3	49.8	51.1
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	64.9	Leq	NIGHT=	58.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**67.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**152**
	CNEL:	**36**	**78**	**168**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Bixby Dr to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	32,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1987	38	15	1469	28	11	368	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.1	-16.1	-20.0	-0.2	-17.4	-21.4	-6.2	-23.4	-27.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.2	62.3	62.8	69.9	61.0	61.5	63.9	55.0	55.5
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.4**
			CNEL=	**74.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**84**	**181**	**390**
	CNEL:	**92**	**199**	**429**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING NO PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Azusa Ave to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	26,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1619	31	12	1197	23	9	300	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.3	-17.0	-20.9	-1.1	-18.3	-22.3	-7.1	-24.3	-28.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.3	61.4	62.0	69.0	60.1	60.6	63.0	54.1	54.6
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	70.1	Leq	NIGHT=	64.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.5**
			CNEL=	**73.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**73**	**158**	**340**
	CNEL:	**81**	**174**	**374**

Utility Trailer

EXISTING PLUS PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)
1	Azusa Avenue	Gemini St to Salais St	45,800	45	84	Soft	6D	**0%**
2	Azusa Avenue	Salais St to Hurley St	46,200	45	84	Soft	6D	**0%**
3	Azusa Avenue	Hurley St to Railroad St	57,500	45	84	Soft	6D	**0%**
4	Azusa Avenue	Railroad St to Gale Ave	64,600	45	84	Soft	6D	**0%**
5	Azusa Avenue	Gale Ave to SR 60	70,400	45	96	Soft	8D	**0%**
6	Azusa Avenue	SR 60 to Colima Rd	52,900	45	96	Soft	8D	**0%**
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,400	25	12	Soft	2U	**0%**
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,300	25	12	Soft	2U	**0%**
9	Salais Street	Azusa Ave to Hambledon Ave	5,100	30	12	Soft	2U	**0%**
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,500	25	12	Soft	2U	**0%**
11	Hurley Street	Azusa Ave to Valley Blvd	10,600	35	48	Soft	4D	**0%**
12	Valley Boulevard	Ferrero Ln to Hurley St	37,000	50	84	Soft	6D	**0%**
13	Valley Boulevard	Hurley St to Fullerton Rd	44,700	50	84	Soft	6D	**0%**
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,700	35	12	Soft	2U	**0%**
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,100	35	12	Soft	2U	**0%**
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,800	35	24	Soft	2D	**0%**
17	Hatcher Ave	Rowland St to Lawson St	3,900	35	24	Soft	2D	**0%**
18	Railroad Street	Azusa Ave to Curl Ct	17,400	35	48	Soft	4D	**0%**
19	Railroad Street	Curl Ct to Hatcher Ave	16,500	35	48	Soft	4D	**0%**
20	Rowland Street	Hatcher Ave to Lawson St	14,700	35	48	Soft	4D	**0%**
21	Gale Avenue	Bixby Dr to Azusa Ave	32,500	45	48	Soft	4D	**0%**
22	Gale Avenue	Azusa Ave to Hatcher Ave	26,400	45	48	Soft	4D	**0%**
23					#N/A	Soft		**0%**
24					#N/A	Soft		**0%**
25					#N/A	Soft		**0%**
26					#N/A	Soft		**0%**
27					#N/A	Soft		**0%**
28					#N/A	Soft		**0%**
29					#N/A	Soft		**0%**
30					54	Soft		**0%**

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra
Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM to	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Utility Trailer
EXISTING PLUS PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

					DISTACE TO NOISE CONTOUR (FT.)		
#	ROADWAY	SEGMENT	TRAFIC VOLUMES	LEVEL AT 50 FT.	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Azusa Avenue	Gemini St to Salais St	45,800	78.6	188	406	874
2	Azusa Avenue	Salais St to Hurley St	46,200	78.7	189	408	879
3	Azusa Avenue	Hurley St to Railroad St	57,500	79.6	219	472	1017
4	Azusa Avenue	Railroad St to Gale Ave	64,600	80.1	237	510	1099
5	Azusa Avenue	Gale Ave to SR 60	70,400	84.8	486	1047	2255
6	Azusa Avenue	SR 60 to Colima Rd	52,900	83.6	402	865	1864
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,400	60.8	12	26	56
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,300	60.1	11	23	51
9	Salais Street	Azusa Ave to Hambledon Ave	5,100	60.9	12	27	58
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,500	61.9	14	31	67
11	Hurley Street	Azusa Ave to Valley Blvd	10,600	66.5	29	63	135
12	Valley Boulevard	Ferrero Ln to Hurley St	37,000	78.9	195	421	906
13	Valley Boulevard	Hurley St to Fullerton Rd	44,700	79.7	222	477	1028
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,700	63.7	19	41	88
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,100	60.3	11	24	53
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,800	60.0	11	23	50
17	Hatcher Ave	Rowland St to Lawson St	3,900	61.5	13	29	63
18	Railroad Street	Azusa Ave to Curl Ct	17,400	68.6	40	87	188
19	Railroad Street	Curl Ct to Hatcher Ave	16,500	68.4	39	84	181
20	Rowland Street	Hatcher Ave to Lawson St	14,700	67.9	36	78	168
21	Gale Avenue	Bixby Dr to Azusa Ave	32,500	74.0	93	200	430
22	Gale Avenue	Azusa Ave to Hatcher Ave	26,400	73.1	81	174	374
23	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
24	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
25	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
26	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
27	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
28	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
29	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
30	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gemini St to Salais St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	45,800
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2809	53	21	2076	39	16	520	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.6	-14.6	-18.5	1.3	-15.9	-19.9	-4.7	-21.9	-25.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	66.9	67.5	74.6	65.6	66.2	68.5	59.6	60.1
VEHICULAR NOISE	DAY=	76.9	Leq	EVENING=	75.6	Leq	NIGHT=	69.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.0**
					CNEL=	**78.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**171**	**368**	**794**
			CNEL:	**188**	**406**	**874**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Salais St to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	46,200
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2834	54	22	2094	40	16	525	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.7	-14.6	-18.5	1.4	-15.9	-19.8	-4.6	-21.9	-25.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	66.9	67.5	74.6	65.6	66.2	68.6	59.6	60.2
VEHICULAR NOISE	DAY=	77.0	Leq	EVENING=	75.6	Leq	NIGHT=	69.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.0**
					CNEL=	**78.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**172**	**370**	**798**
			CNEL:	**189**	**408**	**879**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Hurley St to Railroad St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	57,500
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3527	67	27	2607	49	20	653	12	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.6	-13.6	-17.6	2.3	-14.9	-18.9	-3.7	-20.9	-24.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.9	67.9	68.5	75.5	66.6	67.1	69.5	60.6	61.1
VEHICULAR NOISE	DAY=	77.9	Leq	EVENING=	76.6	Leq	NIGHT=	70.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.0**
					CNEL=	**79.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**199**	**429**	**923**
			CNEL:	**219**	**472**	**1017**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Railroad St to Gale Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	64,600
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3962	75	30	2929	55	22	734	14	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.1	-13.1	-17.1	2.8	-14.4	-18.4	-3.2	-20.4	-24.4
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.4	68.4	69.0	76.1	67.1	67.7	70.0	61.1	61.6
VEHICULAR NOISE	DAY=	78.4	Leq	EVENING=	77.1	Leq	NIGHT=	71.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.5**
					CNEL=	**80.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**215**	**463**	**998**
			CNEL:	**237**	**510**	**1099**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gale Ave to SR 60	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	70,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4318	82	33	3191	60	24	799	15	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.5	-12.7	-16.7	3.2	-14.0	-18.0	-2.8	-20.0	-24.0
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	82.0	73.1	73.6	80.7	71.8	72.3	74.7	65.8	66.3
VEHICULAR NOISE	DAY=	83.1	Leq	EVENING=	81.8	Leq	NIGHT=	75.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**84.2**
					CNEL=	**84.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**441**	**951**	**2048**
			CNEL:	**486**	**1047**	**2255**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	SR 60 to Colima Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	52,900
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3245	61	25	2398	45	18	601	11	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.3	-14.0	-17.9	2.0	-15.3	-19.2	-4.1	-21.3	-25.2
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	80.8	71.8	72.4	79.5	70.5	71.1	73.5	64.5	65.1
VEHICULAR NOISE	DAY=	81.8	Leq	EVENING=	80.5	Leq	NIGHT=	74.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**82.9**
					CNEL=	**83.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**365**	**786**	**1693**
			CNEL:	**402**	**865**	**1864**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Anaheim Puente Road	Analyst:	NJF
Segment:	Arenth Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	7,400
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	454	9	3	335	6	3	84	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.7	-20.0	-23.9	-4.0	-21.3	-25.2	-10.0	-27.3	-31.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	51.1	53.3	55.4	49.8	52.0	49.3	43.8	45.9
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.7	Leq	NIGHT=	51.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
					CNEL=	**60.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**51**
			CNEL:	**12**	**26**	**56**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,300
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	386	7	3	286	5	2	72	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.4	-20.7	-24.6	-4.7	-22.0	-25.9	-10.7	-28.0	-31.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	50.4	52.6	54.7	49.1	51.3	48.6	43.1	45.2
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	57.0	Leq	NIGHT=	51.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.5**
					CNEL=	**60.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**10**	**21**	**46**
			CNEL:	**11**	**23**	**51**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Azusa Ave to Hambledon Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	5,100
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	313	6	2	231	4	2	58	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.1	-22.4	-26.3	-6.4	-23.7	-27.6	-12.4	-29.7	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.3	50.7	52.4	56.0	49.4	51.1	50.0	43.4	45.1
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	57.9	Leq	NIGHT=	51.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.3**
					CNEL=	**60.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**52**
			CNEL:	**12**	**27**	**58**

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	9,500
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	583	11	4	431	8	3	108	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-1.6	-18.9	-22.8	-2.9	-20.2	-24.1	-9.0	-26.2	-30.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	52.2	54.4	56.4	50.8	53.0	50.4	44.8	47.0
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
					CNEL=	**61.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**28**	**60**
			CNEL:	**14**	**31**	**67**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Azusa Ave to Valley Blvd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	10,600
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	650	12	5	481	9	4	120	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.6	-19.9	-23.8	-3.9	-21.2	-25.1	-9.9	-27.2	-31.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	55.7	57.0	61.9	54.4	55.7	55.9	48.4	49.7
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.4	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.8**
			CNEL=	**66.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**26**	**57**	**123**
	CNEL:	**29**	**63**	**135**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Ferrero Ln to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	37,000
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2269	43	17	1677	32	13	420	8	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.3	-16.0	-19.9	0.0	-17.3	-21.2	-6.1	-23.3	-27.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.3	66.7	67.0	74.9	65.4	65.7	68.9	59.4	59.6
VEHICULAR NOISE	DAY=	77.2	Leq	EVENING=	75.8	Leq	NIGHT=	69.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.2**
			CNEL=	**78.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**177**	**382**	**823**
	CNEL:	**195**	**421**	**906**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Hurley St to Fullerton Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	44,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2742	52	21	2026	38	15	508	10	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.1	-15.2	-19.1	0.8	-16.5	-20.4	-5.2	-22.5	-26.4
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.1	67.5	67.8	75.8	66.2	66.5	69.8	60.2	60.5
VEHICULAR NOISE	DAY=	78.0	Leq	EVENING=	76.7	Leq	NIGHT=	70.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.1**
			CNEL=	**79.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**201**	**433**	**934**
	CNEL:	**222**	**477**	**1028**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Bixby Dr to Anaheim Puente Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	411	8	3	304	6	2	76	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.2	-27.1	-11.9	-29.2	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	52.9	54.2	59.1	51.6	52.9	53.1	45.6	46.9
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	60.6	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.0**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**37**	**80**
	CNEL:	**19**	**41**	**88**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Anaheim Puente Rd to Virgil Water	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,100
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	190	4	1	141	3	1	35	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.0	-25.2	-29.2	-9.3	-26.5	-30.5	-15.3	-32.5	-36.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.6	50.8	55.8	48.3	49.5	49.8	42.3	43.5
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.3	Leq	NIGHT=	51.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.7**
			CNEL=	**60.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**48**
	CNEL:	**11**	**24**	**53**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Virgil Waters Way to Rowland St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	2,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	172	3	1	127	2	1	32	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.4	-25.6	-29.6	-9.7	-26.9	-30.9	-15.7	-33.0	-36.9
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	49.3	50.5	55.5	48.0	49.2	49.5	42.0	43.2
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	57.0	Leq	NIGHT=	51.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**60.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**46**
	CNEL:	**11**	**23**	**50**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Rowland St to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	239	5	2	177	3	1	44	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.0	-24.2	-28.2	-8.3	-25.5	-29.5	-14.3	-31.5	-35.5
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	50.7	52.0	56.9	49.4	50.7	50.9	43.4	44.7
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	58.4	Leq	NIGHT=	52.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.8**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**26**	**57**
	CNEL:	**13**	**29**	**63**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Azusa Ave to Curl Ct	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	17,400
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1067	20	8	789	15	6	198	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	57.9	59.1	64.1	56.6	57.8	58.1	50.5	51.8
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.0**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**37**	**79**	**171**
	CNEL:	**40**	**87**	**188**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Curl Ct to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	16,500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1012	19	8	748	14	6	187	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.7	-17.9	-21.9	-2.0	-19.2	-23.2	-8.0	-25.3	-29.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.2	57.6	58.9	63.9	56.3	57.6	57.8	50.3	51.6
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.4	Leq	NIGHT=	59.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
			CNEL=	**68.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**35**	**76**	**165**
	CNEL:	**39**	**84**	**181**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Rowland Street	Analyst:	NJF
Segment:	Hatcher Ave to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	14,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	902	17	7	666	13	5	167	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.2	-18.4	-22.4	-2.5	-19.7	-23.7	-8.5	-25.8	-29.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	57.1	58.4	63.3	55.8	57.1	57.3	49.8	51.1
VEHICULAR NOISE	DAY=	66.2	Leq	EVENING=	64.9	Leq	NIGHT=	58.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**67.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**152**
	CNEL:	**36**	**78**	**168**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Bixby Dr to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	32,500
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1993	38	15	1473	28	11	369	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.2	-16.1	-20.0	-0.2	-17.4	-21.3	-6.2	-23.4	-27.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	62.3	62.9	69.9	61.0	61.5	63.9	55.0	55.5
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.4**
			CNEL=	**74.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**84**	**181**	**390**
	CNEL:	**93**	**200**	**430**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	EXISTING PLUS PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Azusa Ave to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	26,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1619	31	12	1197	23	9	300	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.3	-17.0	-20.9	-1.1	-18.3	-22.3	-7.1	-24.3	-28.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.3	61.4	62.0	69.0	60.1	60.6	63.0	54.1	54.6
VEHICULAR NOISE	DAY=	71.4	Leq	EVENING=	70.1	Leq	NIGHT=	64.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.5**
			CNEL=	**73.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**73**	**158**	**340**
	CNEL:	**81**	**174**	**374**

