MEDIA MANAGEMENT PLAN

5355 East Airport Drive
Ontario, California 91761

Submitted by:
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Farallon PN: 1071-080 (Task 2)

For:
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ACRONYMS AND ABBREVIATIONS

2016 Phase I ESA Report	*Phase I Environmental Site Assessment Report, The Scoular Company, 5355 East Airport Drive, Ontario, California 91761* dated August 18, 2016, prepared by Partner Engineering and Science, Inc. (Partner)
2016 Phase II Report	*Phase II Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California 91761* dated August 16, 2016, prepared by Partner
2022 Phase I ESA Report	*Phase I Environmental Site Assessment Report, 5355 East Airport Drive Ontario, California 91761* dated January 31, 2022, prepared by Farallon Consulting, L.L.C. (Farallon)
2022 Phase I/II Report	*Phase I/Phase II Environmental Site Assessment Report, 5355 East Airport Drive, Ontario, California 91761* dated March 30, 2022, prepared by Farallon
2022 Additional Subsurface Investigation Report	*Additional Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California* dated December 13, prepared by Farallon
2023 Soil Gas Report	*Soil Gas Investigation Report, 5355 East Airport Drive, Ontario, California* dated February 14, 2023, prepared by Farallon
ACM	asbestos-containing material
AST	aboveground storage tank
bgs	below ground surface
CCR	California Code of Regulations
COCs	constituents of concern
Contractor	the party appointed by Prologis, L.P. or by another party(ies) to conduct Site improvements or redevelopment
CREC	controlled recognized environmental condition
cVOCs	chlorinated volatile organic compounds
DTSC	California Department of Toxic Substances Control
DTSC-SLs	California-Modified Regional Screening Levels developed by the California Department of Toxic Substances Control Human and Ecological Risk Office in the *Human Health Risk Assessment (HHRA) Note Number 3, DTSC-modified Screening Levels (DTSC-SLs)* dated June 2020
Environmental Professional	the engineer or environmental consultant appointed by Prologis, L.P. and/or the Contractor (the party appointed by Prologis, L.P. or by

	another party(ies) to conduct Site improvements or redevelopment) to assist in monitoring environmental conditions or activities
EPA RSLs	U.S. Environmental Protection 2021 Agency Regional Screening Levels
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
Farallon	Farallon Consulting, L.L.C.
HASP	Health and Safety Plan
HREC	historical recognized environmental condition
mg/kg	milligrams per kilogram
MMP	Media Management Plan
Partner	Partner Engineering and Science, Inc.
PID	photoionization detector
potentially contaminated soil	soils exhibiting visual and/or olfactory evidence of impacts, elevated photoionization detector readings, or other evidence of impacts
Prologis	Prologis, L.P.
Proposition 65	California Safe Drinking Water and Toxic Enforcement Act of 1986
Subject Property	the property at 5355 East Airport Drive, Ontario, California
TPHd	total petroleum hydrocarbons as diesel-range organics
TPHg	total petroleum hydrocarbons as gasoline-range organics
TPHmo	total petroleum hydrocarbons as motor oil-range organics
UST	underground storage tank
ug/m^3	micrograms per cubic meter
VOCs	volatile organic compounds

1.0 INTRODUCTION

Farallon Consulting, L.L.C. (Farallon) has prepared this Media Management Plan (MMP) on behalf of Prologis, L.P. (Prologis) for the property at 5355 East Airport Drive in Ontario, California (herein referred to as the Subject Property) (Figure 1). The purpose of this MMP is to provide protocols for managing confirmed and potentially contaminated media that may be encountered during future improvement activities involving subsurface work at the Subject Property. According to the Prologis development team and a November 16, 2021 Preliminary Site Plan – Scheme 01, the Subject Property will be redeveloped with an approximately 250,000-square-foot (footprint) warehouse that will occupy the northern and central portions of the Subject Property.

This document has been organized into the following sections:

- **Section 2, Site Description and Background,** provides a description of the Subject Property and its historical use, the general site setting, regional geology and hydrogeology, and the Subject Property regulatory status.
- **Section 3, Known Environmental Conditions,** summarizes environmental investigations previously conducted at the Subject Property, the defining regulations applicable to the Subject Property, the constituents of concern (COCs), and the areas where COCs have been detected at or are presumed to be present at concentrations exceeding the defining regulations.
- **Section 4, Media Management Plan,** presents the details of this MMP, including the requirements for communication, health and safety, and reporting; and management of soil, groundwater, stormwater, and unanticipated subsurface features/conditions.
- **Section 5, Modifications to the Media Management Plan,** presents the conditions under which modifications to this MMP may be required.
- **Section 6, Scope, Representations, and Limitations,** provides the details of these subjects under this MMP.
- **Section 7**, **References**, lists the documents cited in this MMP.

2.0 SITE DESCRIPTION AND BACKGROUND

This section provides a description of the Subject Property and its historical use, the general site setting, regional geology and hydrogeology, and the Subject Property regulatory status.

2.1 SITE DESCRIPTION AND HISTORICAL USE

The Subject Property consists of San Bernardino County Assessor's Parcel Numbers 0238-052-20-0000 (Eastern Parcel) and 0238-052-29-0000 (Western Parcel), totaling 14.2 acres of land.

According to previous environmental investigations for the Subject Property (described in Section 3.1), a review of historical information for the Subject Property suggested that it was primarily undeveloped through at least the late-1930s until being used for agricultural purposes between the late 1930s through the early 1970s. The Subject Property was developed as a grain processing facility in 1973. The Scoular Company (Scoular) and Verhoeven Grain Company (Verhoeven) have occupied the Subject Property since 2006 and 2008, respectively.

The Eastern Parcel is occupied by Verhoeven, a grain processing company, and contains grain storage silos, a grain mill area, and five buildings. An office and warehouse building, referred to as "Building A," is located on the southern portion of the Subject Property. The warehouse portion on the northeastern side of Building A contains a service shop for the repair of machinery related to the grain mill. Wastes stored in this area include motor oil, hydraulic oil, and gear oil, primarily related to tractor and forklift operation. A maintenance and repair shop, referred to as "Building B," is used for light tractor and forklift service. New and waste vehicle fluids are stored in a hazardous substance storage area on the southwestern interior border of Building B. Additional structures on the Eastern Parcel consist of a warehouse referred to as "Building C" on the north-central portion, used for assorted storage; and two grain storage structures on the southeastern and southwestern portions of the parcel, referred to as Buildings D and E. The property is primarily asphalt-paved, with some gravel-paved areas on the western portion of the parcel. Access to the Subject Property is gained from East Airport Drive, south of the Subject Property.

The Western Parcel is occupied by Scoular, a corn storage and distribution facility. The Scoular portion of the Subject Property contains exterior grain storage, and an office trailer that contains a small hazardous substance storage area on secondary containment used for the storage of lubrication oils and greases for equipment.

A vehicle wash-down area is present on the northeastern portion of the Subject Property, and three to four septic systems are associated with the Subject Property: two or three on the Eastern Parcel, and one on the Western Parcel. The location of the septic system on the Western Parcel could not be determined from the records reviewed. At the time of Farallon's Phase I Environmental Site Assessment activities (in 2022), a 499-gallon propane aboveground storage tank (AST), two 250-gallon diesel fuel ASTs, and a 220-gallon hydraulic oil AST were present on the Eastern Parcel. Two 12,000-gallon "fuel-storage" underground storage tanks (USTs) formerly were located on the north-central portion of the Subject Property near the grain mill area. A 12,000-gallon diesel fuel

UST formerly was located southeast of Building C. The area west of Building B was identified as the former location of one or more additional USTs.

The locations of applicable Subject Property features are shown on Figure 2.

2.2 GENERAL SITE SETTING

The Subject Property is at an elevation of approximately 980 feet above mean sea level. The Subject Property topography slopes gently to the south. Regional topography generally is sloped to the south.

2.3 REGIONAL GEOLOGY AND HYDROGEOLOGY

The Subject Property is situated within the San Bernadino Valley of the Peninsular Ranges Geomorphic Province in Southern California. The Peninsular Range Province extends into lower California and is bounded by the Colorado Desert to the east, the Pacific Ocean to the west and the San Gabriel and San Bernardino mountains to the north. The San Bernardino Mountains are located approximately 7-miles north of the Subject Property.

According to the *Phase II Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California 91761* dated August 16, 2016 prepared by Partner, soil beneath the Site generally consists of very fine-grained silty sand from the surface to a depth of approximately 20 feet bgs (below ground surface) and transitions to very fine- to coarse-grained poorly graded sand between depths of 20 and 25 feet bgs. Groundwater was not encountered during Partner's investigation.

Soil encountered during Farallon's previous subsurface investigations was described as silty fine to medium sand to the total explored depth of 4 to 10 feet bgs, with an apparent coarse sand and gravel layer at a depth of 10 feet bgs (and as shallow as 5 feet bgs on the eastern portion of the Site at boring SB-2), and intermittent clayey sand to clay lenses approximately 1 foot thick at a depth of between 6 and 7 feet bgs (borings SVP-16 and SVP-19) and 10 to 11 feet bgs (borings SVP-12 and SVP-16). Groundwater was not encountered during drilling.