Utility Trailer

BUILDOUT 2017 NO PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)
1	Azusa Avenue	Gemini St to Salais St	46,800	45	84	Soft	6D	**0%**
2	Azusa Avenue	Salais St to Hurley St	47,400	45	84	Soft	6D	**0%**
3	Azusa Avenue	Hurley St to Railroad St	59,200	45	84	Soft	6D	**0%**
4	Azusa Avenue	Railroad St to Gale Ave	66,000	45	84	Soft	6D	**0%**
5	Azusa Avenue	Gale Ave to SR 60	72,200	45	96	Soft	8D	**0%**
6	Azusa Avenue	SR 60 to Colima Rd	56,400	45	96	Soft	8D	**0%**
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,500	25	12	Soft	2U	**0%**
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,500	25	12	Soft	2U	**0%**
9	Salais Street	Azusa Ave to Hambledon Ave	5,200	30	12	Soft	2U	**0%**
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,800	25	12	Soft	2U	**0%**
11	Hurley Street	Azusa Ave to Valley Blvd	10,900	35	48	Soft	4D	**0%**
12	Valley Boulevard	Ferrero Ln to Hurley St	37,800	50	84	Soft	6D	**0%**
13	Valley Boulevard	Hurley St to Fullerton Rd	45,700	50	84	Soft	6D	**0%**
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,800	35	12	Soft	2U	**0%**
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,000	35	12	Soft	2U	**0%**
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,700	35	24	Soft	2D	**0%**
17	Hatcher Ave	Rowland St to Lawson St	3,700	35	24	Soft	2D	**0%**
18	Railroad Street	Azusa Ave to Curl Ct	17,500	35	48	Soft	4D	**0%**
19	Railroad Street	Curl Ct to Hatcher Ave	17,000	35	48	Soft	4D	**0%**
20	Rowland Street	Hatcher Ave to Lawson St	15,300	35	48	Soft	4D	**0%**
21	Gale Avenue	Bixby Dr to Azusa Ave	33,200	45	48	Soft	4D	**0%**
22	Gale Avenue	Azusa Ave to Hatcher Ave	27,000	45	48	Soft	4D	**0%**
23					#N/A	Soft		**0%**
24					#N/A	Soft		**0%**
25					#N/A	Soft		**0%**
26					#N/A	Soft		**0%**
27					#N/A	Soft		**0%**
28					#N/A	Soft		**0%**
29					#N/A	Soft		**0%**
30					54	Soft		**0%**

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra

Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM to	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Utility Trailer

BUILDOUT 2017 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

					DISTACE TO NOISE CONTOUR (FT.)		
#	ROADWAY	SEGMENT	TRAFIC VOLUMES	LEVEL AT 50 FT.	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Azusa Avenue	Gemini St to Salais St	46,800	78.7	191	411	886
2	Azusa Avenue	Salais St to Hurley St	47,400	78.8	193	415	894
3	Azusa Avenue	Hurley St to Railroad St	59,200	79.8	223	481	1037
4	Azusa Avenue	Railroad St to Gale Ave	66,000	80.2	240	517	1115
5	Azusa Avenue	Gale Ave to SR 60	72,200	84.9	494	1064	2293
6	Azusa Avenue	SR 60 to Colima Rd	56,400	83.8	419	903	1945
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,500	60.8	12	26	57
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,500	60.2	11	24	52
9	Salais Street	Azusa Ave to Hambledon Ave	5,200	61.0	13	27	58
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,800	62.0	15	32	68
11	Hurley Street	Azusa Ave to Valley Blvd	10,900	66.6	30	64	137
12	Valley Boulevard	Ferrero Ln to Hurley St	37,800	79.0	198	427	919
13	Valley Boulevard	Hurley St to Fullerton Rd	45,700	79.8	225	484	1043
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,800	63.7	19	41	89
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,000	60.2	11	24	51
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,700	59.9	11	23	49
17	Hatcher Ave	Rowland St to Lawson St	3,700	61.2	13	28	60
18	Railroad Street	Azusa Ave to Curl Ct	17,500	68.6	41	87	188
19	Railroad Street	Curl Ct to Hatcher Ave	17,000	68.5	40	86	185
20	Rowland Street	Hatcher Ave to Lawson St	15,300	68.1	37	80	172
21	Gale Avenue	Bixby Dr to Azusa Ave	33,200	74.1	94	202	436
22	Gale Avenue	Azusa Ave to Hatcher Ave	27,000	73.2	82	176	380
23	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
24	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
25	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
26	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
27	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
28	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
29	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
30	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gemini St to Salais St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	46,800
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2870	54	22	2122	40	16	531	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.7	-14.5	-18.5	1.4	-15.8	-19.8	-4.6	-21.8	-25.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.0	67.0	67.6	74.7	65.7	66.3	68.6	59.7	60.2
VEHICULAR NOISE	DAY=	77.0	Leq	EVENING=	75.7	Leq	NIGHT=	69.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.1**
					CNEL=	**78.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**173**	**374**	**805**
			CNEL:	**191**	**411**	**886**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Salais St to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	47,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2907	55	22	2149	41	16	538	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.8	-14.4	-18.4	1.5	-15.8	-19.7	-4.5	-21.8	-25.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.0	67.1	67.6	74.7	65.7	66.3	68.7	59.7	60.3
VEHICULAR NOISE	DAY=	77.1	Leq	EVENING=	75.8	Leq	NIGHT=	69.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.2**
					CNEL=	**78.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**175**	**377**	**812**
			CNEL:	**193**	**415**	**894**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Hurley St to Railroad St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	59,200
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3631	69	28	2684	51	20	672	13	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.8	-13.5	-17.4	2.4	-14.8	-18.7	-3.6	-20.8	-24.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.0	68.0	68.6	75.7	66.7	67.3	69.7	60.7	61.3
VEHICULAR NOISE	DAY=	78.0	Leq	EVENING=	76.7	Leq	NIGHT=	70.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.1**
					CNEL=	**79.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**203**	**437**	**942**
			CNEL:	**223**	**481**	**1037**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Railroad St to Gale Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	66,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4048	76	31	2992	57	23	749	14	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.2	-13.0	-17.0	2.9	-14.3	-18.3	-3.1	-20.3	-24.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.5	68.5	69.1	76.1	67.2	67.7	70.1	61.2	61.7
VEHICULAR NOISE	DAY=	78.5	Leq	EVENING=	77.2	Leq	NIGHT=	71.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.6**
					CNEL=	**80.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**218**	**470**	**1012**
			CNEL:	**240**	**517**	**1115**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gale Ave to SR 60	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	72,200
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4428	84	34	3273	62	25	820	15	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.6	-12.6	-16.6	3.3	-13.9	-17.9	-2.7	-19.9	-23.9
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	82.2	73.2	73.8	80.8	71.9	72.4	74.8	65.9	66.4
VEHICULAR NOISE	DAY=	83.2	Leq	EVENING=	81.9	Leq	NIGHT=	75.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**84.3**
					CNEL=	**84.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**449**	**967**	**2083**
			CNEL:	**494**	**1064**	**2293**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	SR 60 to Colima Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	56,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3459	65	26	2557	48	19	640	12	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.6	-13.7	-17.6	2.2	-15.0	-19.0	-3.8	-21.0	-25.0
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	81.1	72.1	72.7	79.8	70.8	71.4	73.8	64.8	65.4
VEHICULAR NOISE	DAY=	82.1	Leq	EVENING=	80.8	Leq	NIGHT=	74.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**83.2**
					CNEL=	**83.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**381**	**820**	**1767**
			CNEL:	**419**	**903**	**1945**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Anaheim Puente Road	Analyst:	NJF
Segment:	Arenth Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	7,500
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	460	9	3	340	6	3	85	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.7	-19.9	-23.9	-4.0	-21.2	-25.2	-10.0	-27.2	-31.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	51.1	53.3	55.4	49.8	52.0	49.4	43.8	46.0
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
					CNEL=	**60.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**52**
			CNEL:	**12**	**26**	**57**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,500
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	399	8	3	295	6	2	74	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.3	-20.5	-24.5	-4.6	-21.8	-25.8	-10.6	-27.8	-31.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	50.5	52.7	54.8	49.2	51.4	48.8	43.2	45.4
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.2	Leq	NIGHT=	51.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.6**
					CNEL=	**60.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**10**	**22**	**47**
			CNEL:	**11**	**24**	**52**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Azusa Ave to Hambledon Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	5,200
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	319	6	2	236	4	2	59	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.0	-22.3	-26.2	-6.4	-23.6	-27.5	-12.4	-29.6	-33.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.4	50.8	52.5	56.1	49.5	51.2	50.1	43.5	45.1
VEHICULAR NOISE	DAY=	59.3	Leq	EVENING=	58.0	Leq	NIGHT=	52.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.4**
					CNEL=	**61.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**25**	**53**
			CNEL:	**13**	**27**	**58**

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	9,800
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	601	11	5	444	8	3	111	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-1.5	-18.7	-22.7	-2.8	-20.0	-24.0	-8.8	-26.1	-30.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	52.3	54.5	56.6	51.0	53.2	50.6	45.0	47.2
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	59.0	Leq	NIGHT=	53.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
					CNEL=	**62.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**29**	**62**
			CNEL:	**15**	**32**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Azusa Ave to Valley Blvd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	10,900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	669	13	5	494	9	4	124	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.5	-19.7	-23.7	-3.8	-21.0	-25.0	-9.8	-27.1	-31.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	55.8	57.1	62.0	54.5	55.8	56.0	48.5	49.8
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.6	Leq	NIGHT=	57.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.0**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**27**	**58**	**125**
	CNEL:	**30**	**64**	**137**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Ferrero Ln to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	37,800
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2318	44	18	1714	32	13	429	8	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.4	-15.9	-19.8	0.0	-17.2	-21.2	-6.0	-23.2	-27.2
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.4	66.8	67.1	75.0	65.5	65.7	69.0	59.5	59.7
VEHICULAR NOISE	DAY=	77.2	Leq	EVENING=	75.9	Leq	NIGHT=	69.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.3**
			CNEL=	**79.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**180**	**388**	**835**
	CNEL:	**198**	**427**	**919**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Hurley St to Fullerton Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	45,700
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2803	53	21	2072	39	16	519	10	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.2	-15.1	-19.0	0.9	-16.4	-20.3	-5.1	-22.4	-26.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.2	67.6	67.9	75.9	66.3	66.6	69.9	60.3	60.6
VEHICULAR NOISE	DAY=	78.1	Leq	EVENING=	76.8	Leq	NIGHT=	70.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.2**
			CNEL=	**79.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**204**	**440**	**948**
	CNEL:	**225**	**484**	**1043**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Bixby Dr to Anaheim Puente Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	417	8	3	308	6	2	77	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.5	-21.8	-25.7	-5.9	-23.1	-27.1	-11.9	-29.1	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	53.0	54.2	59.2	51.7	52.9	53.2	45.7	46.9
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.7	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.1**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**37**	**81**
	CNEL:	**19**	**41**	**89**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Anaheim Puente Rd to Virgil Water	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	184	3	1	136	3	1	34	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.1	-25.3	-29.3	-9.4	-26.6	-30.6	-15.4	-32.7	-36.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	49.4	50.7	55.6	48.1	49.4	49.6	42.1	43.4
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.1	Leq	NIGHT=	51.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.6**
			CNEL=	**60.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**47**
	CNEL:	**11**	**24**	**51**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Virgil Waters Way to Rowland St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	2,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	166	3	1	122	2	1	31	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.6	-25.8	-29.8	-9.9	-27.1	-31.1	-15.9	-33.1	-37.1
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	49.1	50.4	55.3	47.8	49.1	49.3	41.8	43.1
VEHICULAR NOISE	DAY=	58.1	Leq	EVENING=	56.8	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**44**
	CNEL:	**11**	**23**	**49**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Rowland St to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,700
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	227	4	2	168	3	1	42	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.2	-24.4	-28.4	-8.5	-25.7	-29.7	-14.5	-31.8	-35.7
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	50.5	51.8	56.7	49.2	50.4	50.7	43.2	44.4
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.2	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.6**
			CNEL=	**61.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**55**
	CNEL:	**13**	**28**	**60**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Azusa Ave to Curl Ct	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	17,500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1073	20	8	793	15	6	199	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.4	-17.7	-21.6	-1.8	-19.0	-22.9	-7.8	-25.0	-29.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.4	57.9	59.2	64.1	56.6	57.8	58.1	50.6	51.8
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.0**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**37**	**79**	**171**
	CNEL:	**41**	**87**	**188**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Curl Ct to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	17,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1043	20	8	771	15	6	193	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.6	-17.8	-21.8	-1.9	-19.1	-23.1	-7.9	-25.1	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	57.8	59.0	64.0	56.5	57.7	58.0	50.4	51.7
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.5	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.9**
			CNEL=	**68.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**78**	**168**
	CNEL:	**40**	**86**	**185**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Rowland Street	Analyst:	NJF
Segment:	Hatcher Ave to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	15,300
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	938	18	7	694	13	5	174	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.0	-18.3	-22.2	-2.3	-19.6	-23.5	-8.3	-25.6	-29.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	57.3	58.6	63.5	56.0	57.3	57.5	50.0	51.3
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	65.0	Leq	NIGHT=	59.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.4**
			CNEL=	**68.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**34**	**73**	**157**
	CNEL:	**37**	**80**	**172**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Bixby Dr to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	33,200
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2036	38	15	1505	28	11	377	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.3	-16.0	-19.9	-0.1	-17.3	-21.3	-6.1	-23.3	-27.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	62.4	62.9	70.0	61.1	61.6	64.0	55.1	55.6
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	71.1	Leq	NIGHT=	65.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.5**
			CNEL=	**74.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**85**	**184**	**396**
	CNEL:	**94**	**202**	**436**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 NO PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Azusa Ave to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1656	31	13	1224	23	9	307	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-1.0	-18.2	-22.2	-7.0	-24.2	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.5	62.0	69.1	60.2	60.7	63.1	54.2	54.7
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	70.2	Leq	NIGHT=	64.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.6**
			CNEL=	**73.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**74**	**160**	**345**
	CNEL:	**82**	**176**	**380**

Utility Trailer

BUILDOUT 2017 PLUS PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)
1	Azusa Avenue	Gemini St to Salais St	47,000	45	84	Soft	6D	**0%**
2	Azusa Avenue	Salais St to Hurley St	47,800	45	84	Soft	6D	**0%**
3	Azusa Avenue	Hurley St to Railroad St	60,100	45	84	Soft	6D	**0%**
4	Azusa Avenue	Railroad St to Gale Ave	67,400	45	84	Soft	6D	**0%**
5	Azusa Avenue	Gale Ave to SR 60	73,500	45	96	Soft	8D	**0%**
6	Azusa Avenue	SR 60 to Colima Rd	56,600	45	96	Soft	8D	**0%**
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,500	25	12	Soft	2U	**0%**
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,600	25	12	Soft	2U	**0%**
9	Salais Street	Azusa Ave to Hambledon Ave	5,300	30	12	Soft	2U	**0%**
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,900	25	12	Soft	2U	**0%**
11	Hurley Street	Azusa Ave to Valley Blvd	11,400	35	48	Soft	4D	**0%**
12	Valley Boulevard	Ferrero Ln to Hurley St	38,100	50	84	Soft	6D	**0%**
13	Valley Boulevard	Hurley St to Fullerton Rd	45,900	50	84	Soft	6D	**0%**
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,800	35	12	Soft	2U	**0%**
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,200	35	12	Soft	2U	**0%**
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,900	35	24	Soft	2D	**0%**
17	Hatcher Ave	Rowland St to Lawson St	4,000	35	24	Soft	2D	**0%**
18	Railroad Street	Azusa Ave to Curl Ct	18,000	35	48	Soft	4D	**0%**
19	Railroad Street	Curl Ct to Hatcher Ave	17,100	35	48	Soft	4D	**0%**
20	Rowland Street	Hatcher Ave to Lawson St	15,300	35	48	Soft	4D	**0%**
21	Gale Avenue	Bixby Dr to Azusa Ave	33,200	45	48	Soft	4D	**0%**
22	Gale Avenue	Azusa Ave to Hatcher Ave	27,000	45	48	Soft	4D	**0%**
23					#N/A	Soft		**0%**
24					#N/A	Soft		**0%**
25					#N/A	Soft		**0%**
26					#N/A	Soft		**0%**
27					#N/A	Soft		**0%**
28					#N/A	Soft		**0%**
29					#N/A	Soft		**0%**
30					54	Soft		**0%**

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra
Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM to	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Utility Trailer

LDOUT 2017 PLUS PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

					DISTACE TO NOISE CONTOUR (FT.)		
#	ROADWAY	SEGMENT	TRAFIC VOLUMES	LEVEL AT 50 FT.	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Azusa Avenue	Gemini St to Salais St	47,000	78.7	191	413	889
2	Azusa Avenue	Salais St to Hurley St	47,800	78.8	194	417	899
3	Azusa Avenue	Hurley St to Railroad St	60,100	79.8	226	486	1047
4	Azusa Avenue	Railroad St to Gale Ave	67,400	80.3	244	525	1130
5	Azusa Avenue	Gale Ave to SR 60	73,500	85.0	500	1077	2321
6	Azusa Avenue	SR 60 to Colima Rd	56,600	83.9	420	905	1950
7	Anaheim Puente Road	Arenth Ave to Azusa Ave	7,500	60.8	12	26	57
8	Salais Street	Dora Guzman Ave to Azusa Ave	6,600	60.3	11	24	52
9	Salais Street	Azusa Ave to Hambledon Ave	5,300	61.1	13	27	59
10	Hurley Street	Dora Guzman Ave to Azusa Ave	9,900	62.0	15	32	68
11	Hurley Street	Azusa Ave to Valley Blvd	11,400	66.8	31	66	142
12	Valley Boulevard	Ferrero Ln to Hurley St	38,100	79.0	199	429	924
13	Valley Boulevard	Hurley St to Fullerton Rd	45,900	79.8	225	486	1047
14	Chestnut Street	Bixby Dr to Anaheim Puente Rd	6,800	63.7	19	41	89
15	Chestnut Street	Anaheim Puente Rd to Virgil Waters Way	3,200	60.5	12	25	54
16	Hatcher Ave	Virgil Waters Way to Rowland St	2,900	60.2	11	24	51
17	Hatcher Ave	Rowland St to Lawson St	4,000	61.6	14	30	64
18	Railroad Street	Azusa Ave to Curl Ct	18,000	68.8	41	89	192
19	Railroad Street	Curl Ct to Hatcher Ave	17,100	68.5	40	86	186
20	Rowland Street	Hatcher Ave to Lawson St	15,300	68.1	37	80	172
21	Gale Avenue	Bixby Dr to Azusa Ave	33,200	74.1	94	202	436
22	Gale Avenue	Azusa Ave to Hatcher Ave	27,000	73.2	82	176	380
23	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
24	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
25	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
26	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
27	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
28	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
29	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!
30	0	0	0	#NUM!	#NUM!	#NUM!	#NUM!

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gemini St to Salais St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	47,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2883	54	22	2131	40	16	534	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.8	-14.5	-18.4	1.4	-15.8	-19.7	-4.6	-21.8	-25.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.0	67.0	67.6	74.7	65.7	66.3	68.7	59.7	60.3
VEHICULAR NOISE	DAY=	77.0	Leq	EVENING=	75.7	Leq	NIGHT=	69.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.1**
					CNEL=	**78.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**174**	**375**	**807**
			CNEL:	**191**	**413**	**889**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Salais St to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	47,800
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2932	55	22	2167	41	16	543	10	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	2.8	-14.4	-18.4	1.5	-15.7	-19.7	-4.5	-21.7	-25.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.1	67.1	67.7	74.7	65.8	66.3	68.7	59.8	60.3
VEHICULAR NOISE	DAY=	77.1	Leq	EVENING=	75.8	Leq	NIGHT=	69.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.2**
					CNEL=	**78.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**176**	**379**	**816**
			CNEL:	**194**	**417**	**899**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Hurley St to Railroad St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	60,100
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3686	70	28	2725	51	21	682	13	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.8	-13.4	-17.4	2.5	-14.7	-18.7	-3.5	-20.7	-24.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.1	68.1	68.7	75.7	66.8	67.3	69.7	60.8	61.3
VEHICULAR NOISE	DAY=	78.1	Leq	EVENING=	76.8	Leq	NIGHT=	70.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.2**
					CNEL=	**79.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**205**	**441**	**951**
			CNEL:	**226**	**486**	**1047**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Railroad St to Gale Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	67,400
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4134	78	31	3055	58	23	765	14	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.3	-12.9	-16.9	3.0	-14.2	-18.2	-3.0	-20.2	-24.2
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.5	68.6	69.2	76.2	67.3	67.8	70.2	61.3	61.8
VEHICULAR NOISE	DAY=	78.6	Leq	EVENING=	77.3	Leq	NIGHT=	71.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.7**
					CNEL=	**80.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**221**	**477**	**1027**
			CNEL:	**244**	**525**	**1130**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	Gale Ave to SR 60	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	73,500
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4508	85	34	3332	63	25	835	16	6
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	4.7	-12.5	-16.5	3.4	-13.8	-17.8	-2.6	-19.9	-23.8
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	82.2	73.3	73.8	80.9	72.0	72.5	74.9	65.9	66.5
VEHICULAR NOISE	DAY=	83.3	Leq	EVENING=	82.0	Leq	NIGHT=	76.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**84.4**
					CNEL=	**85.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**454**	**978**	**2108**
			CNEL:	**500**	**1077**	**2321**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Azusa Avenue	Analyst:	NJF
Segment:	SR 60 to Colima Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	56,600
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	96
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3471	66	26	2566	48	19	643	12	5
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	3.6	-13.7	-17.6	2.3	-15.0	-18.9	-3.8	-21.0	-25.0
Distance	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	81.1	72.1	72.7	79.8	70.8	71.4	73.8	64.8	65.4
VEHICULAR NOISE	DAY=	82.1	Leq	EVENING=	80.8	Leq	NIGHT=	74.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**83.2**
					CNEL=	**83.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**381**	**822**	**1771**
			CNEL:	**420**	**905**	**1950**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Anaheim Puente Road	Analyst:	NJF
Segment:	Arenth Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	7,500
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	460	9	3	340	6	3	85	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-2.7	-19.9	-23.9	-4.0	-21.2	-25.2	-10.0	-27.2	-31.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	51.1	53.3	55.4	49.8	52.0	49.4	43.8	46.0
VEHICULAR NOISE	DAY=	59.1	Leq	EVENING=	57.8	Leq	NIGHT=	51.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.2**
					CNEL=	**60.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**11**	**24**	**52**
			CNEL:	**12**	**26**	**57**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,600
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	405	8	3	299	6	2	75	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.2	-20.5	-24.4	-4.5	-21.8	-25.7	-10.5	-27.8	-31.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	50.6	52.8	54.9	49.3	51.5	48.8	43.3	45.5
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.2	Leq	NIGHT=	51.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.7**
					CNEL=	**60.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**10**	**22**	**47**
			CNEL:	**11**	**24**	**52**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Salais Street	Analyst:	NJF
Segment:	Azusa Ave to Hambledon Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	5,300
SPEED (mph)	30
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	325	6	2	240	5	2	60	1	0
Speed in MPH	30	30	30	30	30	30	30	30	30
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	62.5	73.1	78.8	62.5	73.1	78.8	62.5	73.1	78.8
ADJUSTMENTS									
Flow	-5.0	-22.2	-26.2	-6.3	-23.5	-27.5	-12.3	-29.5	-33.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	50.9	52.6	56.2	49.5	51.2	50.2	43.5	45.2
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	58.1	Leq	NIGHT=	52.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.5**
					CNEL=	**61.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**12**	**25**	**54**
			CNEL:	**13**	**27**	**59**

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Dora Guzman Ave to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	9,900
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	607	11	5	449	8	3	112	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-1.5	-18.7	-22.6	-2.8	-20.0	-24.0	-8.8	-26.0	-30.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	52.3	54.5	56.6	51.0	53.2	50.6	45.0	47.2
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	59.0	Leq	NIGHT=	53.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
					CNEL=	**62.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**29**	**62**
			CNEL:	**15**	**32**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hurley Street	Analyst:	NJF
Segment:	Azusa Ave to Valley Blvd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	11,400
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	699	13	5	517	10	4	129	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.3	-19.5	-23.5	-3.6	-20.9	-24.8	-9.6	-26.9	-30.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.0	57.3	62.2	54.7	56.0	56.2	48.7	50.0
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.7	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**60**	**129**
	CNEL:	**31**	**66**	**142**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Ferrero Ln to Hurley St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	38,100
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2337	44	18	1727	33	13	433	8	3
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	1.4	-15.8	-19.8	0.1	-17.2	-21.1	-5.9	-23.2	-27.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.4	66.8	67.1	75.1	65.5	65.8	69.1	59.5	59.8
VEHICULAR NOISE	DAY=	77.3	Leq	EVENING=	76.0	Leq	NIGHT=	70.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.4**
			CNEL=	**79.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**181**	**390**	**840**
	CNEL:	**199**	**429**	**924**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Valley Boulevard	Analyst:	NJF
Segment:	Hurley St to Fullerton Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	45,900
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2815	53	21	2081	39	16	521	10	4
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	2.2	-15.0	-19.0	0.9	-16.4	-20.3	-5.1	-22.4	-26.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.2	67.6	67.9	75.9	66.3	66.6	69.9	60.3	60.6
VEHICULAR NOISE	DAY=	78.1	Leq	EVENING=	76.8	Leq	NIGHT=	70.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.2**
			CNEL=	**79.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**205**	**441**	**951**
	CNEL:	**225**	**486**	**1047**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Bixby Dr to Anaheim Puente Rd	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	6,800
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	417	8	3	308	6	2	77	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.5	-21.8	-25.7	-5.9	-23.1	-27.1	-11.9	-29.1	-33.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.5	53.0	54.2	59.2	51.7	52.9	53.2	45.7	46.9
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	60.7	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.1**
			CNEL=	**63.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**37**	**81**
	CNEL:	**19**	**41**	**89**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Chestnut Street	Analyst:	NJF
Segment:	Anaheim Puente Rd to Virgil Water	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	3,200
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	196	4	1	145	3	1	36	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.8	-25.1	-29.0	-9.1	-26.4	-30.3	-15.1	-32.4	-36.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.2	49.7	51.0	55.9	48.4	49.7	49.9	42.4	43.7
VEHICULAR NOISE	DAY=	58.7	Leq	EVENING=	57.4	Leq	NIGHT=	51.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.8**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**23**	**49**
	CNEL:	**12**	**25**	**54**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Virgil Waters Way to Rowland St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	2,900
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	178	3	1	131	2	1	33	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.2	-25.5	-29.4	-9.6	-26.8	-30.8	-15.6	-32.8	-36.8
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	49.4	50.7	55.6	48.1	49.4	49.6	42.1	43.4
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.1	Leq	NIGHT=	51.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.6**
			CNEL=	**60.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**47**
	CNEL:	**11**	**24**	**51**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Hatcher Ave	Analyst:	NJF
Segment:	Rowland St to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	4,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	24
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	245	5	2	181	3	1	45	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.8	-24.1	-28.0	-8.2	-25.4	-29.4	-14.2	-31.4	-35.4
Distance	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	50.8	52.1	57.0	49.5	50.8	51.0	43.5	44.8
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.5	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.9**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**27**	**58**
	CNEL:	**14**	**30**	**64**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Azusa Ave to Curl Ct	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	18,000
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1104	21	8	816	15	6	204	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.3	-17.6	-21.5	-1.6	-18.9	-22.8	-7.6	-24.9	-28.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	58.0	59.3	64.2	56.7	58.0	58.2	50.7	52.0
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.7	Leq	NIGHT=	59.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.1**
			CNEL=	**68.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**81**	**174**
	CNEL:	**41**	**89**	**192**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Railroad Street	Analyst:	NJF
Segment:	Curl Ct to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	17,100
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1049	20	8	775	15	6	194	4	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.5	-17.8	-21.7	-1.9	-19.1	-23.0	-7.9	-25.1	-29.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.3	57.8	59.1	64.0	56.5	57.7	58.0	50.5	51.7
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.5	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.9**
			CNEL=	**68.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**78**	**169**
	CNEL:	**40**	**86**	**186**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Rowland Street	Analyst:	NJF
Segment:	Hatcher Ave to Lawson St	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	15,300
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	938	18	7	694	13	5	174	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.0	-18.3	-22.2	-2.3	-19.6	-23.5	-8.3	-25.6	-29.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	57.3	58.6	63.5	56.0	57.3	57.5	50.0	51.3
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	65.0	Leq	NIGHT=	59.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.4**
			CNEL=	**68.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**34**	**73**	**157**
	CNEL:	**37**	**80**	**172**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Bixby Dr to Azusa Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	33,200
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2036	38	15	1505	28	11	377	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.3	-16.0	-19.9	-0.1	-17.3	-21.3	-6.1	-23.3	-27.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	62.4	62.9	70.0	61.1	61.6	64.0	55.1	55.6
VEHICULAR NOISE	DAY=	72.4	Leq	EVENING=	71.1	Leq	NIGHT=	65.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.5**
			CNEL=	**74.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**85**	**184**	**396**
	CNEL:	**94**	**202**	**436**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	BUILDOUT 2017 PLUS PROJECT	Project:	Utility Trailer
Roadway:	Gale Avenue	Analyst:	NJF
Segment:	Azusa Ave to Hatcher Ave	Date:	14-Jan-16

ROADWAY INPUTS	
ADT	27,000
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1656	31	13	1224	23	9	307	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-1.0	-18.2	-22.2	-7.0	-24.2	-28.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.4	61.5	62.0	69.1	60.2	60.7	63.1	54.2	54.7
VEHICULAR NOISE	DAY=	71.5	Leq	EVENING=	70.2	Leq	NIGHT=	64.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.6**
			CNEL=	**73.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**74**	**160**	**345**
	CNEL:	**82**	**176**	**380**

Construction Generated Vibration

Vibration Annoyance Criteria

Receptor:	Average Vibration Level - Houses on Chestnut St	Average Distance (feet):	950

Equipment	Approximate Velocity Level at 25 ft, VdB	Approximate Velocity Level, VdB
Vibratory Roller	94	62
Caisson Drill	87	55
Large bulldozer	87	55
Small bulldozer	58	26
Jackhammer	79	47
Loaded trucks	86	54
	Criteria	**78**

Structural Damage Criteria

Receptor:	Maximum Vibration Levels - industrial south of bldg B	Closest Distance (feet):	20

Equipment	Approximate RMS a Velocity at 25 ft, inch/second	Approximate RMS Velocity Level, inch/second
Vibratory Roller	0.210	0.293
Caisson Drill	0.089	0.124
Large bulldozer	0.089	0.124
Small bulldozer	0.003	0.004
Jackhammer	0.035	0.049
Loaded trucks	0.076	0.106
	Criteria	**0.200**

Receptor:	Maximum Vibration Levels - industrial south of bldg C	Closest Distance (feet):	80

Equipment	Approximate RMS a Velocity at 25 ft, inch/second	Approximate RMS Velocity Level, inch/second
Vibratory Roller	0.210	0.037
Caisson Drill	0.089	0.016
Large bulldozer	0.089	0.016
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.006
Loaded trucks	0.076	0.013
	Criteria	**0.200**

Receptor:	Maximum Vibration Levels - industrial to east	Closest Distance (feet):	65

Equipment	Approximate RMS a Velocity at 25 ft, inch/second	Approximate RMS Velocity Level, inch/second
Vibratory Roller	0.210	0.050
Caisson Drill	0.089	0.021
Large bulldozer	0.089	0.021
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.008
Loaded trucks	0.076	0.018
	Criteria	**0.200**

[1.] Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet

Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

Source: Based on methodology from the United States Department of Transportation Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*