Site-specific groundwater direction and depth information was not available in the records reviewed. Based on information obtained from the previous reports and California State Water Resources Control Board (2022) GeoTracker database and topographic interpretation, groundwater beneath the Site is anticipated to be encountered at a depth of approximately 250 feet bgs, and is estimated to flow to the south.

3.0 KNOWN ENVIRONMENTAL CONDITIONS

This section summarizes environmental investigations previously conducted at the Subject Property, the defining regulations applicable to the Subject Property, the COCs and the areas where COCs have been detected or are presumed to be present at concentrations exceeding the defining regulations.

3.1 PREVIOUS ENVIRONMENTAL INVESTIGATIONS

This section summarizes the most recent and pertinent documents related to environmental assessments previously prepared for the Subject Property, including the following (pertinent portions of the reports attached in Appendix A):

- *Phase I Environmental Site Assessment Report, The Scoular Company, 5355 East Airport Drive, Ontario, California 91761* dated August 18, 2016 prepared by Partner Engineering and Science, Inc. (Partner) (2016 Phase I ESA Report);
- *Phase II Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California 91761* dated August 16, 2016 prepared by Partner (2016 Phase II Report);
- *Phase I Environmental Site Assessment Report, 5355 East Airport Drive Ontario, California 91761* dated January 31, 2022, prepared by Farallon (2022 Phase I ESA Report);
- *Phase I/Phase II Environmental Site Assessment Report, 5355 East Airport Drive, Ontario, California 91761* dated March 30, 2022, prepared by Farallon (2022 Farallon Phase I/II Report);
- *Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California* dated December 13, 2022, prepared by Farallon (2022 Subsurface Investigation Report); and
- *Soil Gas Investigation Report, 5355 East Airport Drive, Ontario, California* dated February 14, 2023, prepared by Farallon (2023 Soil Gas Report).

The 2016 Phase I ESA Report findings identified four recognized environmental conditions (RECs), two historical RECs (HRECs), and four environmental issues. The four RECs relate to the status of a potential unknown UST; surficial degradation and staining of asphalt around two 250-gallon diesel fuel ASTs; staining and historical use of petroleum products and hazardous materials in maintenance areas within Buildings A and B; and potential impacts associated with the vehicle wash-down area and drainage system. The two HRECs are related to the following: the two former 12,000-gallon diesel USTs, which were removed in 1989 and received a No Further Action (NFA) determination; and one former 12,000-gallon diesel UST and associated dispenser, which were removed in 2002 and also received an NFA determination. The four environmental issues identified relate to unknown locations of two septic systems; grain processing equipment and subsurface grain conveyance systems requiring lubrication oil; railroad spurs extending onto the Subject Property that may have impacted the Subject Property with pesticides, herbicides, and oils; and potential asbestos-containing materials associated with the age of the buildings.

According to the Partner 2016 Phase II Report, 26 borings were advanced to depths between 1 and 25 feet bgs for the collection of soil and/or soil gas samples. Analytical results of soil gas samples indicated detections of volatile organic compounds (VOCs), including tetrachloroethene (PCE), trichloroethene (TCE), toluene, ethylbenzene, and xylenes. Based on tabulated data, the concentrations of these detectable results were less than the residential and commercial/industrial calculated soil gas screening levels (SGSLs) at the time of the report beneath and west of Building B; however, the concentrations of PCE and ethylbenzene exceed current commercial/industrial calculated SGSLs, as discussed in Section 3.3.

RECs identified in the Farallon 2022 Phase I ESA Report included the use of hazardous materials and a known release of VOCs at Building B, possible releases to the Building B septic system, and two former petroleum USTs at the grain mill, reported as closed by regulatory authorities with impacts left in-place. HRECs identified during the 2022 Phase I ESA included a former UST area located east of Building B (investigated in 2016 with no petroleum releases detected), and a 12,000-gallon UST and fuel dispenser located southeast of Building C (closed with regulatory oversight in 2002 with minor petroleum impacts noted in backfilled soil). The 2022 Phase I ESA Report also identified the following de minimis conditions: a vehicle wash-down area on the northeastern portion of the Subject Property, reportedly used for washing truck exteriors; two or three septic systems that received only domestic water; petroleum ASTs with secondary containment and/or no evidence of leaking; rail spurs within or along the northern property boundary; transformers with no evidence of leaking; underground grain conveyance systems; and a former brine pond located on or just north of the Subject Property that was reportedly decommissioned in 1998 with no residual pH impacts.

As part of its Phase I/II due diligence investigation, Farallon conducted soil and soil gas sampling at the Subject property in March 2022, focusing on assessing former UST areas, septic systems, and the footprint of a proposed building to evaluate the potential for vapor intrusion. The scope of work for the Phase II Environmental Site Assessment portion of the investigation included advancement of 12 borings, installation of two subslab gas probes, and installation of 10 temporary soil gas probe locations with single- or multi-depth nested gas points for collection of soil and soil gas samples. Petroleum hydrocarbons and VOCs were not detected at a concentration exceeding laboratory reporting limits in the soil samples. According to soil gas data, PCE was present at concentrations exceeding calculated industrial screening levels using the 0.03 attenuation factor in soil gas samples collected in the eastern portion of the Subject Property (proximate to Building B, former diesel UST, and vehicle washdown area with sump), and in the north-central portion of the Subject Property (proximate to two former USTs). Low concentrations of naturally occurring metals, including barium, cadmium, cobalt, chromium, copper, nickel, lead, vanadium, and zinc, were detected in two soil samples submitted for analysis; these concentrations were considerably less than screening levels.

Farallon conducted additional soil gas investigations in September and December 2022 to delineate soil gas in the footprint for the proposed building and assist with design mitigation measures for PCE in soil gas that may impact indoor air. PCE was not detected at a concentration exceeding the laboratory reporting limit in September. Although PCE was detected in December,

the maximum concentration of 60.2 micrograms per cubic meter ($\mu g/m^3$) proximate to Building B did not exceed the calculated industrial screening level of 67 $\mu g/m^3$. The previously detected maximum concentration near this location was 247 $\mu g/m^3$ (SVP-7, March 11, 2022).

Although PCE has been documented in soil gas in the vicinity of Building B at concentrations exceeding calculated screening levels, these concentrations could not be confirmed with additional sampling rounds. Further, it is anticipated that shallow soils at the Subject Property will be reworked during redevelopment activities, potentially mitigating the potential for vapor intrusion conditions to exist.

Farallon recommended preparation of a MMP for use during redevelopment to address any unexpected impacts to soil associated with historical activities, and to address any issues related to the former brine pond, underground grain conveyance systems, septic systems, and former USTs at the Subject Property.

The locations of the features and findings discussed above are depicted on Figure 2. Pertinent portions of previous environmental investigation documents are provided in Appendix A.

3.2 DEFINING REGULATIONS

The published regulatory guidelines considered applicable to the Subject Property for evaluating COCs in soil are the June 2020 California-Modified Regional Screening Levels for soil developed by the California Department of Toxic Substances Control Office of Human and Ecological Risk modified in May 2022 (DTSC-SLs) or the U.S. Environmental Protection Agency (EPA) November 2022 Regional Screening Levels (EPA RSLs) if a DTSC-SL has not been developed for a COC.

The disposition of soil removed from the Subject Property should be performed in accordance with the procedures discussed in Section 4.4, Soil Management.

3.3 AREAS OF CONCERN AND CONSTITUENTS OF CONCERN EXCEEDING DEFINING REGULATIONS

Soil gas and subslab soil gas data indicate that soil gas beneath the slab at Building B, proximate to former UST areas and to the vehicle wash down area with sump, may contain PCE approaching or exceeding the calculated SGSL of 67 $\mu g/m^3$ using the 0.03 attenuation factor for industrial properties. PCE also was detected throughout the central portion of the Subject Property at concentrations less than the calculated industrial SGSL in the shallow zones assessed. One elevated concentration of PCE was detected at a depth of 10 feet bgs, which was collected on March 11, 2022 from the vicinity of the two former 12,000-gallon USTs north of the grain mill area; the shallow soil gas sample collected from this boring at 4 feet bgs did not contain PCE above the SGSL during the March or December 2022 sampling events. Soil gas data are presented on Figure 3.

Additionally, based on Farallon's review of data in the Partner 2016 Phase II Report, ethylbenzene was detected in soil gas at a concentration exceeding the EPA RSL of 160 µg/m^3 in a sample collected in the vicinity of Building B on the eastern portion of the Subject Property at a depth of 5 feet bgs. The presence of ethylbenzene in soil gas is likely related to incidental releases associated with the industrial use and appears to be isolated in nature.

Due to the historical USTs, septic systems, and underground features associated with the Subject Property, and use of petroleum products and hazardous materials, VOCs related to automotive fluids and total petroleum hydrocarbons (TPH) as gasoline range organics (TPHg), diesel-range organics (TPHd), and/or motor oil-range organics (TPHmo) may be present at the Subject Property.

Additionally, due to the current and/or historical presence of railroad tracks, a brine pond and a subsurface grain conveyance system, the potential exists for identification of additional areas of soil impacts and/or unknown subgrade features. Section 4.0 describes best practices for handling media and addressing undocumented conditions during redevelopment at the Subject Property.