Noise Levels During Construction

Reference Levels: Construction Noise at 50 Feet (dBA Leq)[1]					
Construction Phase	Distance: Receptor to center of activity	Average Level (dBA Leq)[2]	Distance: Receptor to border of site	Maximum Level (dBA Lmax)[3]	Drop Off hard=0; soft=0.5
Site Prep	50	84	50	82	0
Grading		87		85	
Building Construction		82		81	
Building Const + Paving + Arch Coating		85		81	

Construction Noise at homes on Chestnut St				
Construction Phase	Distance: Receptor to center of activity	Average Level (dBA Leq)[2]	Distance: Receptor to border of site	Maximum Level (dBA Lmax)[3]
Site Prep	950	59	450	63
Grading		62		66
Building Construction		56		62
Building Const + Paving + Arch Coating		60		62

Construction Noise at La Puente residences				
Construction Phase	Distance: Receptor to center of activity	Average Level (dBA Leq)[2]	Distance: Receptor to border of site	Maximum Level (dBA Lmax)[3]
Site Prep	1600	54	1100	55
Grading		57		58
Building Construction		52		54
Building Const + Paving + Arch Coating		55		54

Construction Noise at Hacienda Heights residences				
Construction Phase	Distance: Receptor to center of activity	Average Level (dBA Leq)[2]	Distance: Receptor to border of site	Maximum Level (dBA Lmax)[3]
Site Prep	3800	47	2800	47
Grading		49		50
Building Construction		44		46
Building Const + Paving + Arch Coating		47		46

[1] Calculations based on the Roadway Construction Noise Model with the construction information provided by the applicant.
[2] Average daily noise level including all equipment in use simultaneously considering utilization factors.
[3] Maximum instanteneous noise level from the loudest equipment used during the construction phase.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/12/2016
Case Description: Site prep

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor at 50 ft	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40	81.7	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	
Dozer	No	40	81.7	50.0	0.0	
Backhoe	No	40	77.6	50.0	0.0	
Backhoe	No	40	77.6	50.0	0.0	
Backhoe	No	40	77.6	50.0	0.0	
Backhoe	No	40	77.6	50.0	0.0	

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	81.7	84.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/12/2016
Case Description: Grading

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor at 50 ft	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0
Grader	No	40	85.0		50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Scraper	No	40		83.6	50.0	0.0
Scraper	No	40		83.6	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	81.7	77.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	80.7	76.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	85.0	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	83.6	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	85.0	87.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/12/2016
Case Description: Building Construction + Paving + Arch Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor at 50 ft	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	50.0	0.0
Generator	No	50		80.6	50.0	0.0
Welder / Torch	No	40		74.0	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	74.0	70.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.6	81.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 01/12/2016
Case Description: Building Construction + Paving + Arch Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Receptor at 50 ft	Residential	60.0	60.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	50.0	0.0
Generator	No	50		80.6	50.0	0.0
Welder / Torch	No	40		74.0	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Paver	No	50		77.2	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Roller	No	20		80.0	50.0	0.0
Compressor (air)	No	40		77.7	50.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	80.6	72.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	80.6	77.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	74.0	70.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

file:///TPCWS033/...%20Utility%20Trailer/Tech%20Studies/N&V/Calcs/Const/bldg%20const%20+%20paving%20+%20arch%20coating.txt[1/14/2016 4:44:19 PM]

Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	77.2	74.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	80.0	73.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	77.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.6	85.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Loading Bay Operations Noise Level Calculations

Trucks per day	**447**

24-hour operations

Trucks per hour	447/24 =	18.63
Total operational time per hour (10 mins operational time per truck)		186.3
Trucks operating simultaneously	186.3/60	3.10

exceeds 50% of 60 mins - all noise metrics are applicable
exceeds 100% of 60 mins - truck operations will overlap

single truck L_{eq} 73 dBA

Sound Level for 3.1 Trucks Operating Simultaneously

Lt = Ls+10*log10(n) Lt = total noise level Ls = noise level of single source n = number of identical sources

one truck	3.1 simultaneous trucks Lt = 73 + 10*log10(3.1)
73	77.91

1.5 truck L_{eq} 78

Noise Metric	Noise Levels at 50 ft (dBA)	Noise Levels (dBA) at 950 ft - nearest receptors (26 dB distance attenuation)	Noise Levels (dBA) after additional 15 dB attenuation from buildings	Noise Levels (dBA) after additional 5 dB attenuation from elevated Azusa Ave
$L_{50} = L_{eq}$ - 3 dB	75	49	34	29
$L_{25} = L_{eq}$	78	52	37	32
$L_8 = {}_{Leq}$ + 3 dB	81	55	40	35
$L_2 = L_{eq}$ + 7 dB	85	59	44	39
$L_0 = L_{eq}$ + 10 dB	88	62	47	42

11-hour operations

Trucks per hour	447/11 =	40.64
Total operational time per hour (10 mins operational time per truck)		406.4
Trucks operating simultaneously	406.4/60	6.77

exceeds 100% of 60 mins - truck operations will overlap

Sound Level for 6.8 Trucks Operating Simultaneously

Lt = Ls+10*log10(n) Lt = total noise level Ls = noise level of single source n = number of identical sources

one truck	6.8 simultaneous trucks Lt = 73 + 10*log10(6.8)
73	81.33

6.8 truck L_{eq} 81

Noise Metric	Noise Levels at 50 ft (dBA)	Noise Levels (dBA) at 950 ft - nearest homes & school - (26 dB distance attenuation)	Noise Levels (dBA) after additional 15 dB attenuation from buildings	Noise Levels (dBA) after additional 5 dB attenuation from elevated Azusa Ave
$L_{50} = L_{eq}$ - 3 dB	78	52	37	32
$L_{25} = L_{eq}$	81	55	40	35
$L_8 = L_{eq}$ + 3 dB	84	58	43	38
$L_2 = L_{eq}$ + 7 dB	88	62	47	42
$L_0 = L_{eq}$ + 10 dB	91	65	50	45

RK engineering group, inc.

traffic engineering ▪ transportation planning
acoustical engineering ▪ parking studies
air quality & greenhouse gas analysis

April 19, 2016

Mr. David Ball
CT REALTY INVESTORS
4343 Von Karman, Suite 200
Newport Beach, CA 92660

Subject: CT Industry Center (Utility Trailer) City of Industry Additional Traffic Analysis – Amendment #1

Dear Mr. Ball:

Based upon our recent meeting with the City of Industry Staff and their consultant, (Michael Baker International). RK ENGINEERING GROUP, INC. (RK) is pleased to provide this budget amendment to respond to additional questions raised by Caltrans and the CEQA consultant (Michael Baker International) regarding the traffic study for the CT Industry Center (Utility Trailer) project.

RK previously completed a traffic impact study dated August 25th, 2015 for the project which has been incorporated into the screen check EIR prepared by Placeworks and reviewed by Michael Baker International. In order to complete the draft EIR, the City of Industry and Michael Baker International has suggested additional traffic analysis be included to address Caltrans comments and queuing at the truck gates for the project. In order to accomplish this additional work, RK will request a budget amendment.

Scope of Work

The following Scope of Work is proposed by RK for this study effort:

1. Attend two (2) meetings including the meeting on April 18th, 2016 and a future meeting to discuss the project with City Staff and Michael Baker International.

2. Assess Caltrans intersections within the study area, including Azusa Avenue at the SR-60 westbound ramps and Azusa Avenue at the SR-60 eastbound ramps. The traffic analysis will include existing conditions, existing plus project conditions, project buildout Year (2017) without the project and project buildout Year (2017) with the project, similar to what was done in the original traffic study.

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

RK:dt/RK11657.doc
JN: 1421-2015-03

3. Assess Caltrans SR-60 mainline traffic conditions east and west of Azusa Avenue. RK will assess for existing conditions, existing plus project conditions, project buildout Year (2017) without the project and project buildout Year (2017) with the project conditions.

4. Review ramp queuing at the Azusa Avenue SR-60 westbound and eastbound ramps for existing conditions, existing plus project conditions, project buildout Year (2017) without the project and project buildout Year (2017) with the project conditions.

5. Review potential mitigation measures that may be required to achieve acceptable levels of service at the above locations.

6. Determine whether the project has a significant impact to the Caltrans facilities.

7. Review truck gate queuing at the project site, in particular the access gate at Azusa Avenue.

8. Summarize the results of the study in a letter report.

RK would request a not to exceed budget of $4,800. It should be noted that this budget does not include the previous meeting at City of Industry on April 5th, 2016. Please sign this proposal and email back to us and we will initiate the additional work.

If you have any questions regarding this Amendment, please call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn

Robert Kahn, P.E.
Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

CONTRACT APPROVAL:

Approved by: _____

Title: _____

Firm: CT REALTY INVESTORS

Date: _____

RK:dt/RK11657.doc
JN: 1421-2015-03

Chestnut Ave Fuel Consumption (Excluding Heavy Duty Trucks)

Sub-Area	Veh_Tech	EMFAC2007 Category	VMT	Fuel_GAS	Fuel_DSL
Los Angeles (SC)	All Vehicles	All Vehicles	23,919.0	1.29	0.0060
Los Angeles (SC)	LDA - DSL	LDA - DSL	95.0		0.0034
Los Angeles (SC)	LDA - GAS	LDA - GAS	14,072.2	0.6392	
Los Angeles (SC)	LDT1 - DSL	LDT1 - DSL	1.89		0.0001
Los Angeles (SC)	LDT1 - GAS	LDT1 - GAS	1,252.3	0.0663	
Los Angeles (SC)	LDT2 - DSL	LDT2 - DSL	6.33		0.0003
Los Angeles (SC)	LDT2 - GAS	LDT2 - GAS	5,100.4	0.3159	
Los Angeles (SC)	MDV - DSL	MDV - DSL	34.8		0.0022
Los Angeles (SC)	MDV - GAS	MDV - GAS	3,356.1	0.2648	

Chestnuet Avenue
Total Construction
Fuel Usage

Project Action	CO2e (Metric tons)	Total Gallons of Fuel Consumed
Construction		
Chestnut Avenue	**1067**	105,123

Notes:
Fuel used by vehicle hauling trips and processing equipment assumed to be diesel.

Sources:
Carbon Dioxide Equivalent Emissions: See Section 3.4; Conversion Ratios: Climate Registry 2015

Exhibit A

Mitigation Monitoring and Reporting Program

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City of Industry
Proposed Chestnut Street Warehouse Project
Mitigation Monitoring and Reporting Program

State Clearinghouse No. 2015101079

Lead Agency:

City of Industry
15625 E. Stafford Street, Suite 100
Industry, CA 91744

SEPTEMBER 2016

1. INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Chestnut Street Warehouse project. An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

2. MITIGATION MONITORING AND REPORTING PROGRAM

As the lead agency, the City of Industry will be responsible for monitoring compliance with all mitigation measures. Different City departments are responsible for various aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the Environmental Impact Report (EIR), in the same order they appear in the EIR.

- **Timing:** Identifies at which stage of the project the mitigation must be completed.

- **Monitoring Responsibility:** Identifies the department in the City with responsibility for mitigation monitoring.

- **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

CITY OF INDUSTRY
CHESTNUT STREET WAREHOUSE PROJECT

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
5.1 AIR QUALITY				
AQ-1	During construction, the construction contractor shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113 are known as "super-compliant paints." A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations/compliance/architectural-coatings/super-compliant-coatings).	During construction	City of Industry Planning Department	
AQ-2	Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.	During operation of project	City of Industry Planning Department	
AQ-3	The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures. 1. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2. 2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3. 3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.	During construction	City of Industry Planning Department	
AQ-4	Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.	Prior to issuance of Certificate of Occupation	City of Industry Planning Department	
AQ-5	Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.	Prior to issuance of Certificate of Occupation	City of Industry Planning Department	
AQ-6	Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant	As a part of tenant rental	City of Industry Planning	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
	programs for diesel fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.	process	Department, project owner	
AQ-7	During construction, a maximum of 5 acres of land shall be graded over the course of a single day. The grading of more than 5 acres in a single day shall be prohibited.	During construction	City of Industry Planning Department	
5.2 CULTURAL RESOURCES				
CUL-1	Prior to the issuance of the first grading permit and/or action that would permit disturbance to the project site, the project developer/applicant shall retain a qualified archaeological monitor to observe grading activities and to salvage and catalogue archaeological resources, including tribal resources, as necessary. The qualified archaeological monitor shall be retained in consultation with the Gabrieleño tribal group. The qualified archaeological monitor and the qualified paleontological monitor required under Mitigation Measure CUL-2 can be the same person. The qualified monitor shall be invited to be present at the pregrading conference; shall establish procedures for archaeological resource surveillance; and shall establish, in cooperation with the construction contractor, procedures for temporary halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. Should archaeological resources, including tribal resources, be found during ground-disturbing activities, the qualified monitor shall first determine whether the resource is a unique archaeological resource pursuant to Section 21083.2(g) of the California Public Resources Code (PRC) or a " historical resource" pursuant to Section 15064.5(a) of the State CEQA Guidelines (14 California Code of Regulations) and consult with a representative of the Gabrieleño Band of Mission Indians-Kizh Nation and the City of Industry. Once the determination is made pursuant to CEQA Guidelines Section 21083.2, the appropriate actions shall be taken in appropriate sections of the regulations to ensure impacts are reduced to a less than significant level. During the monitoring in the field, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.	Prior to any soil disturbance activities	City of Industry Planning Department	
CUL-2	Prior to the beginning of ground disturbances, the project applicant/developer shall retain a qualified paleontologist to monitor ground-disturbing activities that occur in older Quaternary deposits during ground excavation. Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan, specifying the frequency, duration, and methods of monitoring. The qualified paleontological monitor and the qualified archaeological monitor required under Mitigation Measure CUL-1 can be the same person. Sediment samples shall be collected in older Quaternary deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution. During field monitoring, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.	Prior to any soil disturbance activities	City of Industry Planning Department	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
5.3 GREENHOUSE GAS EMISSIONS				
GHG-1	Electricity for the buildings shall be offset from installation of solar panels installed on the office component of the building structure.	Prior to issuance of Certificate of Occupation	City of Industry Planning Department	
GHG-2	Landscape plans shall incorporate trees near the facades of the buildings in locations where tree placement would assist with passive solar heating and cooling of the structures, while also avoiding interference with vehicle movements and building operations.	As a part landscape plan approval	City of Industry Planning Department	
5.4 HAZARDS AND HAZARDOUS MATERIALS				
HAZ-1	Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples to be analyzed for volatile organic compounds (VOCs) in the areas of the removed oil waste underground storage tank (UST) at 942 S. Azusa Avenue as identified in the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to Los Angeles County Department of Public Works to obtain regulatory closure for the UST.	Prior to issuance of grading permit	City of Industry Planning Department	
HAZ-2	Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples and test as identified by the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014, and listed below. If any of the detected sample data results exceed the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board. • In the areas of the removed two diesel underground storage tanks (USTs) at 942 S. Azusa Avenue for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs). • In the areas of the two historic hazardous storage areas, a clarifier, and several historical spray booths at 17300 Chestnut Street for VOCs. • In the areas of historical machine and maintenance shops at 17300 Chestnut Street for TPH, VOCs, and metals. • From the surface staining area southeast corner of the project site to determine if this staining has impacted the subsurface of the project site.	Prior to issuance of grading permit	City of Industry Planning Department	

	Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
HAZ-3	The project developer/applicant shall conduct a vapor survey in accordance with the vapor encroachment analysis required by ASTM 13 standards in the San Gabriel Valley (Area 4) National Priority List groundwater plume area to determine if impacts from tetrachloroethylene (PCE) and trichloroethylene (TCE) exist on-site. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws.	Prior to any soil disturbance activities	City of Industry Planning Department	
5.5 NOISE				
N-1	During construction, vibratory rollers shall not be operated within 30 feet of off-site buildings.	During construction	City of Industry Planning Department	
5.6 TRANSPORTATION/TRAFFIC				
TRANS-1	Prior to the issuance of the first building permit, the project applicant/developer shall participate in the costs for traffic improvements to the Azusa Avenue and Gale Avenue to meet the City of Industry level of service standards. The project applicant/developer shall be conditioned to contribute a "fair share" of total costs for the roadway improvements identified below. The project's fair share calculation has been prepared and is included in Table 11, Project Fair-Share Intersection Contribution, of the traffic impact study prepared by RK Engineering Group dated August 2015 (Appendix H of this DEIR) for informational purposes. The final fair share percentage and payment amount shall be determined and approved by the City of Industry. • Convert westbound through lane to a right turn lane. • Install westbound right turn overlap phase. • Restripe southbound approach to provide a shared through-right, three through lanes, and two left turn lanes. • Due to southbound approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase. • Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.	Prior to the issuance of the first building permit	City of Industry Planning Department	

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Exhibit B

Statement of Overriding Considerations

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Proposed Chestnut Street Warehouse Project

CEQA Findings of Fact and Statement of Overriding Considerations Pursuant to Section 21081 of the Public Resources Code and Sections 15091 and 15093 of the State CEQA Guidelines

I. INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Guidelines) provide that no public agency shall approve or carry out a project for which an environmental impact report (EIR) has been certified which identifies one or more significant effects on the environment that will occur if a project is approved or carried out unless the public agency makes one or more of the following findings (California Public Resources Code Section 21081; 14 California Code of Regulations Section 15091[a]):

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Pursuant to the requirements of CEQA, the City Council hereby makes the environmental findings contained herein in connection with the proposed Chestnut Street Warehouse Project (proposed project). These findings are based on evidence presented in the record of these proceedings, both written and oral, including the Final EIR (FEIR) and staff reports presented through the hearing process.

II. PROJECT OBJECTIVES

The objectives sought by the proposed project are:

1. Provide for development of the site consistent with the City's General Plan, in particular with these objectives:

    a. Achieve a sustained economic viability that provides a tax base supportive of the city's growth potential, maintains fiscal viability, and funds capital improvement programs that serve present and future businesses.

    b. Achieve a professional appearance in the city such that additional investment is stimulated by providing a quality level of services, safety, security, infrastructure, and design.

c. Provide prudent ownership and timely disposition of strategic properties to achieve the City's economic development and revitalization goals.

III. BACKGROUND

A. Project Overview

The project site is approximately 28.9 acres of vacant land in the City of Industry in the San Gabriel Valley in Los Angeles County, California, on the southeast corner of Azusa Avenue and Chestnut Street and comprises several parcels. The proposed project would subdivide the 28.9-acre site into five parcels and develop each parcel with a concrete tilt-up warehouse/office building. Approximately 509,697 square feet will be developed for warehouse use, and the remaining 104,900 square feet will be developed for office use. The office portion of the site will be used primarily for the display of goods rather than traditional office space. The project site contains no above-grade structures, with the exception of a billboard at the corner of Railroad Street and Azusa Avenue, and is covered with miscellaneous road base and cement paved areas. The project would not involve the demolition of any existing structures. The proposed buildings are identified as A through E, with a total combined building area of 614,597 square feet. The project site would be accessed from all street fronts: Chestnut Street, a public street off Virgil Waters Way, which is a public street off Azusa Avenue; Railroad Street; and Curl Court off Railroad Street. The warehouse buildings would be a maximum of 50 feet tall. The buildings are intended for industrial warehouse/office use, and the prospective occupants are currently unknown.

The proposed project would not involve the demolition of any existing structures, except a billboard. Concrete pavement, aggregate base and piles, and trees and ground cover would be removed as part of site grading activities. It is anticipated that these materials would be transported off-site and recycled. Site preparation and grading activities would last for approximately six weeks. All soils would be balanced on-site and would be excavated to a maximum depth of 4 feet below the building pads. Following grading activities, construction of the buildings, site paving, and architectural coating would occur. Construction activities are anticipated to begin in early winter 2016 and last for approximately 11 months.

The proposed project requires the following discretionary City approvals and permits: approval of development and improvement plans, approval of tentative parcel map, certification of EIR and adoption of mitigation monitoring and reporting program. Permits or approvals are required from other public agencies including the Los Angeles County Fire Department, Los Angeles County Public Works Department, Los Angeles County Building Department, South Coast Air Quality Management District, Los Angeles County Sanitation District No. 21, Rowland Water District, and Los Angeles Regional Water Quality Control Board.

B. Procedural Background

The City determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study for a Draft EIR (DEIR) on October 23, 2015 (State Clearinghouse No. 2015101079), included in the DEIR in Appendix A. Comments received during the Initial Study's public review period are included in DEIR Appendix B. As indicated in DEIR Section 8, Impacts Found Not to be Significant, the following issues were identified in the Initial Study as having a less than significant impact or no impact, and no further evaluation in the DEIR was determined to be necessary: aesthetics, agriculture and forestry resources, biological resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population

and housing, public services, recreation, and utilities and service systems. No comments were received on the NOP indicating these areas should be further evaluated in the DEIR.

The analysis in the DEIR focused on the following topics: air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation and traffic. The DEIR was circulated locally for public review for a period of 47 days from July 15, 2016, to August 29, 2016. The DEIR was also filed concurrently with the State Clearinghouse (SCH) for distribution to responsible state agencies and was provided directly to local agencies. Public hearing notices and the Notice of Availability of a DEIR were mailed to the property owners, tenants, and occupants of those properties within 300 feet of the subject property.

Comments were received from three agencies—California Department of Transportation (Caltrans), South Coast Air Quality Management District, and County Sanitation Districts of Los Angeles County)—and from two organizations—the Laborers International Union of North America and the Southern California Environmental Justice Alliance.

Written responses were prepared to address each of the comments concerning the environmental analysis in the DEIR and are presented in Section 2 in the FEIR.

IV. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are at the City of Industry Planning Department, 15625 East Stafford Street, Suite 100, City of Industry, CA 91744. The City of Industry Planning Department is the custodian of the administrative record for the proposed project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

V. EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE EIR

The EIR found that the proposed project would have a less than significant impact without imposing mitigation measures on a number of environmental topic areas. A less than significant environmental impact determination was made for each of the topic areas listed below, based on the analysis contained in the DEIR.

A. Cultural Resources

1. Historic Resources. No built-environment historical resources were identified on the project site per the National Register of Historic Places, California Register of Historical Resources, and the City's General Plan. Although one built environment feature, the Southern Pacific/Union Pacific Railroad north of San Jose Creek, was identified in the Office of Historic Preservation (OHP) Historic Property Directory, this railroad was determined ineligible for the National Register of Historic Places (NRHP) by consensus through the National Historic Preservation Act Section 106 process. No impact to this railroad would occur due to project implementation. Due to the absence of historical resources in the project area, project development would not damage any identified historical resources. (Impact 5.2-1, DEIR p. 5.2-5)

B. Greenhouse Gas Emissions

1. Consistency with Applicable Plans. Plans adopted for the purpose of reducing greenhouse gas (GHG) emissions include the California Air Resources Board's (CARB) Scoping Plan prepared in accordance with Assembly Bill (AB) 32 and the Southern California Association of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed project would generate GHG emissions, but emissions would be reduced through implementation of statewide strategies that have been adopted since AB 32. Per the RTP/SCS, SCAG supports a coordinated California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for communities. The proposed project is a warehouse project that involves truck trips associated with the region's goods movement industry. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS, but provides incentives for consistency for governments and developers. The proposed warehouse buildings are a permitted use under the City of Industry's General Plan land use designation of Industrial; hence, the project is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. The emissions associated with the proposed project are primarily associated with truck travel, and the proposed project would not hinder SCAG's strategies in the RTP/SCS. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan or the SCAG RTP/SCS, and impacts would be less than significant. (Impact 5.3-2, DEIR pp. 5.3-19 and -20)

C. Hazards and Hazardous Materials

1. Hazardous Materials Use. Hazardous materials associated with commercial and industrial uses would include products that contain toxic substances, such as cleansers, paints, adhesives, and solvents, although these products are usually in low concentration and small in amount, and would not pose a significant risk to humans or the environment during transport to/from or use at the proposed project site. In accordance with the federal Hazardous Materials Release Response Plans and Inventory Law of 1985, the project operator will be required to prepare a plan would include an inventory of hazardous materials, describe storage, handling, and disposal of hazardous materials, and dictate a spill response and notification requirements. The proposed project would be subject to applicable state and local regulations intended to manage the transport, use, storage, manufacture, and disposal of hazardous materials, ensuring that these materials do not impact people and the environment. Impacts would be less than significant. (Impact 5.4-1, DEIR pp. 5.4-8 and -9)

D. Noise

1. Construction Noise. Use of construction equipment at the site would generate noise. The properties near the project site consist of primarily industrial uses, but there are two residences approximately 950 feet from the center of the construction site. Combined noise levels for each construction phase would be below the 75 dBA standard set by the Los Angeles County Code at the closest residences. The Los Angeles County Code (and by extension, the City of Industry) limits noise sources associated with construction, repair, remodeling, or grading of any real property to the hours between 7:00 AM and 7:00 PM on weekdays and Saturdays. With adherence to these allowable hours of construction, and given the dominance of traffic, industrial, and commercial noise sources throughout the area and the short-term nature of project construction, the impact from project-related construction

noise levels would be less than significant. The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways, but the number of construction-related vehicle trips would be much lower than a 25 percent increase in total daily vehicle flows along Azusa Avenue. As such, this would result in a noise level increase of much less than 1 dB (in the traffic-focused CNEL noise level metric) and would therefore have a less than significant impact on noise receptors along the truck routes. (Impact 5.5-1, DEIR pp. 5.5-13 and -14)

2. Traffic Noise. Development of the proposed project would cause increases in traffic along local roadways. Traffic noise levels were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model. With the proposed project, traffic noise increases along roadways would be up to 0.4 dBA CNEL, which would not the applicable noise impact threshold of 3 dBA. Noise impacts would be less than significant along all roadway segments in the study area. (Impact 5.5-3, DEIR pp. 5.5-17 through -19)

3. On-Site Operational Noise. Stationary source noise impacts would occur from the on-site building mechanical equipment and trucking operations while within the confines of the project property, which have the potential to create noise impacts in the adjoining community. On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the warehouse structure would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise—all in accordance with City of Industry noise emissions requirements—to ensure that such equipment does not exceed allowable noise limits. Through compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant. On-site truck operations would consist of idling, maneuvering, and parking activities. Calculated noise levels at the nearest residences, which are in La Puente, would not exceed the City of La Puente Municipal Code noise standards (Section 4.34.020[c]) for either an 11-hour or 24-hour operation scenario, and impacts would be less than significant. Trucks accessing the project site would leave Azusa Avenue at a reduced speed and would travel away from the closest sensitive receptors (i.e., the residences on Chestnut Street). Because the speed of these on-site trucks would be reduced (in comparison to their flow rate on Azusa Avenue) and the trucks would be increasing the distance from the receptors, on-site truck pass-by noise would be well below the levels these residents currently experience from traffic flows on Azusa Avenue. Thus, noise levels from project-generated passing trucks would be less than significant. (Impact 5.5-4, DEIR pp. 5.15-19 through -23)

E. Transportation and Traffic

1. Congestion Management Program Consistency. The proposed project is in close proximity to the Los Angeles County Congestion Management Program (CMP) arterial highway of Azusa Avenue and the State Route (SR) 60 freeway. The proposed project would add 50 or more AM and PM peak-hour vehicle trips to the Azusa Avenue and SR 60 freeway intersections. An analysis of the SR 60 freeway segments shows that study freeway segments are currently operating at level of service (LOS) D or better during both peak hours and are forecast to continue to operate at LOS D or better for all the analysis scenarios evaluated. Additionally, the project-related increase of the volume-to-capacity (V/C) ratio is forecast to be minimal, and impacts would be less than significant. (Impact 5.6-2, DEIR p. 5.6-30)

VI. POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS DETERMINED TO BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The EIR identified the potential for the proposed project to cause significant environmental impacts in the areas of air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation and traffic. With the exception of air quality and GHG, as discussed in Section VII, below, measures were identified that would mitigate all of these impacts to a less than significant level.

The City Council finds that the feasible mitigation measures for the proposed project identified in the FEIR would reduce the proposed project's impacts to less than significant levels, with the exception of the unmitigable impacts discussed in Section VII. The City Council adopts all of the feasible mitigation measures for the proposed project described in the FEIR as conditions of approval of the proposed project and incorporates those measures into the proposed project.

A. Air Quality

1. **Impact 5.1-2:** Construction activities associated with the proposed project would generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional construction threshold for volatile organic compounds.

   a. Findings

   Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact on air quality during construction. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

   Mitigation Measure AQ-1: During construction, the construction contractor(s) shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113 are known as "super-compliant paints." Requirements for the use of super-compliant interior paints shall be noted on building plans. A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations /compliance/architectural-coatings/super-compliant-coatings).

   b. Facts Supporting the Findings

   The facts supporting the above findings are fully developed in Section 5.1, Air Quality, pp. 5.1-20, -21, -29, and -30. The following presents a summary of those facts:

   Construction activities for the proposed project would temporarily increase regional criteria air pollutant emissions within the South Coast Air Basin. Modeling results indicate maximum daily construction emissions would not exceed the SCAQMD's regional construction significance thresholds for nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), and fine inhalable particulate matter ($PM_{2.5}$). However, the maximum daily emissions of VOC generated from the combined

building construction, paving, and architectural coating activities would exceed the SCAQMD's regional construction significance threshold for volatile organic compounds. Consequently, impacts on regional air quality from project-related construction activities would be potentially significant.

Table 5.1-16, Maximum Daily Regional Construction Emissions – Mitigated (DEIR p. 5.1-30), demonstrates that implementation of Mitigation Measure AQ-1 would reduce construction-related VOC emissions to below the SCAQMD's regional significance thresholds for VOC. Mitigation Measure AQ-1 requires the use of interior paint with 0 g/L VOC content and exterior paint with 50 g/L VOC content. As shown in the table, emissions of VOC would be reduced to below the SCAQMD regional significance thresholds. Therefore, with incorporation of mitigation, impacts from project-related construction activities on regional air quality would be less than significant.

2. **Impact 5.1-4:** The proposed project would expose sensitive receptors to substantial pollutant concentrations.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact on air quality during construction and operation. Specifically, the following measures have been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure AQ-2: Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.

Mitigation Measure AQ-3: The project developer/applicant shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

1. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2.

2. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

3. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

Mitigation Measure AQ-4: Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.

Mitigation Measure AQ-5: Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

Mitigation Measure AQ-6: Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

Mitigation Measure AQ-7: During construction, a maximum of 5 acres of land shall be graded over the course of a single day. The grading of more than 5 acres in a single day shall be prohibited.

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.1, Air Quality, pp. 5.1-22 through -25 and 5.1-29. The following presents a summary of those facts:

On-site activities would include truck idling and maneuvering (including trucks with transport refrigeration units [TRUs]) and forklift operation, which would generate emissions containing toxic air contaminants (TACs). A health risk assessment (HRA) was prepared to determine if toxic air emissions associated with operational activities at the facility could pose a risk to nearby sensitive receptors (maximally exposed receptor [MER]), such as residents, schools, hospitals, etc. The closest sensitive receptors to the project site are the residential land uses to the northwest approximately 450 feet away. Results of the HRA indicate that the incremental cancer risk for the maximum exposed receptor (the residences is 28.1 in a million (28.1×10^{-6}), which exceeds the significance threshold of 10 in a million (10×10^{-6}), indicating that cancer risk impacts to off-site sensitive receptors would be potentially significant. The estimated risk for non-carcinogenic compounds (expressed as hazard index) does not exceed the threshold of 1.0 and therefore is not significant.