4.0 MEDIA MANAGEMENT PLAN

This section presents the details of this MMP. This MMP was developed to provide protocols for managing media that are known to be or potentially are chemically impacted that may be encountered during future improvements or redevelopment activities conducted at the Subject Property. This MMP is applicable to all earthwork activities performed at the Subject Property. Elements of this MMP include:

- Project contacts;
- Communication requirements;
- Health and safety requirements;
- Soil management;
- Groundwater management;
- Stormwater management;
- Unanticipated subsurface conditions; and
- MMP reporting requirements.

The objective of this MMP is to minimize risk to human health, and to ensure protection of the environment during activities associated with improvements or redevelopment of the Subject Property. Before any earthwork activities commence at the Subject Property, this MMP should be made available to workers to address possible environmental risks associated with chemically impacted soil or unanticipated subsurface conditions.

4.1 PROJECT CONTACTS

The personnel associated with the Subject Property investigation and development of this MMP are provided in the table below. When communication pertaining to this MMP is warranted, Prologis will be contacted first.

TITLE NAME	**CONTACT INFORMATION**
Prologis Environmental Contact Gavin Polite Fisco	Office: (415) 733-9410 Email: gfisco@prologis.com
Prologis Development Contact John Carter	Office: (562) 345-9237 Email: jcarter@prologis.com
Farallon Project Manager Kathy Lehnus	Mobile: (657) 247-1304 Email: klehnus@farallonconsulting.com

4.2 COMMUNICATION REQUIREMENTS

Chemical- and petroleum-impacted soil encountered under anticipated conditions during subsurface activities conducted at the Subject Property should be managed in accordance with the procedures described in this MMP. In the event unanticipated conditions are encountered, earthwork should be stopped, and Prologis will be notified within 24 hours of discovery of such conditions; Prologis will subsequently notify the Environmental Professional. Any reuse of potentially contaminated soil to backfill excavations on the Subject Property requires prior laboratory analysis, as outlined in Section 4.4.5, On-Site Reuse of Soil and Off-Site Disposal of Soil, and subsequent written approval by Prologis. Reporting requirements related to earthwork activities are described in Section 4.8, Media Management Plan Reporting Requirements.

4.3 HEALTH AND SAFETY REQUIREMENTS

The Contractor or the Environmental Professional is responsible for preparing a Health and Safety Plan (HASP) for all tasks performed that require subsurface work at the Subject Property, with the exclusion of general maintenance activities (e.g., landscaping). The HASP will provide the following information:

- The health and safety considerations for the specific COCs detected or potentially present at the Subject Property;
- Personal protective equipment and monitoring requirements; and
- The physical hazards associated with the planned tasks.

The HASP will detail all planned construction activities and will describe standard safety precautions (e.g., protective gear for workers, proper soil handling techniques, etc). The HASP will describe the minimum safety measures to be implemented at the Subject Property during all activities. The Contractor or the Environmental Professional is responsible for ensuring that the safety precautions detailed in the HASP are implemented and monitored during all activities at the Subject Property.

The Contractor and the Environmental Professional will abide by all applicable federal, state, and local regulations and codes relating to health and safety and will adhere to all California Occupational Safety and Health Administration regulations contained in Title 8 of the California Code of Regulations (8 CCR), as they apply to the Subject Property activities. Applicable regulations may include but are not limited to the following:

- Injury and Illness Prevention Program (8 CCR 1509 and 3202);
- Hazardous Waste Operations and Emergency Response (8 CCR 5192);
- Hazard Communication (8 CCR 5194);
- Personal Protective Equipment (8 CCR 10);
- Respiratory Protective Equipment (8 CCR 5144);

- Control of Noise Exposure (8 CCR 5095 through 5100);
- Excavations (8 CCR 1503 and 1539 through 1547);
- Fire Prevention and Suppression Procedures (8 CCR 4848);
- Portable Fire Extinguishers (8 CCR 6151);
- Cleaning, Repairing, Servicing, and Adjusting Prime Movers, Machinery, and Equipment Lockout/Tagout (8 CCR 3314); and
- Medical Services and First Aid (8 CCR 3400).

Detected and potential chemicals in soil at the Subject Property have been identified under the California Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) and are known to cause cancer and reproductive toxicity. Proposition 65 warnings are required if the estimated exposure to a person exceeds the California Office of Environmental Health Hazard Assessment "safe harbor level." The safe harbor level terms for carcinogens and chemicals with reproductive end points are "no significant risk levels" and "maximum allowable dose levels," respectively. The Contractor or Environmental Professional is responsible for conducting an independent evaluation to determine the need for Proposition 65 notifications for their workers.

If physical indications of potential contamination in soil (e.g., odor, staining) are observed during earthwork, a photoionization detector (PID) should be used to monitor air and soil for VOCs in the area where work is performed. Action levels will be established in the HASP by the Contractor or Environmental Professional. In accordance with South Coast Air Quality Management District Rule 1166, any soils exhibiting VOC concentrations exceeding 50 parts per million, as measured using a PID, will be treated as potentially contaminated soil and managed in accordance with the procedures described in this MMP.

Any equipment that has been in contact with known or potentially contaminated soil or groundwater during work conducted at the Subject Property requires decontamination before being used at another location at the Subject Property or before being removed from the Subject Property. It is recommended that dedicated equipment be used for earthwork activities conducted at the Subject Property to minimize decontamination procedures. The exterior of any vehicle that has been exposed to potentially contaminated soil requires decontamination using brooms or brushes to remove loose soil. If soil remains after brushing, the contaminated surfaces should be washed.

4.4 SOIL MANAGEMENT

This section describes the procedures for handling soil during earthwork activities conducted at the Subject Property. These procedures do not apply to routine maintenance activities such as landscaping.

4.4.1 Site Access

A fence, k-rail, or other appropriate means should be used to surround and limit access to construction areas or soil stockpiles where potentially contaminated soil is exposed.

4.4.2 Soil Excavation

A HASP prepared by the Contractor or the Environmental Professional is required for all earthwork activities conducted at the Subject Property, as specified in Section 4.3, Health and Safety Requirements. If contaminated soil is brought to the surface by grading, excavation, or trenching, provisions stipulated in California State and/or federal law will be followed. Any stockpiling or on-site reuse of excavated soil must be performed in accordance with the procedures described in this section.

4.4.3 Soil Confirmation Sampling

Soil confirmation sampling is defined as collecting soil samples at the limits of an excavation for laboratory analysis. Soil confirmation sampling typically is performed to document removal of chemically impacted soil to a specific cleanup level.

4.4.4 Soil Stockpiling

Stockpiled soil originating at the Subject Property that is suspected to be contaminated based on physical indications (e.g., odor, staining) or elevated PID readings is required to be covered at the end of each workday. Practical considerations (e.g., the size of the stockpile, weather conditions, the length of time the stockpile will remain) will be used in determining the appropriate covering method. Soil in the stockpile exhibiting physical indications (e.g., odor, staining) or elevated PID readings, will be presumed to be chemically impacted, and therefore the stockpile will be placed on an impermeable layer (e.g., Visqueen plastic sheeting), fenced, and otherwise protected and sampled as noted in Section 4.4.5, On-Site Reuse of Soil and Off-Site Disposal of Soil. Stormwater management regarding sediment runoff will be consistent with local, state, and federal rules and regulations, including those set forth by San Bernardino County. Additional measures must be taken to prevent runoff from entering storm drains leading to local creeks, rivers, and other water bodies, as outlined in Section 4.6, Stormwater Management.

4.4.5 On-Site Reuse of Soil and Off-Site Disposal of Soil

Soil stockpiled on the Subject Property that was noted with visual and/or olfactory impacts or elevated PID readings requires laboratory analysis prior to reuse at the Subject Property or off-site disposal. The frequency and specific laboratory analyses to be conducted will be established by the Environmental Professional on a case-by-case basis and approved by Prologis.

The laboratory analyses will likely include, but not be limited to, VOCs by EPA Method 8260 and TPHg, TPHd, and TPHmo by EPA Method 8015. Samples will be additionally analyzed for any additional constituents requested by the receiving facility, if applicable. Following analysis, if COCs are detected at concentrations less than the DTSC-SLs and EPA RSLs, the soil may be reused on the Subject Property at the discretion of the Environmental Professional. Soil containing

COCs at concentrations exceeding DTSC-SLs and EPA RSLs will be disposed of at a facility permitted to receive the soil for disposal.

4.4.6 Off-Site Reuse of Soil

Written approval from Prologis is required for any off-site reuse of soil generated from earthwork activities or excavated at the Subject Property. Soil intended for off-site reuse must be sampled and meet the characterization requirements outlined in Section 4.4.5, On-Site Reuse of Soil and Off-Site Disposal of Soil. The sampling frequency for soil being removed from the Subject Property will be determined by the Environmental Professional on a case-by-case basis, and by the receiving facility.

4.4.7 Imported Fill Material

Written approval from Prologis is required for any importation of fill material to the Subject Property. All imported fill is required to meet the minimum profile requirements outlined in the Department of Toxic Substances Control *Information Advisory, Clean Imported Fill Material* dated October 2001 and provided in Appendix B. The origin of and any analytical data for imported fill material must be provided to Prologis for review and approval prior to importation of fill material.

4.4.8 Dust Control

Implementation of dust-control measures to minimize dust generation is required during earthwork activities conducted at the Subject Property. Basic dust-control measures described in the *Rule 403 Dust Control Information* dated May 7, 1976, amended June 3, 2005, prepared by the South Coast Air Quality Management District, must be followed. It is the responsibility of the Contractor to ensure that the presence of dust is minimized during construction activities, and that all applicable local and state dust-control requirements are met. Should construction activities result in observable dust at the boundary of the Subject Property, enhanced control measures will be performed by the Contractor.

4.5 GROUNDWATER MANAGEMENT

Because the depth to groundwater is approximately 250 feet bgs, it is unlikely that groundwater will be encountered during foreseeable future development at the Subject Property. If groundwater is encountered, it should be presumed to be contaminated and managed accordingly unless analytical testing determines otherwise. Any contact, suspected contact, or proposed contact with the water table, must be reported to Prologis, which will subsequently report it to the Environmental Professional.

4.6 STORMWATER MANAGEMENT

Stormwater management regarding sediment runoff will be consistent with local, state, and federal rules and regulations. As outlined in Section 4.4.4, Soil Stockpiling, applicable stormwater pollution control measures will be implemented to prevent runoff of sediment in stormwater from flowing to nearby storm drains and from entering local creeks, rivers, and other water bodies. The

Contractor is required to obtain all necessary stormwater permits, and to implement best management practices during construction activities conducted at the Subject Property.

4.7 UNANTICIPATED SUBSURFACE CONDITIONS

It is unknown whether the locations of all utilities at the Subject Property have been identified and marked. Unknown historical features or other structures also may be present at the Subject Property and may be encountered during construction activities. Unanticipated subsurface features or conditions that may be present at the Subject Property include:

- USTs;
- Concrete vaults or slabs;
- Septic systems;
- Former oil-water separators;
- Underground piping containing chemicals;
- Buried brine pond;
- Underground equipment related to grain conveyance; and
- Chemically impacted soil.

If the Contractor encounters an unanticipated condition, the Contractor will stop work, secure the work area, and notify Prologis within 24 hours of discovery of the condition. Prologis will identify and contact the appropriate entity to respond to the unanticipated condition. The procedures that will be followed in the event that an unanticipated subsurface structure is discovered are summarized below:

- A licensed Contractor or an Environmental Professional will remove and containerize any observed residual liquid, sludge, or sediment in the subsurface structure, and will characterize the residual material(s) as required by the waste-receiving facility(ies);
- The Contractor will remove the subsurface structure in compliance with applicable laws and regulations, and under permit from and oversight by the applicable regulatory agency, if required;
- Soil removal actions will be performed in accordance with the procedures outlined in this MMP; and
- The area will be cleared after any required regulatory authorization has been obtained from the permitting agency, so work may proceed.

The Contractor will ensure that the health and safety requirements detailed in Section 4.3, Health and Safety Requirements, are met at all times, which will prepare workers for encountering unanticipated conditions during construction activities.

4.8 MEDIA MANAGEMENT PLAN REPORTING REQUIREMENTS

Any earthwork that involves chemically impacted soil, intersects groundwater, or leads to the discovery of any unanticipated condition will be documented and reported to Prologis, which will subsequently report it to the Environmental Professional. After MMP implementation activities are conducted, the Environmental Professional may document activities and prepare a report, if requested by Prologis. Minimum reporting requirements will consist of tabulated analytical results compared to unrestricted land use objectives, scaled site plans depicting sampling locations, disposal manifests, and descriptions of methods used. All activities involving removal of chemically impacted soil will be performed under the management of a California State Professional Geologist or Professional Engineer.

5.0 MODIFICATIONS TO THE MEDIA MANAGEMENT PLAN

This section presents the conditions under which modifications to this MMP may be required.

This MMP has been developed based on currently known environmental conditions at the Subject Property and current applicable regulations. This MMP may require modification for reasons including but not limited to the following:

- A change in site use;
- Receipt of additional information pertaining to environmental conditions;
- Intrusive activity not addressed by this MMP;
- Updated chemical toxicity information for contaminants detected at the Subject Property; and
- New legal or regulatory requirements applicable to the Subject Property.

6.0 SCOPE, REPRESENTATIONS, AND LIMITATIONS

This section discusses the scope, representations, and limitations of this MMP.

This MMP was developed exclusively to address the chemical constituents identified or potentially present during environmental investigations of the Subject Property, as summarized in Section 3.0, Known Environmental Conditions. Other chemicals or media that may be encountered or generated during construction projects (e.g., demolition and construction debris, asphalt, concrete, asbestos-containing materials, lead-based paint) are not addressed in this MMP. If hazardous construction materials are encountered or generated, it is the responsibility of the Contractor to ensure the proper handling and disposal of such materials.

Current site conditions, laws, policies, and regulations were used to develop this MMP. No representation is made to any present or future developer or owner of the Subject Property or portions of the Subject Property with respect to future site conditions, other than those specifically identified in this document.

This MMP was prepared for the sole use of Prologis and its authorized contractors. Unless specifically agreed to in writing, all other such use is unauthorized. Any use or interpretation of or reliance on this MMP is at the sole risk of the unauthorized user, for which Farallon will bear no liability to any party, including any present or future developer, owner, Contractor, agent, occupant, consultant, Environmental Professional, or any other party owning or visiting the Subject Property or portions of the Subject Property based on or arising out of implementation of this MMP. It is expressly understood that although this MMP is intended to provide guidance and establish a framework for management of residual chemicals at the Subject Property to protect human health and the environment, it in no way creates any warranties or obligations by Farallon as to the implementation, adequacy, or success of protective measures under this MMP.

7.0 REFERENCES

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FIGURES

MEDIA MANAGEMENT PLAN
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

REFERENCE: 7.5 MINUTE USGS QUADRANGLE GUASTI, CALIFORNIA, DATED 2013

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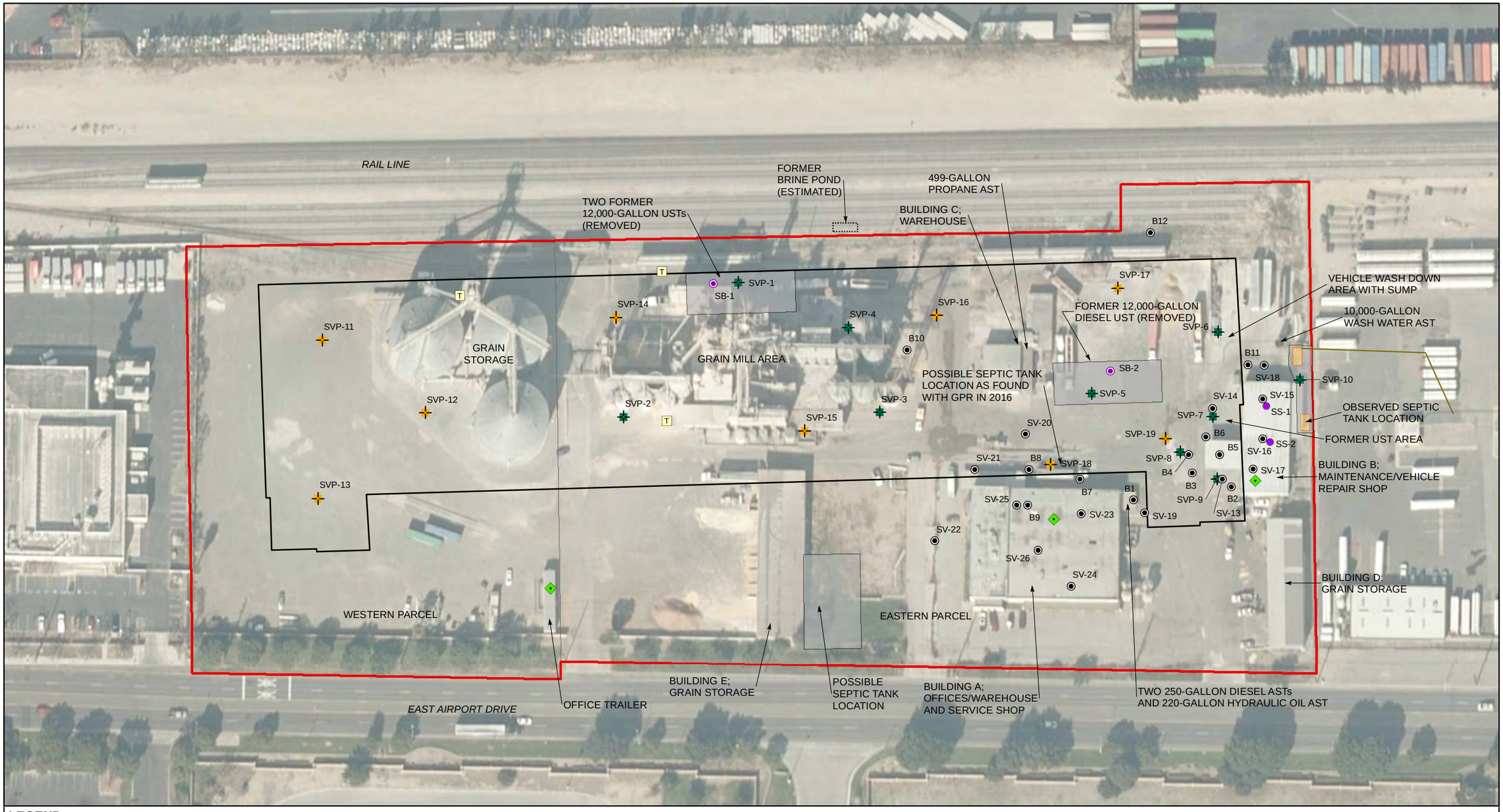
FIGURE 1