Mitigation Measures AQ-2 through AQ-7 require use of electric-powered or alternative-fueled off-road equipment (such as forklifts) during daily warehouse operations, provisions for electric vehicle charging, limits on truck idling, requirement for TRUs to be zero-emission, and availability of alternative fuels, and limits on the amount of grading during construction, which would reduce TAC emissions. Table 5.1-18, Health Risk Assessment Results – Mitigated (DEIR p. 5.1-31), demonstrates that implementation of Mitigation Measure AQ-2, in particular, would reduce operational-related TAC emissions, and the incremental cancer risk for the MER would be 0.54 in a million, which would be below the 10 in a million threshold value for off-site residents. Therefore, with incorporation of mitigation, impacts related to sensitive receptor exposures to pollutant concentrations would be less than significant.

B. Cultural Resources

1. **Impact 5.2-2:** Development of the project site has the potential to result in adverse archaeological resources impacts.

   a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact on archaeological resources during construction. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure CUL-1: Prior to the issuance of the first grading permit and/or action that would permit disturbance to the project site, the project developer/applicant shall retain a qualified archaeological monitor to observe grading activities and to salvage and catalogue archaeological resources, including tribal resources, as necessary. The qualified archaeological monitor shall be retained in consultation with the Gabrieleño tribal group. The qualified archaeological monitor and the qualified paleontological monitor required under Mitigation Measure CUL-2 can be the same person. The qualified monitor shall be invited to be present at the pregrading conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the construction contractor, procedures for temporary halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

Should archaeological resources, including tribal resources, be found during ground-disturbing activities, the qualified monitor shall first determine whether the resource is a unique archaeological resource pursuant to Section 21083.2(g) of the California Public Resources Code (PRC) or a historical resource pursuant to Section 15064.5(a) of the State CEQA Guidelines (14 California Code of Regulations) and consult with a representative of the Gabrieleño Band of Mission Indians-Kizh Nation and the City of Industry. Once the determination is made pursuant to CEQA Guidelines Section 21083.2, the appropriate actions shall be taken per the appropriate sections of the regulations to ensure impacts are reduced to a less than significant level. During the monitoring in the field, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.2, Cultural Resources, pp. 5.2-5, -6, and -9. The following presents a summary of those facts:

Although no documented archaeological resources were identified on the project site, previous surveys conducted off-site within a half-mile radius of the project site have identified Native American artifacts, freshwater resources (San Jose Creek), natural tar seeps, and farmhouses from 1924 or earlier. A consultation with a Gabrieleño Band of Mission Indians-Kizh Nation representative also indicated that a number of tribal villages occupied the project area in the past, making the project area highly sensitive for tribal resources. Grading associated with past land uses on the project site has occurred previously, and no cultural resources have been unearthed on the site thus far. However, due to the indicators of potential sensitivity as described above, the proposed project has the potential to affect previously undiscovered archaeological resources during ground-disturbing activities, which is a potentially significant impact.

Mitigation Measure CUL-1 requires that proper procedures are followed during grading, including monitoring and stop work direction in the event resources are found, and that discovery of archaeological resources is handled in accordance with Section 21083.2 of the CEQA Guidelines. This mitigation would reduce the impact to a less than significant level.

2. **Impact 5.2-3:** The proposed project could impact subsurface paleontological resources or a unique geologic feature.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact on paleontological resources during construction. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure CUL-2: Prior to the beginning of ground disturbances, the project applicant/developer shall retain a qualified paleontologist to monitor ground-disturbing activities that occur in older Quaternary deposits during ground excavation. Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan specifying the frequency, duration, and methods of monitoring. The qualified paleontological monitor and the qualified archaeological monitor required under Mitigation Measure CUL-1 can be the same person. Sediment samples shall be collected in older Quaternary deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution. During field monitoring, the City of Industry Director of Development Services and Administration shall have the authority to resolve any disputes between the developer/contractor and the monitor.

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.2, Cultural Resources, pp. 5.2-6 and -9. The following presents a summary of those facts:

According to the records search conducted for the project site, shallow excavations in the younger Quaternary alluvium exposed through the proposed project area are unlikely to encounter significant vertebrate fossils. Excavation for building pads and foundations are anticipated to be no deeper than 8 feet; however, deeper excavations that extend into older sedimentary deposits could uncover fossil vertebrate remains, which is a potentially significant impact.

Mitigation Measure CUL-2 requires that proper procedures are followed during grading, including monitoring, sediment collection and evaluation, and curation if fossils are found. This mitigation would reduce the impact to a less than significant level.

3. **Impact 5.2-4:** Development of the project site has the potential to result in adverse tribal cultural resources impacts.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact on tribal cultural resources during construction. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure CUL-1 (construction monitoring, evaluation of any resources found, and appropriate treatment)

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.2, Cultural Resources, pp. 5.2-6, -7, and -9. The following presents a summary of those facts:

The Gabrieleño Band of Mission Indians-Kizh Nation has indicated that the areas around and near the project site are known settlement areas for Native American villages. Ground-disturbing activities could affect tribal cultural resources, if present, which is potentially significant impact.

Mitigation Measure CUL-1 requires that proper procedures are followed during grading, including monitoring and stop work direction in the event resources are found, and that discovery of archaeological resources is handled in accordance with Section 21083.2 of the CEQA Guidelines. This mitigation would reduce the impact to a less than significant level.

C. Hazards and Hazardous Materials

1. **Impact 5.4-2:** The proposed project could 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.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to encountering hazardous materials contamination during earthwork at the now-vacant site. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure HAZ-1: Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples to be analyzed for volatile organic compounds (VOCs) in the areas of the removed oil waste underground storage tank (UST) at 942 S. Azusa Avenue as identified in the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significance threshold shall be submitted to the Los Angeles County Department of Public Works to obtain regulatory closure for the UST.

Mitigation Measure HAZ-2: Prior to issuance of a grading permit, the project developer/applicant shall collect soil and soil vapor samples and tests as identified by the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014, and listed below. If any of the detected sample data results exceed the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to the Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board.

- In the areas of the removed two diesel underground storage tanks (USTs) at 942 S. Azusa Avenue for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs).

- In the areas of the two historic hazardous storage areas, a clarifier, and several historical spray booths at 17300 Chestnut Street for VOCs.

- In the areas of historical machine and maintenance shops at 17300 Chestnut Street for TPH, VOCs, and metals.

- From the surface staining area at the southeast corner of the project site to determine whether this staining has impacted the subsurface of the project site.

Mitigation Measure HAZ-3: The project developer/applicant shall conduct a vapor survey in accordance with the vapor encroachment analysis required by ASTM 13 standards in the San Gabriel Valley (Area 4) National Priority List groundwater plume area to determine if impacts from tetrachloroethylene (PCE) and trichloroethylene (TCE) exist on the project site. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws.

b. Facts Supporting the Findings

The facts supporting the findings are fully developed in Section 5.4, Hazards and Hazardous Materials, pp. 5.4-9, -10, and -16. The following presents a summary of those facts:

Phase I and Phase II Environmental Site Assessments (ESAs) were completed for the project site in 2015 to determine the extent of soil contamination resulting from past uses of the site, which included a manufacturing facility and underground storage tanks. Identified contamination included petroleum hydrocarbons and VOCs. A human health risk evaluation (HHRE) was also prepared to evaluate whether the vapor concentrations in soil could pose a risk to people working in the warehouse/office building. The results of these studies indicate the existing conditions would not pose an adverse risk, based on available information. However, it is possible that previously undiscovered contamination could be encountered or suspected during excavation and trenching activities. This could pose a human health and environmental risk, which would be a potentially significant impact.

Implementation of Mitigation Measures HAZ-1 through HAZ-3 would ensure that the extent of hazardous materials contamination is determined and remediation and/or site management controls are implemented to reduce risk, and that the cleanup actions have been completed to the satisfaction of the oversight agency. With incorporation of mitigation, impacts related to hazardous materials contamination would be less than significant.

2. **Impact 5.4-3:** The proposed project could result in significant adverse impacts to nearby sensitive receptors.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to the potential for toxic air emissions. Specifically, the following measures have been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure AQ-2 (electric-powered or alternative-fueled off-road equipment for daily warehouse operations)

Mitigation Measure AQ-3 (implement 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures)

Mitigation Measure AQ-4 (signage and instructions limiting idling to no more than 3 minutes)

Mitigation Measure AQ-5 (TRUs limited to those powered by zero-emission sources and units connected to a local electric power source)

Mitigation Measure AQ-6 (alternative fuel availability and opportunities)

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.4, Hazards and Hazardous Materials, pp. 5.4-10, -11, and -16. The following presents a summary of those facts:

As described in more detail in VI.A.2, above, an HRA was prepared to determine whether toxic air emissions associated with operational activities at the facility could pose a risk to nearby receptors such as residents, schools, hospitals, etc. Results of the HRA indicate that the incremental cancer risk for the MER exceeds the significance threshold of 10 in a million (10×10^{-6}), indicating that cancer risk impacts to off-site sensitive receptors would be potentially significant. The estimated risk for non-carcinogenic compounds (expressed as hazard index) does not exceed the threshold of 1.0 and therefore is not significant.

Mitigation Measures AQ-2 through AQ-6 require use of electric-powered or alternative-fueled off-road equipment (such as forklifts) during daily warehouse operations, provisions for electric vehicle charging, limits on truck idling, requirement for TRUs to be zero-emission, and availability of alternative fuels, which would reduce TAC emissions. Table 5.1-18, Health Risk Assessment Results – Mitigated (DEIR p. 5.1-31), demonstrates that implementation of Mitigation Measure AQ-2, in particular, would reduce operational-related TAC emissions, and the incremental cancer risk for the MER would be 0.54 in a million, which would be below the 10 in a million threshold value for off-site residents. Therefore, with incorporation of mitigation, impacts related to hazardous air emissions would be less than significant.

3. **Impact 5.4-4:** The project site includes historical hazardous materials uses that require further evaluation and/or removal.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to the contamination from past uses of the now-vacant site. Specifically, the following measures have been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 (soil and soil vapor surveys and cleanup at specific locations, see C.1, above)

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.4, Hazards and Hazardous Materials, pp. 5.4-11, -12, and -16. The following presents a summary of those facts:

Phase I and Phase II ESAs were completed for the project site in 2015 to determine the extent of soil contamination resulting from past uses of the site, which included a manufacturing facility and underground storage tanks. Identified contamination included petroleum hydrocarbons and VOCs. An HRRE was also prepared to evaluate whether the vapor concentrations in soil could pose a risk to people working in the warehouse/office buildings. The results of these studies indicate the existing conditions would not pose an adverse risk, based on available information. However, it is possible that previously undiscovered contamination could be encountered or suspected during excavation and trenching activities. This could pose a human health and environmental risk, which would be a potentially significant impact.

Implementation of Mitigation Measures HAZ-1 through HAZ-3 would ensure that the extent of hazardous materials contamination is determined and remediation and/or site management controls are implemented to reduce risk, and that the cleanup actions have been completed to the satisfaction of the oversight agency. With incorporation of mitigation, impacts related to further investigation of hazardous materials contamination from historic uses at the site would be less than significant.

D. Noise

1. **Impact 5.5-2:** The proposed project would expose sensitive uses to strong levels of groundborne vibration.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to vibration during construction. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure N-1: During construction, vibratory rollers shall not be operated within 30 feet of off-site buildings.

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.5, Noise, pp. 5.5.-14 through -17 and 5.5-24. The following presents a summary of those facts:

Construction activities would involve the use of various equipment such as bulldozers, graders, loaders/backhoes, loaded trucks, jackhammers, and vibratory rollers. Of this equipment, the use a vibratory roller has the potential to cause vibration levels at nearby existing commercial/industrial buildings. The nearest buildings to the project site are the industrial buildings to the south of the project's Building B, the westernmost of which is approximately 20 feet from the edge of the construction site. The Federal Transit Administration (FTA) criterion for risk of architectural damage due to vibration would be

exceeded if a vibratory roller is operated within 30 feet of the building. This is a potentially significant impact.

Implementation of Mitigation Measure N-1 would ensure the maximum construction-related vibration level would be below the 0.2 peak particle velocity (PPV) inches per second (in/sec) criteria for vibration-induced architectural damage at all nearby structures. This mitigation would reduce the architectural-damage vibration impact during construction to less than significant.

E. Transportation and Traffic

1. **Impact 5.6-1:** Project-related trip generation would impact levels of service for the existing area roadway system.

a. Findings

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impacts on the roadway system. Specifically, the following measure has been imposed upon the proposed project to ensure a less than significant impact:

Mitigation Measure TRANS-1: Prior to the issuance of the first building permit, the project applicant/developer shall participate in the costs for traffic improvements to the intersection of Azusa Avenue and Gale Avenue to meet the City of Industry level of service standards. The project applicant/developer shall be conditioned to contribute a "fair share" of total costs for the roadway improvements identified below. The project's fair share calculation has been prepared and is included in Table 11, Project Fair-Share Intersection Contribution, of the traffic impact study prepared by RK Engineering Group dated August 2015 (DEIR Appendix H) for informational purposes. The final fair share percentage and payment amount shall be determined and approved by the City of Industry.

- Convert westbound through lane to a right turn lane.
- Install westbound right turn overlap phase.
- Restripe southbound approach to provide a shared through-right, three through lanes, and two left turn lanes.
- Due to southbound approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase.
- Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.

b. Facts Supporting the Findings

The facts supporting the above findings are fully developed in Section 5.6, Transportation and Traffic, pp. 5.6-16 through -29 and 5.6-32. The following presents a summary of those facts:

A traffic impact study was prepared for the proposed project (DEIR Appendix H-1). Results of the study show for existing plus project and project buildout (2017) with project, the

proposed project would add trips that would contribute an Intersection Capacity Utilization (ICU) value of more than 0.020 at the Azusa Avenue and Gale Avenue intersection. This is a significant impact based on the CMP criteria for signalized intersections.

Improvements to the Azusa Avenue and Gale Avenue intersections identified in Mitigation Measure TRANS-1 would improve the intersection operations to LOS D, which reduces the impact to less than significant.

VII. ENVIRONMENTAL IMPACTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

A. Air Quality

1. **Impact 5.1-1:** The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.

a. Findings

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

While changes or alterations have been required in, or incorporated into, the proposed project to address this significant effect on the environment, no feasible mitigation measures beyond those identified in the FEIR are available to reduce operational NO_x emissions to levels that would not exceed the SCAQMD's operational significance threshold.

b. Facts Supporting the Findings

The facts supporting the findings are fully developed in Section 5.1, Air Quality, pp. 5.1-19, -20, and -29. The following presents a summary of those facts:

The applicable air quality plan is the SCAQMD Air Quality Management Plan (AQMP), adopted by the SCAQMD in 2012. The proposed project is not considered regionally significant by SCAG. Although the proposed project would not substantially affect the regional growth projections because the land use is consistent with the underlying City of Industry General Plan land use designation, the proposed project would represent a substantial increase in emissions compared to existing conditions and would exceed the SCAQMD's regional operational significance threshold for NO_x. As a result, the proposed project would not be consistent with the Project-Alone Criterion 1 of the AQMP, and impacts would therefore be significant.

Implementation of Mitigation Measures AQ-2 through AQ-6 would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in truck trips and the associated increase in criteria air pollutant emissions, the proposed project would continue to be inconsistent with the AQMP. There is no additional feasible mitigation that could be implemented to reduce long-term criteria air pollutant operational emissions from the proposed project, and the impact related to consistency with the AQMP would remain significant and unavoidable.