SITE VICINITY MAP
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-002

Drawn By: lmurock | Checked By: PS | Date: 10/5/2022 | Disc Reference: Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\SSI_2022-10\Figure-01_SiteVicinity.mxd



LEGEND

- SOIL GAS PROBE (FARALLON, SEPTEMBER 2022)
- SOIL GAS PROBE (FARALLON, MARCH 2022)
- SUBSLAB SOIL GAS PROBE (FARALLON, MARCH 2022)
- BORING (FARALLON, MARCH 2022)
- SOIL GAS PROBE (PARTNER, 2016)
- HAZARDOUS MATERIALS STORAGE AREA
- T TRANSFORMER
- FORMER SITE FEATURE
- OBSERVED TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- PROPOSED BUILDING FOOTPRINT
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

AST = ABOVEGROUND STORAGE TANK
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
GPR SURVEY AREA - 2022 (NO UST FOUND)

0 100
SCALE IN FEET

N

ALL LOCATIONS ARE APPROXIMATE.
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FIGURE 2

SITE PLAN AND AREAS OF CONCERN
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-002

Drawn By: lmurock
Checked By: KL
Date: 2/17/2023
Disc Reference:
Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\MMP_2023-02\Figure-02_SitePlan_AOC.mxd

FORMER BRINE POND
(ESTIMATED)

TWO FORMER
12,000-GALLON USTs
(REMOVED)

SVP-1
3/11/2022|4.0'|31
3/11/2022|10.0'|**157**

SVP-14
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-21
12/16/2022|4.0'|3.5

SVP-4
3/11/2022|4.0'|62

SVP-22
12/16/2022|4.0'|2.6

SVP-16
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-17
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

VEHICLE WASH DOWN
AREA WITH SUMP

SVP-6
3/11/2022|4.0'|**97**
3/11/2022|8.0'|34

SV-18
7/29/2016|5.0'|<100

FORMER 12,000-GALLON
DIESEL UST (REMOVED)

BUILDING C;
WAREHOUSE

SVP-23
12/16/2022|4.0'|<1.0

SVP-5
3/11/2022|4.0'|**70**
3/11/2022|10.0'|**234**

FORMER UST AREA

SVP-26
12/16/2022|4.0'|60.2

SV-14
7/29/2016|4.0'|**230**

SVP-10
3/11/2022|4.0'|31
3/11/2022|8.0'|63

SV-15
7/29/2016|5.0'|**120**

SS-1
3/11/2022|0.5'|**220**

SVP-2
3/11/2022|4.0'|27

SVP-20
12/16/2022|4.0'|<1.0

SVP-3
3/11/2022|4.0'|<20

SVP-15
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-24
12/16/2022|4.0'|5.7

SVP-8
3/11/2022|4.0'|**232**

SVP-7
3/11/2022|4.0'|**247**

B6
7/21/2016|5.0'|**68**

SV-20
7/29/2016|5.0'|<100

SVP-19
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SV-16
7/29/2016|4.0'|**180**

SS-2
3/11/2022|0.5'|**194**

SVP-18
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

B8
7/21/2016|5.0'|44

SVP-25
12/16/2022|4.0'|13.0

B5
7/21/2016|5.0'|**100**

SV-17
7/29/2016|5.0'|<100

SV-21
7/29/2016|5.0'|<100

BUILDING B;
MAINTENANCE/VEHICLE
REPAIR SHOP

SV-25
7/29/2016|5.0'|<100

B7
7/21/2016|5.0'|<6.9

B3
7/21/2016|5.0'|<350

SV-13
7/29/2016|5.0'|<100

SVP-9
3/11/2022|4.0'|24

B4
7/21/2016|5.0'|<350

SV-23
7/29/2016|5.0'|<100

SV-22
7/29/2016|5.0'|<100

SV-19
7/29/2016|5.0'|<100

SV-26
7/29/2016|5.0'|<100

BUILDING E;
GRAIN STORAGE

BUILDING A;
OFFICES/WAREHOUSE

SV-24
7/29/2016|5.0'|<100

BUILDING D:
GRAIN STORAGE

EASTERN PARCEL

NOTES:
SAMPLE DATE, DEPTH, AND ANALYTICAL RESULTS AS:
SAMPLE DATE | SAMPLE DEPTH IN FEET BELOW GROUND SURFACE | PCE
SOIL GAS ANALYTICAL RESULTS IN MICROGRAMS PER CUBIC METER.
BOLD = DENOTES CONCENTRATIONS THAT EXCEED THE COMMERCIAL SUBSLAB/SOIL GAS VAPOR INTRUSION ENVIRONMENTAL SCREENING LEVEL.
< = DENOTES ANALYTE NOT DETECTED AT OR EXCEEDING THE LISTED REPORTING LIMIT.
PCE = TETRACHLOROETHENE

LEGEND

- SOIL GAS PROBE (FARALLON, DECEMBER 2022)
- SOIL GAS PROBE (FARALLON, SEPTEMBER 2022)
- SOIL GAS PROBE (FARALLON, MARCH 2022)
- SUBSLAB SOIL GAS PROBE (FARALLON, MARCH 2022)
- SOIL GAS PROBE (PARTNER, 2016)
- T TRANSFORMER
- FORMER SITE FEATURE
- OBSERVED SEPTIC TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- PROPOSED BUILDING FOOTPRINT
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

AST = ABOVEGROUND STORAGE TANK
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
GPR SURVEY AREA - 2022 (NO UST FOUND)

0 60
SCALE IN FEET

N

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FIGURE 3

PCE IN SOIL GAS
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-004

Drawn By: lmurock
Checked By: KL
Date: 2/1/2023
Disc Reference:
Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\SSI_2022-12\Figure-03_SoilGas-PCE.mxd

APPENDIX A
PREVIOUS ENVIRONMENTAL INVESTIGATIONS (EXPERPTS)

MEDIA MANAGEMENT PLAN
5355 East Airplane Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

PARTNER
Engineering and Science, Inc.®

PHASE II SUBSURFACE INVESTIGATION REPORT

5355 East Airport Drive
Ontario, California 91761

August 16, 2016
Partner Project Number: 16-163550.2

Prepared for:

Prologis
Pier 1, Bay 1
San Francisco, California 94111

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Table 1: Summary of Investigation Scope
5355 E. Airport Drive
Ontario, California 91761
Partner Project Number 16-163550.2
August 2016

Boring Identification	Location	Terminal Depth (feet bgs)	Matrix Sampled	Sampling Depths* (feet bgs)	Target Analytes
B1	East of ASTs	1	Soil	***1***	TPH-cc, VOCs
B2	West of Hazardous Waste Storage in Building B	1	Soil	***1***	TPH-cc, VOCs
B3	Southwest of Former USTs	25	Soil Gas	5	VOCs
			Soil	5, 10, ***15***, 20, 25	TPH-cc, VOCs
B4	West of Former USTs	20**	Soil Gas	5	VOCs
			Soil	5, ***10***, 15, 20	TPH-cc, VOCs
B5	East of Former USTs	25	Soil Gas	5	VOCs
			Soil	5, 10, ***15***, 20, 25	TPH-cc, VOCs
B6	North of Former USTs	25	Soil Gas	5	VOCs
			Soil	5, ***10***, 15, 20, 25	TPH-cc, VOCs
B7	East of Septic System	15	Soil Gas	5	VOCs
			Soil	5, ***10***, 15	TPH-cc, VOCs
B8	Northwest of Septic System	15	Soil Gas	5	VOCs
			Soil	5, ***10***, 15	TPH-cc, VOCs
B9	North-Central Interior of Building A Maintenance Area	1	Soil	***1***	TPH-cc, VOCs
B10	East of Conveyor Belt	1	Soil	***1***	TPH-cc, VOCs
B11	West-Central Area of Vehicle Wash Down Area	1	Soil	***1***	TPH-cc, VOCs
B12	Southeast Area of Railroad Spur	1	Soil	***1***	TPH-cc, VOCs
SV-13	Southeast of Former USTs	5	Soil Gas	*5*	VOCs
SV-14	Northeast of Former USTs	4**	Soil Gas	*4*	VOCs
SV-15	North-Central Interior of Building B Maintenance Area	5	Soil Gas	*5*	VOCs
SV-16	Central Interior of Building B	4**	Soil Gas	*5*	VOCs
SV-17	Northeast of Hazardous Waste Storage in Building B	5	Soil Gas	*5*	VOCs
SV-18	East-Central Area of Vehicle Wash Down Area	5	Soil Gas	*5*	VOCs
SV-19	Southeast of ASTs	5	Soil Gas	*5*	VOCs
SV-20	Northwest of Septic System	5	Soil Gas	*5*	VOCs
SV-21	West of Septic Septic System	5	Soil Gas	*5*	VOCs
SV-22	West-Central Exterior Area of Building A	5	Soil Gas	*5*	VOCs
SV-23	Northeast Interior Area of Building A	5	Soil Gas	*5*	VOCs
SV-24	Southeast Interior Area of Building A	5	Soil Gas	*5*	VOCs
SV-25	Northwest Interior of Maintenance Area in Building A	5	Soil Gas	*5*	VOCs
SV-26	Southeast Interior of Maintenance Area in Building A; West of Hazardous Waste Storage	5	Soil Gas	*5*	VOCs

Notes:

*Depths in **bold** analyzed for carbon chain total petroleum hydrocarbons (TPH-cc) in accordance with United States Environmental Protection Agency (EPA) Method 8015M. Depths in *italics* analyzed for volatile organic compounds (VOCs) in accordance with EPA Method 8260B (soil) or EPA Method TO-15 (soil gas).

**Refusal encountered at the terminal depth

bgs = below ground surface

UST = underground storage tank

AST =aboveground storage tank

Table 2: Soil Sample TPH-cc Laboratory Results
5355 E. Airport Drive
Ontario, California 91761
Partner Project Number 16-163550.2
August 2016

EPA Method	VOCs via 8026B											
Units	mg/kg											
Analyte	Maximum SSL	B1-1	B2-1	B3-15	B4-10	B5-15	B6-10	B7-10	B8-10	B9-1	B10-1	B11-1	B12-1
TPH-g	**1,000**	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10
TPH-d	**10,000**	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10
TPH-o	**50,000**	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10

Notes:

TPH-cc = carbon chain total petroleum hydrocarbons

EPA = United States Environmental Protection Agency

TPH-g = total petroleum hydrocarbons as gasoline

TPH-d = total petroleum hydrocarbons as diesel

TPH-o = total petroleum hydrocarbons as oil

mg/kg = milligrams per kilogram

SSLs = Soil-screening levels (Los Angeles Regional Water Quality Control Board - April 27, 2004) for groundwater at a depth of between 250 and 350 feet.

< = not detected above indicated laboratory Reporting Limit (RL)

Table 3: Soil Sample VOCs Laboratory Results
5355 E. Airport Drive
Ontario, California 91761
Partner Project Number 16-163550.2
August 2016

EPA Method	VOCs via 8260B													
Units	(mg/kg)													
Analyte	Residential Soil RSL	Commercial /Industrial Soil RSL	B1-1	B2-1	B3-15	B4-10	B5-15	B6-10	B7-10	B8-10	B9-1	B10-1	B11-1	B12-1
Benzene	**0.097**	**420**	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Toluene	**310**	**1300**	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
Xylenes*	**58**	**250**	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
PCE	**0.6**	**2.7**	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
TCE*	**0.94**	**6**	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Other VOCs	**NA**	**NA**	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

Notes:

VOCs = volatile organic compounds

EPA = United States Environmental Protection Agency

mg/kg = milligrams per kilogram

RSL = June 2016 Department of Toxic Substances Control (DTSC) Regional Screening Levels (RSLs). If DTSC RSLs do not exist, May 2016 EPA Region 9 RSLs were utilized, as denoted by *.

PCE = tetrachloroethene

TCE = trichloroethene

< = not detected above indicated laboratory Reporting Limit (RL)

NA = not applicable

ND = not detected above laboratory RLs

Table 4: Soil Gas Sample VOCs Laboratory Results
5355 E. Airport Drive
Ontario, California 91761
Partner Project Number 16-163550.2
August 2016

EPA Method	VOCs via TO-15 (7/21/2016) or 8260B (7/29/2016)							
Units	($\mu g/m^3$)							
Sample Identification	Date Sampled	PCE	TCE*	Toluene	Ethylbenzene*	m,p-Xylene*	o-Xylene*	Other VOCs
B3-SG	**7/21/2016**	< 6.9	< 5.5	< 3.8	< 4.4	**460**	< 4.4	ND
B4-SG	**7/21/2016**	< 6.9	< 5.5	< 3.8	**280**	**1,100**	**400**	ND
B5-SG	**7/21/2016**	**100**	< 5.5	< 3.8	< 4.4	**12**	< 4.4	ND
B6-SG	**7/21/2016**	**68**	**26**	**4**	< 4.4	**19**	**4.6**	ND
B7-SG	**7/21/2016**	< 6.9	< 5.5	**4.9**	**11**	**73**	**19**	ND
B8-SG	**7/21/2016**	**44**	**13**	**13**	**21**	**140**	**38**	ND
SV-13-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-14-4'	**7/29/2016**	**230**	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-15-5'	**7/29/2016**	**120**	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-16-4'	**7/29/2016**	**180**	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-17-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-18-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-19-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-20-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-21-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-22-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-23-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-24-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-25-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-26-5'	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
SV-26-5' Dup	**7/29/2016**	< 100	< 100	< 1000	< 400	< 1000	< 1000	ND
Residential SGSL^		**240**	**240**	**155,000**	**550**	**50,000**	**50,000**	**NA**
Commercial/Industrial SGSL^		**2,100**	**3,000**	**1,300,000**	**4,900**	**440,000**	**440,000**	**NA**

Notes:

^Calculated soil gas screening levels (SGSLs) for soil gas concentrations were derived by dividing the June 2016 Department of Toxic Substances Control (DTSC) or May 2016 United States Environmental Protection Agency (EPA) Regional Screening Level (RSL) with an attenuation factor of 0.05 for sub-slab samples or with an attenuation factor of 0.002 for residential settings and 0.001 for commercial/industrial settings for soil gas samples deeper than sub-slab samples. DTSC RSLs are provided in the June 2016 DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3. Where DTSC RSLs were not available, EPA Region 9 RSLs were utilized as denoted by *.

VOCs = volatile organic compounds

EPA = United States Environmental Protection Agency

$\mu g/m^3$ = micrograms per cubic meter

PCE = tetrachloroethene

TCE = trichloroethene

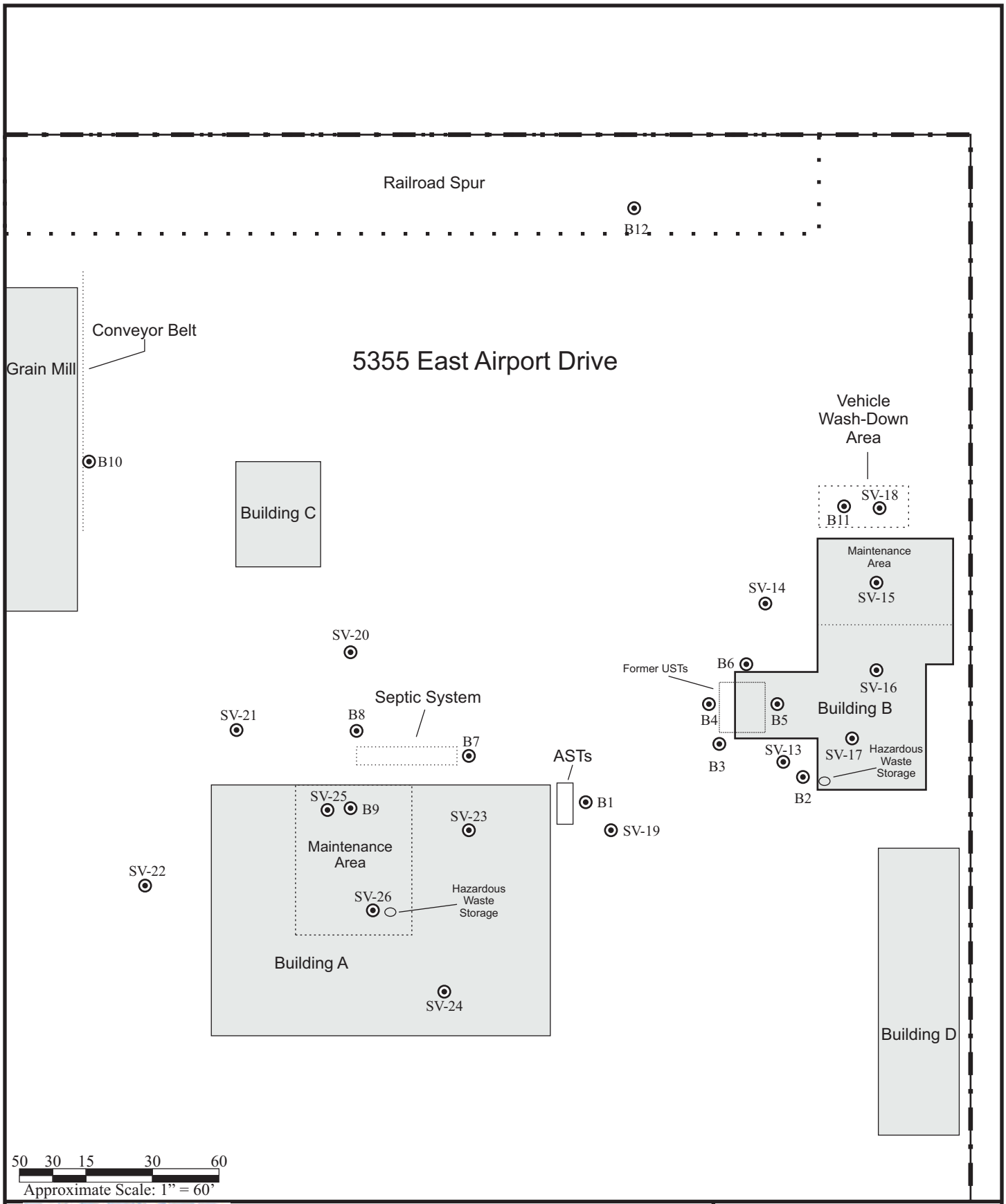
Dup = replicate analysis (duplicate)