2. **Impact 5.1-3:** Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x.

a. Findings

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

While changes or alterations have been required in, or incorporated into, the proposed project to address this significant effect on the environment, no feasible mitigation measures beyond those identified in the FEIR are available to reduce operational NO_x emissions to levels that would not exceed SCAQMD's operational significance threshold.

b. Facts Supporting the Findings

The facts supporting the findings are fully developed in Section 5.1, Air Quality, pp. 5.1-22 and -29. The following presents a summary of those facts:

Air emissions modeling using CalEEMod show that maximum daily construction emissions would not exceed the SCAQMD's regional operation significance thresholds for VOC, CO, SO_2, PM_{10}, and $PM_{2.5}$. However, the maximum daily emissions of NO_x would exceed the SCAQMD's regional operation significance threshold, which is a significant impact.

Implementation of Mitigation Measures AQ-2 through AQ-6 would reduce the proposed project's regional operational phase criteria air pollutant emissions to the extent feasible. There is no additional feasible mitigation that could be implemented to reduce operational NO_x air emissions from the proposed project, and the impact would remain significant and unavoidable.

3. **Cumulative Impact (Criteria Air Pollutant Emissions):** Operation of the project would result in a cumulatively considerable contribution of a criteria pollutant for which the project region is nonattainment.

a. Findings

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

While changes or alterations have been required in, or incorporated into, the proposed project to address this significant effect on the environment, no feasible mitigation measures beyond those identified in the FEIR are available to reduce operational NO_x emissions to levels that would not be cumulatively considerable.

b. Facts Supporting the Findings

The facts supporting the findings are fully developed in Section 5.1, Air Quality, pp. 5.1-21, -22, and -26. The following presents a summary of those facts:

As described in VII.A.2, above, maximum daily emissions of NO_x would exceed the SCAQMD's operational significance threshold for NO_x. Because the South Coast Air Basin is designated nonattainment for ozone under federal and state ambient air quality standards, the project's contribution would be cumulatively considerable. This is a significant cumulative impact. Implementation of Mitigation Measures AQ-2 through AQ-6 would reduce the proposed project's regional operational phase NO_x emissions to the extent feasible. However, there is no additional feasible mitigation that could be implemented to reduce operational NO_x air emissions from the proposed project, and the impact would remain significant and unavoidable.

B. Greenhouse Gas Emissions

1. **Impact 5.3-1:** Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria.

a. Findings

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

While changes or alterations have been required in, or incorporated into, the proposed project to address this significant effect on the environment, no feasible mitigation measures beyond those identified in the FEIR are available to reduce GHG emissions to levels that would not exceed the SCAQMD's significance threshold.

b. Facts Supporting the Findings

The facts supporting the findings are fully developed in Section 5.3, Greenhouse Gas Emissions, pp. 5.3-18, -19, and -23. The following presents a summary of those facts:

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, truck idling, consumer products, coatings), water/wastewater generation, and waste disposal, and during construction. The proposed project is estimated to generate 9,960 metric tons of carbon dioxide equivalents ($MTCO_2e$), which exceeds the SCAQMD's bright-line threshold (3,000 $MTCO_2e$) and its service population efficiency metric target threshold.

Table 5.3-5, Project-Related GHG Emissions – Mitigated (DEIR p. 5.3-23), demonstrates that implementation of Mitigation Measures GHG-1 and GHG-2 and AQ-2 through AQ-6 would reduce project-related GHG emissions to the extent feasible. However, these measures would not substantially reduce project-related mobile source GHG emissions (which comprise approximately 80 percent of the project's total GHG emissions). Mobile source emissions are regulated by state and federal emissions and fuel use standards and are outside of the control of the project applicant, subsequent tenants, and the City of Industry. No additional mitigation measures that are feasible for the project applicant to implement and the City of Industry to enforce and that have a proportional nexus to the project's impact are available to substantially reduce the project's mobile source GHG emissions. Therefore, project-related GHG emissions would continue to exceed the SCAQMD's

bright-line and efficiency thresholds, and the impact would remain significant and unavoidable.

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES AND ENERGY CONSERVATION

1. The project site is currently vacant, and implementation of the proposed project would require additional commitment of nonrenewable and/or slowly renewable energy resources, natural resources, and human resources. Construction materials would be consumed, such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metal, water, etc. Increased commitment of public and utility services, such as police, fire, sewer, water, solid waste, natural gas services, etc., would also be required. These energy and social service commitments would be long-term obligations. Once these commitments are made, it is improbable that the project area would revert to its current condition. The project site is in a highly urbanized environmental setting surrounded by similar types of uses. Therefore, impacts to these public services would be minimal, and the existing infrastructure and services would be adequate to serve the proposed project with limited system upgrades and improvements. The project site is near a major roadway system, and the availability of a vacant site would allow the site's development without major demolition or relocation efforts. Nonetheless, the proposed project would result in significant irreversible changes to the environment throughout the life span of the structures. (DEIR p. 9-1)

2. Proposed project energy use would constitute an approximate 0.005 percent increase in the typical annual electricity consumption and an approximate 0.00002 percent increase in the typical annual natural gas consumption attributable to all nonresidential buildings in Los Angeles County. The increase in automotive fuel, including the one-time construction of the project, would increase use in the county by 0.03 percent.

   The proposed project would be required to comply with Title 24 Building Energy Efficiency Standards, which include minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. In terms of automotive fuel consumption, the project would be a warehousing development that involves truck trips associated with the region's goods movement industry. The project supports a coordinated California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for communities. The increase in electricity, natural gas, and automotive fuel consumption over existing countywide conditions is minimal (less than 1 percent). For the reasons described above, the proposed project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation. (DEIR p. 9-4)

IX. PROJECT ALTERNATIVES

The City Council considered a range of reasonable alternatives for the proposed project. These alternatives were analyzed in DEIR Section 7, Alternatives to the Proposed Project.

A. No Project Alternative

1. Summary of Alternative

Under the No Project Alternative, the project site would remain vacant, and no development would occur on the project site.

2. Reasons for Rejecting Alternative: Failure to Meet Project Objectives

This alternative would avoid significant and unavoidable impacts related to air quality and GHG emissions. Impacts related to cultural resources, hazardous emissions, noise, population and housing, public services, transportation and traffic, and utilities and service systems would be less than the proposed project, and impacts related to land use would be greater than the proposed project. This alternative would have environmentally neutral impacts related to aesthetics, agricultural and forest resources, biological resources, site contamination, and hydrology and water quality. However, it would not meet any of the project objectives. (DEIR p. 7-8)

B. Reduced Intensity Alternative

1. Summary of Alternative

The Reduced Intensity Alternative would reduce the overall development density by 20 percent, providing approximately 407,758 square feet of warehouse building space and approximately 86,320 square feet of office space. This alternative would result in the development of five warehouse buildings, with a total of 57 docking bays and 680 parking spaces. Similar to the proposed project, the entire 28.9-acre site would be developed with a combination of warehouse buildings, surface parking, and landscaping.

2. Reasons for Rejecting Alternative: Failure to Avoid Significant and Unavoidable Impact; Failure to Meet Project Objectives

This alternative would have superior environmental impacts related to air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems. However, the significant and unavoidable impacts related to air quality and GHG emissions could not be avoided. Impacts related to aesthetics, agricultural and forestry services, biological resources, cultural resources, land use and planning, and population and housing would have similar impacts to the proposed project. This alternative would meet some of the project objectives, but not to the extent of the proposed project. (DEIR p. 7-12)

X. STATEMENT OF OVERRIDING CONSIDERATIONS

The following Statement of Overriding Considerations is made pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093 in connection with the proposed approval of the Chestnut Street Warehouse Project, consisting of construction and operation of 614,596 square feet of warehouse/office uses within five buildings and subdivision of the 28.9-acre site into five parcels in the City of Industry.

CEQA requires a lead agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be

based on substantial evidence in the EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The City Council finds that the economic, social, and other benefits of the proposed project outweigh the significant and unavoidable impacts identified in the EIR and in the record, which are:

- **Impact 5.1-1:** The proposed project would generate a substantial increase in emissions and could be inconsistent with the applicable air quality management plan.

- **Impact 5.1-3:** Long-term criteria air pollutant emissions associated with the proposed project would exceed the South Coast Air Quality Management District's regional operational significance threshold for NO_x.

- **Impact 5.3-1:** Development of the proposed project would result in a substantial increase of GHG emissions that would exceed the South Coast Air Quality Management District's significance criteria.

- **Cumulative Impact (Criteria Air Pollutant Emissions):** Operation of the project would result in a cumulatively considerable contribution net increase of a criteria pollutant for which the project region is nonattainment.

The City further finds that these unavoidable impacts are overridden by the project benefits as set forth in this Statement of Overriding Considerations. In making this finding, the City Council has balanced the benefits of the proposed project against its unavoidable impacts and has indicated its willingness to accept the adverse impacts. The City Council finds that each one of the following benefits of the proposed project, independent of the other benefits, would warrant approval of the proposed project notwithstanding the unavoidable environmental impacts of the proposed project:

1. The proposed project would result in economic growth and strengthening of the city's industrial area, through capital investment that attracts new light industrial, warehousing, or distribution uses and results in the creation of new jobs, establishment of new businesses, and expansion of the city's tax base.

2. The proposed project would create a series of signature projects that illustrate the high-quality design and construction expected of new warehousing, distribution, or light industrial developments in the City of Industry.

3. The proposed project allows flexibility of building size and location for warehousing, distribution, or light industrial projects that create new jobs and promote quality development.

4. The project site is in a highly urbanized environmental setting surrounded by similar types of uses. Existing infrastructure and services would be adequate to serve the proposed project with limited system upgrades and improvements. The project site is near a major roadway system, and the availability of a vacant site would allow the site's development without major demolition or relocation efforts.

5. The project site has been previously graded, and there are no native habitats, sensitive natural communities, riparian habitats, wetlands, wildlife corridors, or protected trees on or in its vicinity. The area surrounding the project site is a highly urbanized and built-out area of the City of Industry that is devoted primarily to industrial uses. The proposed project

would have no adverse impacts on candidate, sensitive, or special-status species, wetlands, or other biological resources.

CEQA requires the City to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its significant and unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" and the proposed project approved. In this instance, it is the desire of the City of Industry that this property be developed with industrial uses in order to further the goals of the General Plan. With the dissolution of redevelopment, the City is unable fiscally or physically to develop the property. Sale and development of the property is important to the City, as it will generate approximately 997 employees and result in the development of 614,597 square feet of warehouse/office space. The sale of the property will allow for development, which will increase the property value and therefore property taxes of not only the City of Industry but also Los Angeles County. Ultimately, the implementation of the proposed project would result in the creation of new jobs, bringing economic growth to the City of Industry.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Industry has determined that the identified significant and unavoidable impacts may be considered "acceptable" due to the specific considerations listed above that outweigh the significant and unavoidable impacts that would result from implementation of the proposed project. Accordingly, the City of Industry adopts the Statement of Overriding Considerations, recognizing that significant and unavoidable impacts would result from implementation of the proposed project. Having (1) adopted all feasible mitigation measures, (2) rejected alternatives to the proposed project, and (3) recognized all unavoidable significant impacts, the City of Industry hereby finds that each of the separate benefits of the proposed project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the proposed project and outweighs and overrides its significant and unavoidable impacts, and thereby justifies the approval of the Chestnut Street Warehouse Project.

Attachment 16
Resolution 2016-76

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RESOLUTION NO. CC 2016-76

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 348 TO SUBDIVIDE AN EXISTING 28.9 ACRE PARCEL INTO FIVE PARCELS, AND DEVELOPMENT PLAN NO. 15-12 FOR THE CONSTRUCTION OF FIVE INDUSTRIAL WAREHOUSE BUILDINGS AT THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF AZUSA AVENUE AND CHESTNUT STREET IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on June 25, 2015, CT Realty Investors filed an application for approval of Development Plan ("DP") No. 15-12 and Tentative Parcel Map ("TPM") No. 348 described herein ("Application"); and

WHEREAS, the Application applies to a 28.9 acre property located at the southeast corner of Azusa Avenue and Chestnut Street, City of Industry, California, Assessor's Parcel Numbers 8264-024-909, 8264-025-903, 904, 908, 911, 914, 915, 917, and 918. ("Property"); and

WHEREAS, the Applicant desires to subdivide the Property into five parcels within the "I" Industrial Zone and "C" Commercial Zone, and construct five industrial warehouse buildings with a total combined 614,597 square feet (the "Project"), and in accordance with Sections 16.12.030 and 17.36.020 of the City's Municipal Code ("Code"), a Tentative Parcel Map and Development Plan are required for the subdivision of land and the creation of new parcels, and to construct the Project; and

WHEREAS, in accordance with Government Code Section 66426(c), a tentative parcel map is appropriate for this Project, given the industrial/commercial nature of development.

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of industrial buildings is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City's requirements. Based upon the information received and Staff's review and assessment, it was determined that the Application could have a significant impact on the environment, and an a Initial Study/Draft Environmental Impact Report ("DEIR") was prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), California Public Resources Code section 21000 et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3,

sections 15000 et seq., and the Environmental Impact Report Guidelines of the City of Industry; and

WHEREAS, the Initial Study/DEIR was circulated for public and agency review and comment on July 15, 2016 through, and including, August 29, 2016; and

WHEREAS, the Initial Study/DEIR concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce some of the significant effects to a less-than-significant level; and

WHEREAS, the DEIR also identified significant and unavoidable environmental impacts for the Project; and

WHEREAS, notice of the Planning Commission's September 22, 2016, public hearing on the Application was published in The San Gabriel Valley Tribune on September 9, 2016, in compliance with the City's Code and Government Code Section 65091, and was posted at the Property and at three public places on September 9, 2016; and

WHEREAS, on September 22, 2016, the Planning Commission of the City of Industry conducted a duly noticed public hearing on the Application, and considered all testimony written and oral, and recommended that the City Council adopt the FEIR, Tentative Parcel Map, and the Development Plan for the Project; and

WHEREAS, on November 10, 2016, the City Council adopted the Statement of Overriding Considerations, the Mitigation Monitoring and Reporting Program, and certified the FEIR for the Project; and

WHEREAS, on November 10, 2016, the City Council of the City of Industry conducted a duly noticed public hearing on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public hearings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3: Based upon substantial evidence presented to the City Council during the November 10, 2016 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the FEIR, and the City's Code, the City Council finds as follows:

A. In accordance with the provisions set forth in Government Code Section 66426(c), the Property consists of parcels having approved access to a public street, as the Project has access to Azusa Avenue, Railroad Street, Curl Court, Virgil Waters Way and Chestnut Street**;** is comprised of property which is zoned Industrial and Commercial; and street alignments and widths as set forth in the site plan, will be approved by the City Council as part of the proposed Development Plan; and

B. The Project is located in an area designated as Employment in the General Plan, which allows for industrial uses when zoned appropriately. In this case, the Property is zoned industrial and commercial, and industrial/warehouse buildings are permitted, and conform to the Employment land use designation. Policy LU1-1 of the General Plan states that the City should accommodate business and employment uses as the primary land use. The Project would allow industrial/warehouse buildings in keeping with surrounding uses and in accordance with the direction of the General Plan, and is therefore consistent with the General Plan. The Property is not located within an adopted specific plan; and

C. The Project's design and improvements comply with the minimum size, frontage, access, and drainage requirements addressed in Section 16.10 of the Municipal Code and the development standards in Section 17.36 of the Municipal Code. The Property is not located within an adopted specific plan; and

D. The site of the Project is physically suitable for the type of development. The Property is flat, and there are no known physical or environmental hazards; and

E. The site of the Project is physically suitable for the proposed density of development. The Subdivision would result in five parcels that exceed minimum lot area and width requirements. The Project complies with building coverage requirements; and

F. The design or the proposed improvements will not cause substantial environmental damage or substantially and unavoidably injury fish or wildlife or their habitat. As documented in the FEIR, with mitigation measures, some of the significant environmental impacts of the proposed improvements will be reduced, however the FEIR also identified significant and unavoidable environmental impacts for the Project, which have been addressed through the City Council's adoption of a Statement of Overriding Considerations; and

G. The design or improvements will not cause serious public health problems. As documented in the FEIR, the Project complies with development standards, complies with access and circulation requirements, does not alter

emergency response, is not located in flood zones, near active earthquake faults, will not be used to store or produce hazardous materials, and will comply with applicable building and fire codes; and

H. The design or improvement will not conflict with easements. All easements are identified on Tentative Parcel Map 348 and the proposed improvements will not conflict with, be located on, or alter the easements; and

I. The discharge of waste from the proposed Subdivision will not violate the requirements of the Los Angeles Regional Water Quality Control Board because a preliminary Low Impact Development ("LID") plan has been reviewed by the City Engineer and found in compliance with the provisions of Chapter 13.16, Stormwater and Urban Runoff Pollution Control. Prior to issuance of the grading permit, the final LID must be found to conform to the preliminary LID and approved by the City Engineer. As a condition for issuing a certificate of occupancy or building final, the city will require facility operators and owners to build all the stormwater pollution control BMPs and structural or treatment BMPs that are shown on the approved project stormwater mitigation plan and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the municipal NPDES permit and other applicable regulatory requirements.