< = not detected above indicated laboratory Reporting Limit (RL)

ND = not detected above laboratory RLs

Values in **bold** exceed laboratory RLs

FIGURES



Legend

Subject Site

Boring Location

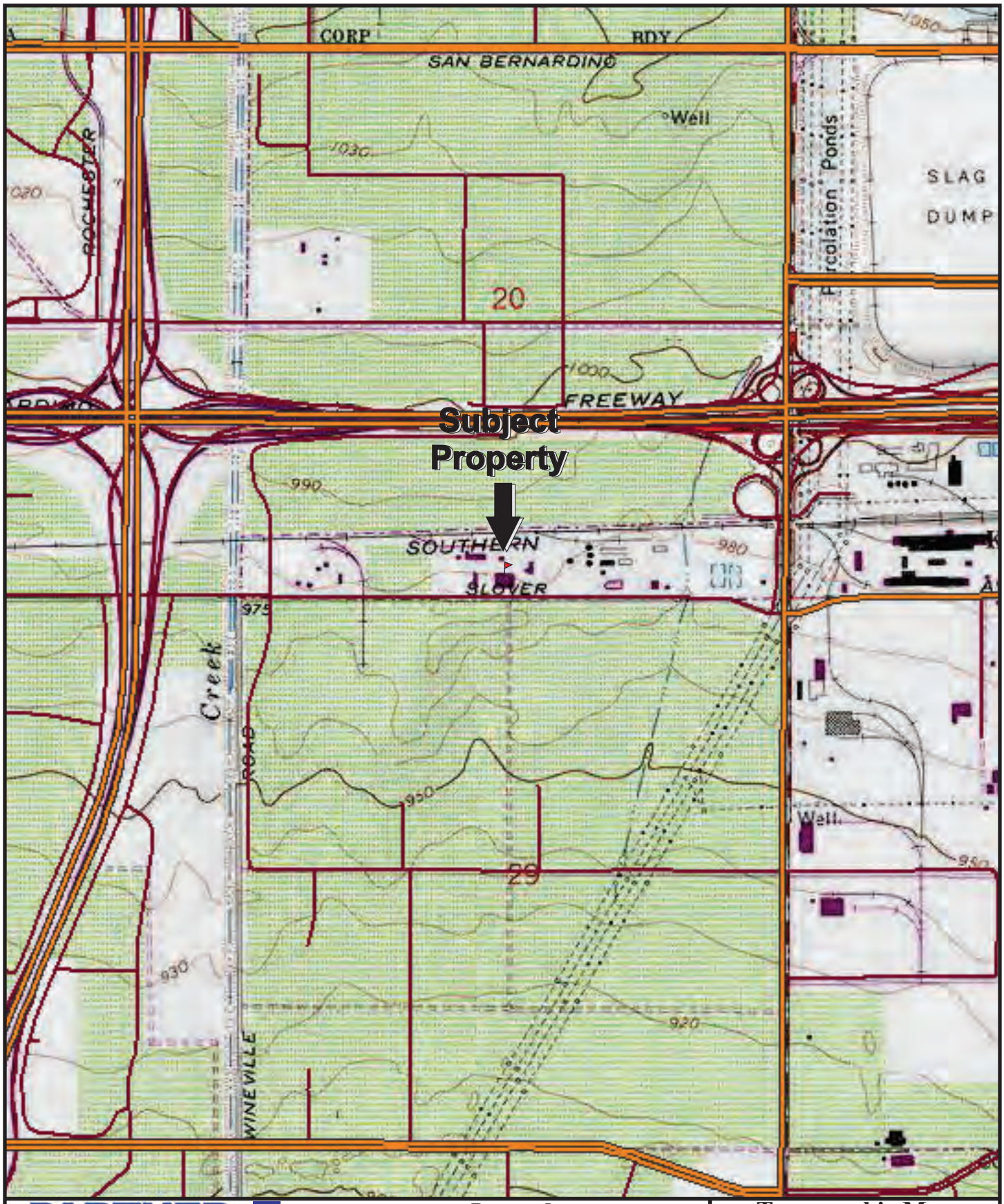
PARTNER
Engineering and Science, Inc.
2154 Torrance Boulevard, Suite 200
Torrance, California 90501

Project Number: 16-163550.2

Sample Location Map

Figure	Prepared By	Date
3	B. Godbois	August 2016

5355 East Airport Drive
Ontario, California 91761



PARTNER
Engineering and Science, Inc.
2154 Torrance Boulevard, Suite 200
Torrance, California 90501

Project Number: 16-163550.2

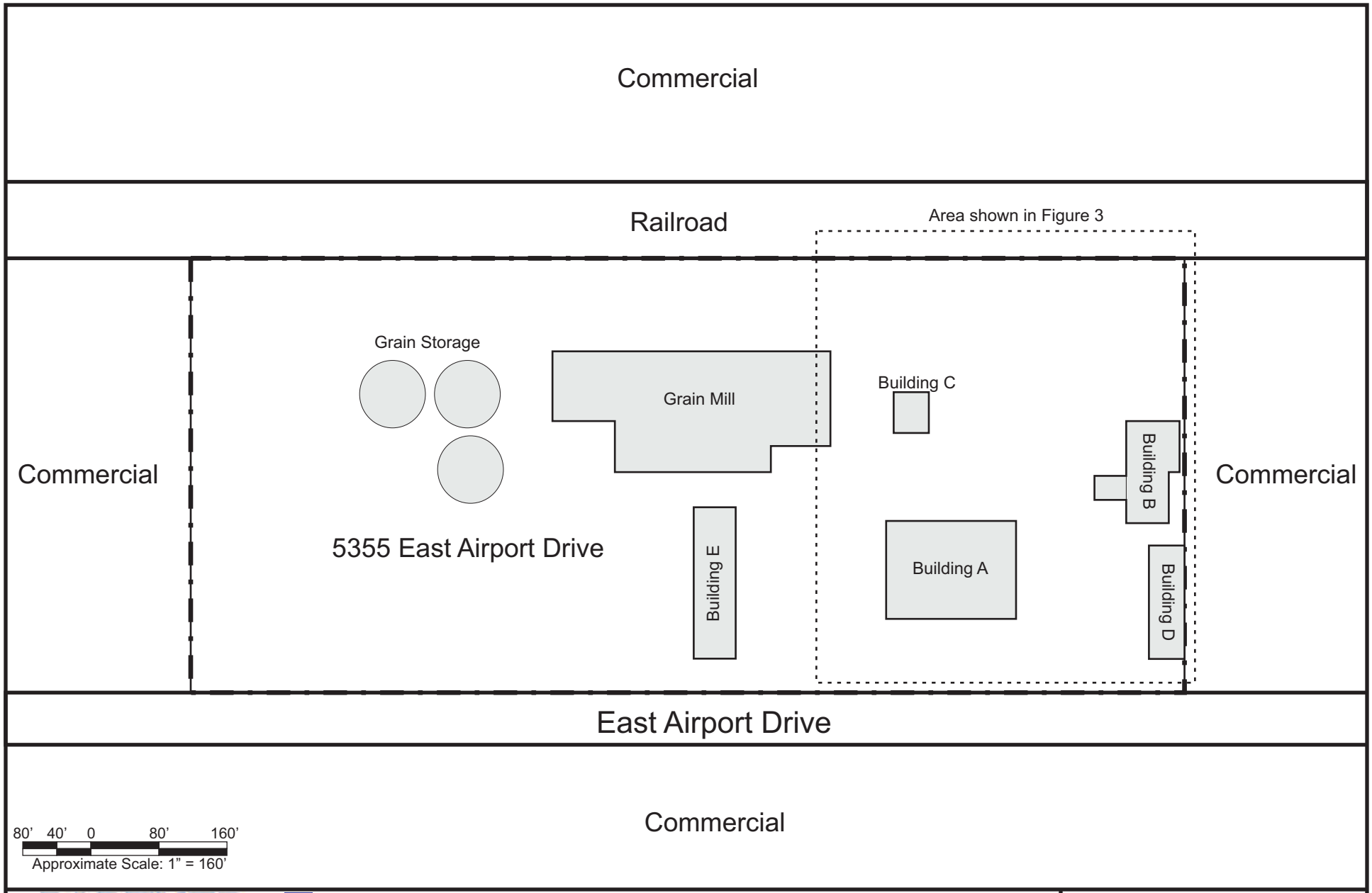
Legend

USGS Guasti, California
Quadrangle
Version: 1978 Current as of: 1981

Topographic Map

Figure	Prepared By	Date
2	B. Godbois	August 2016

5355 East Airport Drive
Ontario, California 91761



Legend

Subject Site

PARTNER
Engineering and Science, Inc.
2154 Torrance Boulevard, Suite 200
Torrance, California 90501

Project Number: 16-163550.2

Site Plan

Figure	Prepared By	Date
1	B. Godbois	August 2016

5355 East Airport Drive
Ontario, California 91761

PARTNER
Engineering and Science, Inc.®

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

The Scoular Company
5355 East Airport Drive
Ontario, California 91761

Report Date: August 18, 2016
Partner Project No. 16-163550.1

Prepared for:

Prologis
Pier 1, Bay 1
San Francisco, CA 94111

PARTNER
Engineering and Science, Inc.