J. The Subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities. In terms of passive or natural heating opportunities, the Subdivision would accommodate a structure that can be oriented in an east-west alignment to allow a southern exposure. In terms of passive or natural cooling opportunities, the Subdivision is located in an area where the prevailing winds are from the west and is configured to allow a structure to be oriented such that it may take advantage of prevailing breezes. The Property is a flat and conforms to the allowable densities and lot area that may be occupied by a building. The Project will comply with the requirements of the California Green Code, which stipulates minimum insulation standards, energy efficient lighting and appliances, and other provisions intended to improve energy efficiency and reduce greenhouse gases and water consumption.

K. The Project is consistent with Section 66412.3 of the Subdivision Map Act regarding the City's share of the regional housing need and that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources because the subdivision is located in the City's Industrial Zone, and is therefore only suitable for industrial development, and no residential development is permitted.

L. Based on the foregoing, the City Council approves Tentative Parcel Map 348 subject to the Conditions of Approval, attached hereto as Exhibit A, and incorporated herein by reference.

SECTION 4: Based upon substantial evidence presented to the City Council during the November 10, 2016 public hearing, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the FEIR, and the City's Code, the Planning Commission finds as follows:

A. The Property is suitable for development in accordance with the Development Plan because the Property is subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/DEIR, and is designated as Employment in the General Plan and zoned Industrial and Commercial, which are consistent with the proposed industrial development; and

B. The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, because, as noted in the accompanying Initial Study/DEIR, the Project would add approximately 2,867 vehicle trips, which equates to approximately 243 AM trips and 259 PM trips an hour, which would not significantly impact road capacity. In addition, the proposed Project provides the necessary setback of the buildings and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

C. The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design; and

D. The development is consistent with the provisions of the City's General Plan because is the Property is designated as Employment, which allows the development of buildings for industrial uses; and

E. Based on the foregoing, the City Council approves Development Plan No. 15-12, subject to the Conditions of Approval, attached hereto as Exhibit A, and incorporated herein by reference.

SECTION 5: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining

provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 6: The City Clerk shall certify to the adoption of this Resolution, and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on November 10, 2016, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane Schlichting, Chief Deputy City Clerk

CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

EXHIBIT A

Standard Requirements and Conditions of Approval

Application: **Tentative Parcel Map 348 and Development Plan 15-12**
Applicant: **CT Realty Investors**

Location: **Southeast corner of Azusa Avenue and Chestnut Street**

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. Electronic gates shall be equipped with a lock box approved by Los Angeles County Fire and Sheriff Departments, electric switch, and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments.

2. Roof-top address numbers that would only be visible from the air shall be installed to assist air borne patrols. The numbering should be a minimum of 3 feet and of a color that contrasts with the roof. Addresses shall include designators for individual tenant addresses, such as Unit A.

3. In case of emergency, use of any internal public address system/intercom offers a communication method. Upon request, the Los Angeles County Sheriff Department shall be provided access to the internal public address/intercom system.

4. Upon application for any Use Permit for the Property, the applicants shall provide a security plan and evacuation plan for review and comment by the Los Angeles County Sheriff Department, including product type and website information.

Environmental Mitigation Conditions

5. Applicant/Developer shall comply with all mitigation measures set forth in the Environmental Impact Report and Mitigation Monitoring and Reporting Program adopted for the Project.
6. (AQ-1) During construction, the construction contractor(s) shall require the use of interior paint with 0 grams per liter (g/L) of volatile organic compounds (VOC) (i.e., zero VOC paint) and exterior paint with 50 g/L VOC content. Paints that emit less than the

low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113 are known as "supercompliant paints." Requirements for the use of super-compliant interior paints shall be noted on building plans. A list of super-compliant VOC coating manufacturers is available on the SCAQMD's website (hhttp://www.aqmd.gov/home/regulations/compliance/architecturalcoatings/super-compliant-coatings).

7. (AQ-2) Only electric-powered or alternative-fueled (e.g., propane, liquefied natural gas, compressed natural gas) off-road equipment, such as forklifts, shall be utilized for daily warehouse operations.

8. (AQ-3) The Applicant/Developer shall implement the following measures that are identified as voluntary measures in the 2013 California Green Building Standards Code (CALGreen Code), Appendix A5, Nonresidential Voluntary Measures.

   a. The parking lot shall be marked in compliance with CALGreen Code Section A5.106.5.1, which requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" per CALGreen Code Table A5.106.5.1.2.

   b. Changing/shower facilities shall be provided as specified in CALGreen Code Section A5.106.4.3.

   c. Infrastructure in the parking lots shall be installed to support future electric vehicle charging. Installation shall be consistent with CALGreen Section A5.106.5.3.

9. (AQ-4) Legible, durable, weatherproof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include instructions for truck drivers to shut off engines when not in use, instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes, and telephone numbers for the building facilities manager and CARB to report violations.

10. (AQ-5) Signage shall be provided on-site to alert all truck drivers that operation of transport refrigeration units (TRUs) shall be limited to those powered by zero-emission sources and units connected to a local electric power source.

11. (AQ-6) Tenants shall be notified about the availability of alternatively fueled cargo handling equipment, grant programs for diesel-fueled vehicle engine retrofit and/or replacement, designated truck parking locations in the City of Industry, access to alternative fueling stations proximate to the site that supply compressed natural gas, and the US Environmental Protection Agency's SmartWay program.

12. (CUL-1) Prior to the issuance of the first grading permit and/or action that would permit disturbance to the Project site, the Applicant/Developer shall retain a qualified

archaeological monitor to observe grading activities and to salvage and catalogue archaeological resources, including tribal resources, as necessary. The qualified archaeological monitor shall be retained in consultation with the Gabrieleño tribal group. The qualified archaeological monitor and the qualified paleontological monitor required under Mitigation Measure CUL-2 can be the same person. The qualified monitor shall be invited to be present at the pre-grading conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the construction contractor, procedures for temporary halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

If buried tribal cultural resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with a representative of the Gabrieleño Band of Mission Indians – Kizh Nation and other tribes who have proven traditional and cultural affiliation with the project site pursuant to PRC Section 21080.3.1, the City of Industry, and other appropriate agencies.

13. (CUL-2) Prior to the beginning of ground disturbances, the Applicant/Developer shall retain a qualified paleontologist to monitor ground-disturbing activities that occur in older Quaternary deposits during ground excavation. Before ground-disturbing activities begin, a qualified paleontologist shall prepare a monitoring plan specifying the frequency, duration, and methods of monitoring. The qualified paleontological monitor and the qualified archaeological monitor required under Mitigation Measure CUL-1 can be the same person. Sediment samples shall be collected in older Quaternary deposits and processed to determine the small-fossil potential in the project site, and any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution. During field monitoring, the City's Director of Development Services and Administration shall have the authority to resolve any disputes between the Applicant/Developer and the monitor.

14. (GHG-1) Electricity for the buildings shall be offset through the installation of solar panels installed on the office component of the building structure.

15. (GHG-2) Landscape plans shall incorporate trees near the facades of the buildings in locations where tree placement would assist with passive solar heating and cooling of the structures, while also avoiding interference with vehicle movements and building operations.

16. (HAZ-1) Prior to issuance of a grading permit, the Applicant/Developer shall collect soil and soil vapor samples to be analyzed for volatile organic compounds (VOCs) in the areas of the removed oil waste underground storage tank (UST) at 942 S. Azusa Avenue as identified in the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup will not be considered complete until confirmatory samples of soil reveal levels of

contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significance threshold shall be submitted to the Los Angeles County Department of Public Works to obtain regulatory closure for the UST.

17. (HAZ-2) Prior to issuance of a grading permit, the Applicant/Developer shall collect soil and soil vapor samples and tests as identified by the Phase I Environmental Site Assessment prepared by Stantec dated September 26, 2014, and listed below. If any of the detected sample data results exceed the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws. A cleanup will not be considered complete until confirmatory samples of soil reveal levels of contamination below the standards established by the oversight agency. The sample data and result showing levels of contamination below the significant threshold shall be submitted to the Los Angeles County Department of Public Works and the Los Angeles Regional Water Quality Control Board.
    - In the areas of the removed two diesel underground storage tanks (USTs) at 942 S. Azusa Avenue for total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs).
    - In the areas of the two historic hazardous storage areas, a clarifier, and several historical spray booths at 17300 Chestnut Street for VOCs.
    - In the areas of historical machine and maintenance shops at 17300 Chestnut Street for TPH, VOCs, and metals.
    - From the surface staining area at the southeast corner of the project site to determine whether this staining has impacted the subsurface of the project site.

18. (HAZ-3) The Applicant/Developer shall conduct a vapor survey in accordance with the vapor encroachment analysis required by ASTM 13 standards in the San Gabriel Valley (Area 4) National Priority List groundwater plume area to determine if impacts from tetrachloroethylene (PCE) and trichloroethylene (TCE) exist on the project site. If the detected sample data result exceeds the applicable threshold level, further removal or management action shall be performed consistent with all applicable state and local rules, regulations, and laws.

19. (N-1) During construction, vibratory rollers shall not be operated within 30 feet of off-site buildings.

20. (TRANS-1) Prior to the issuance of the first building permit, the Applicant/Developer shall pay its share of the costs for traffic improvements to the intersection of Azusa Avenue and Gale Avenue to meet the City of Industry level of service standards. The Applicant/Developer shall be contribute a “fair share” of total costs for the roadway improvements identified below. The project’s fair share calculation has been prepared and is included in Table 11, Project Fair-Share Intersection Contribution, of the traffic impact study prepared by RK Engineering Group dated August 2015 (Appendix H of this DEIR) for informational purposes. The final fair share percentage and payment amount ($40,000.00) shall be paid to the City prior to issuance of a building permit. The

improvements identified below will be added to the City's Capital Improvements Plan ("CIP") to ensure that they are planed for and completed.

- Convert westbound Gale Avenue through lane to a right turn lane.
- Install westbound Gale Avenue right turn overlap phase.
- Restripe southbound Azusa Avenue approach to provide a shared through-right, three through lanes, and two left turn lanes.
- Due to southbound Azusa Avenue approach restriping, perform traffic signal modification to remove the southbound right turn overlap phase.
- Restripe southbound Azusa Avenue south of Gale Avenue to accommodate four southbound lanes.

Code Requirements and Standards

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the Applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

DP 15-12 Conditions

1. The Development Plan approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.

2. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Department prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.

3. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.

4. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.

5. The owner of the property must comply with the Subdivision Ordinance of the City of Industry.

6. The owner shall dedicate necessary landscape and utility easements along all street frontages as depicted on the approved development plan and tentative parcel map.

7. Depending upon the nature of the proposed use, the Applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City

Engineer for each parcel.

8. The Applicant shall provide off-street parking as shown on the approved development plan.

9. The Applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along all street frontages in accordance with City standards and specifications as depicted on the approved development plan.

10. The owner shall dedicate necessary easements for storm drain, sewer, and street or highways as depicted on the approved development plan and tentative parcel map.

11. The Applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must connect to a single lateral for each parcel.

12. The Applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.

13. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.

14. Due to the fact that the application was deemed complete prior to the adoption of the City's LID ordinance, it falls under the prior MS4 permit. In conformance with Chapter 13.16 of the Municipal Code, the Applicant shall provide: 1) a SUSMP standard plan; and 2) an operations, maintenance, and monitoring plan to the City Engineer for review and approval. Upon approval, the Applicant shall construct storm drains and water quality devices according to the approved plans and the satisfaction of the City Engineer.

15. The Applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit. All development shall be completed in substantial compliance with the approved development plan.

16. Street lights shall be designed and installed along all street frontages of the development to the satisfaction of the City Engineer.

17. Demolition and construction operations shall be limited to the hours prescribed by the

Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).

18. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the Property is allowed.

19. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

20. Prior to Planning Final, all outstanding fees and invoices due to the City shall be paid in full. If requested by City Staff, the Applicant shall provide proof of payment.

TPM 348 Conditions

1. The Tentative Parcel Map approval expires twenty-four (24) months from the date of approval by the City Council.
2. Approved drainage and landscaping plan will be required for all building sites to the satisfaction of the City Engineer and Planning Department.
3. Approved water, utility and sewer facilities will be required for all building sites to the satisfaction of the City Engineer prior to issuance of a grading permit.
4. Per Sections 66495-66497 of the Subdivision Map Act, the final monumentation for at least one exterior boundary line shall be completed prior to recordation. A bond shall be required in the amount as determined by the City Engineer
5. Final Parcel Map shall substantially conform to Tentative Parcel Map.
6. Applicant/Property Owner shall dedicate necessary right of way by separate instrument along all street frontages after all improvements are accepted by the City.
7. Applicant/Property Owner shall construct curb, gutter, pavement paveout, and necessary drainage facilities along all street frontages.
8. All utilities, including electrical and telephone, shall be installed underground and shall be concealed from view.
9. To comply with the City requirement of Proof of Title, the Applicant/Property Owner shall shall submit a Preliminary Subdivision Guarantee.
10. A Waiver Letter from each utility company shall be provided to the City, stating that the subdivision is not in conflict with any utility easements prior to recordation of the final map.

11. Applicant/Property Owner shall provide a tax clearance and/or bond to the Los Angeles County Engineer's Office prior to recordation of final Parcel Map.
12. Submittal of the final Parcel Map mylar shall include a digital copy being a Microstation File or AutoCad 14 or higher.
13. Street lights shall be designed and installed along all public streets shown on Parcel Map in accordance with Los Angeles County Department of Public Works designs standards at sole expense of subdivider. Three (3) years of advance energy fees shall also be paid by subdivider to the local utility and upon request, subdivider shall approve and execute any petition for the street lights to be annexed into a lighting maintenance district.

Interpretation and Enforcement

1. The Applicant/Property Owner shall comply with all applicable code requirements, conditions of approval, laws, rules, and regulations applicable to the development of the project.

2. The Director of Development Services may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The Applicant and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

2. The Applicant and Property owner shall file an executed and acknowledged Acceptance of Terms and Conditions of Tentative Parcel Map 348 and Development Plan 15-12 within 10 days after the granting of said entitlements.