August 18, 2016

Janet Frentzel
Prologis
Pier 1, Bay 1
San Francisco, CA 94111

Subject: Phase I Environmental Site Assessment
The Scoular Company
5355 East Airport Drive
Ontario, California 91761
Partner Project No. 16-163550.1

Dear Ms. Frentzel:

Partner Engineering and Science, Inc. (Partner) is pleased to provide the results of the *Phase I Environmental Site Assessment* (Phase I ESA) report of the abovementioned address (the "subject property"). This assessment was performed in general conformance with the scope and limitations as detailed in the ASTM Practice E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

This assessment included a site reconnaissance as well as research and interviews with representatives of the public, property ownership, site manager, and regulatory agencies. An assessment was made, conclusions stated, and recommendations outlined.

We appreciate the opportunity to provide environmental services to you. If you have any questions concerning this report, or if we can assist you in any other matter, please contact me at (818) 337-1203.

Sincerely,

Misty Vazquez Ponce
Principal

EXECUTIVE SUMMARY

Partner Engineering and Science, Inc. (Partner) has performed a Phase I Environmental Site Assessment (ESA) in general accordance with the scope of work and limitations of ASTM Standard Practice E1527-13, the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312) and as set forth by the Master Services Agreement between Prologis and Partner dated April 18, 2013 for the property located at 5355 East Airport Drive in the City of Ontario, San Bernardino County, California (the "subject property"). The Phase I Environmental Site Assessment is designed to provide Prologis with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the subject property.

Property Description

The subject property is located on the north side of East Airport Drive, approximately 2,700 feet west of the intersection of Etiwanda Avenue and Airport Drive, and southeast of the Interstates 10 and 15 Interchange. The subject property is located within a mixed commercial and industrial area of the City of Ontario in San Bernardino County. Please refer to the table below for further description of the subject property:

Subject Property Data	
Address:	5355 East Airport Drive, Ontario, California
Historical Address:	Before development Airport Drive was known as "Slover Avenue"
Property Use:	Commercial/Industrial
Land Acreage (Ac):	14.2 Ac
Number of Buildings:	5
Number of Floors:	1
Gross Building Area (SF):	17,000 square foot (SF) (Office/Warehouse); 7,000 SF (Truck Repair Shop); 1,600 SF (Warehouse); 3,600 SF (Grain Storage-East); and 9,000 (Grain Storage-West)*
Net Rentable Area (SF):	See above
Date of Construction:	Between 1965 and 1973
Assessor's Parcel Numbers (APNs):	0238-052-020 (Parcel A); 0238-052-022 (Parcel B); 0238-052-029 (Parcel C)
Type of Construction:	Office/Warehouse- Wood-Framed (Offices & Maintenance Area) Truck Repair Shop - Concrete Block (Maintenance Building) Warehouse - Concrete Block (Warehouse) Grain Storage-East - Wood-Framed Corrugated Metal (Retail Grain Distribution) Grain Storage-West - Wood-Framed Corrugated Metal (Wholesale Grain Distribution)
Current Tenants:	The Scoular Company, with a sub-lease on the subject property to Verhoeven Grain Company
Site Assessment Performed By:	Janet Tentler of Partner
Site Assessment Conducted On:	June 29, 2016

*Square footage was estimated from Google Earth

The subject property is a grain processing facility that has been in operation since at least 1973. Onsite operations consist of loading and unloading of multiple types of grain from trucks or the adjacent railyard and storing, milling, and processing for bulk and retail sale. Grain from the adjacent rail yard is off-loaded from the southern-most adjacent railroad spur and transported in an underground grain screw conveyor system to the centrally-located grain mill for processing, or to the grain silos for storage. The raw materials are steamed, rolled, and flattened into finish products. In addition to the current structures, the subject property is also improved with bulk storage silos, a vehicle wash-down area, and associated sheds. Maintenance areas are located within the Office/Warehouse and Truck Repair Shop buildings. One service pit was observed within the Truck Repair Shop building, in the maintenance area.

According to available historical sources, the subject property was formerly undeveloped as early as 1938; developed as agricultural land between 1938 and circa 1970; and developed with the current structures circa 1973. Previous owners have included Robertson Farm's Company (1946-1956) and Southern Pacific Grain Company (1956-1976), although aerial photographs indicate that no buildings/operations were present/conducted on the site until circa 1973. Since building construction, the following occupants have been located at the subject property: United Dairyman's Association (1976-1978), Chino Grain Company (1978-1985); Coast Grain Company (1985-2003); J.B. Heiskell & Co. (2008); The Scoular Company (2006-Present); and Verhoeven Grain Company (2008-Present).

The immediately surrounding properties consist of commercial warehouses to the north across the railroad tracks (Emser Tile Company at 5300 Shea Center Drive and Dorel Juvenile Group at 5400 Shea Center Drive); Kmart Distribution Center (5600 East Airport Drive) to the south across Airport Drive; Praxair (5735 East Airport Drive) to the east; and a commercial building to the west (5351 East Airport Drive).

According to a nearby investigation report (on GeoTracker), a well located approximately 4 miles to the east of the subject property contained groundwater at approximately 300 feet below ground surface (bgs). Based on topography is anticipated to flow toward the south.

Findings

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to 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. The following was identified during the course of this assessment:

- Based on information provided in the Environmental Data Resources, Inc. (EDR) regulatory database report, five former petroleum underground storage tanks (USTs) were located at the subject property since 1988; however, there are inconsistencies on the number and status of the USTs found in other documentation. Partner was able to identify removal/closure records for three of the USTS. Regulatory closure letters address the removal of the three 12,000-gallon diesel USTs (discussed as HRECs below). Separately, at least one UST was suspected to be adjacent to west of the Truck Repair Building. Partner observed evidence of concrete cuts for a possible fuel dispenser in this area. Records for the fifth possible UST were not clear. Based on

the lack of information regarding the status of at least two former suspect USTs at this facility, the former USTs are considered a REC.

- The subject property is currently equipped with two 250-gallon aboveground storage tanks (ASTs) containing diesel fuel. The original installation date is unknown. Diesel fuel is used to maintain the yard equipment, such as the front-end loaders, forklifts, and the bobcats. Minor to moderate staining was observed on the asphalt surface immediately surrounding the ASTs. The asphalt appeared to be in fair to poor condition with cracks observed in the area of the staining. Based on the lack of information regarding the age and installation dates of these ASTs at this facility and site observations, the ASTs are considered a REC.

- Maintenance areas and storage of automotive-related fluids such as motor oil, waste motor oil, and antifreeze was observed in the two central buildings (Office/Warehouse and Truck Repair Shop). Petroleum staining was observed on the concrete floor within these buildings and the condition of the concrete floor was pitted in some areas. In addition, minor staining was observed adjacent to a parts washer. Based on the long-term use of these buildings for maintenance, the usage of petroleum products and hazardous materials and evidence of staining, the historical operations in these areas are considered a REC.

- A former vehicle wash-down area was observed north of the Truck Repair Shop. Partner observed a sump and pump in this area, however, were reportedly no longer in use. According to the site contact, when the vehicle wash-down area was in use, water would collect into the associated sump and "wastewater was pumped into a tank and then stored in 55-gallon drums for off-site disposal." Previous reports indicated a violation was issued by the Regional Water Quality Control Board (RWQCB), which included truck wash water flowing into the parking lot.

  According to an inspection report from the RWQCB based on an inspection conducted on August 16, 2001, it was noted that housekeeping at the subject property was poor and that boiler blow-down water was being used for dust control. In April 2001, the RWQCB received an anonymous compliant stating that employees at the subject property were routinely pouring used oil into a drain located outside of the Truck Repair Shop. The RWQCB re-inspected the subject property and was told that water from the truck wash down area discharges through a filter and is pumped from a sump into a 2,810-gallon AST. Employees at the subject property stated that the tank had never been emptied. The subject property was cited with several violations at the time including: truck wash water flowing into the parking lot; storm water exceedances (December 2001); and condensate from the boiler room at the mill discharging onto the ground. Based on the use of this area as a truck wash and reported violations for past housekeeping practices, the historical operations in this area are considered a REC.

A *controlled recognized environmental condition (CREC)* refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

- Partner did not identify controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to 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 use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of this assessment:

- Two 12,000 gallon USTs identified as containing diesel were removed from the subject property in July 1989; available file information maps these USTs north of the mill building. In a letter dated September 4, 1998 by the San Bernardino County Fire Department, Hazardous Materials Division (SBCFD), a report prepared by Babcock & Sons, Inc. and dated July 25, 1989 was reviewed by the SBCFD. The letter indicated the "contamination remaining in the excavation is below that which is generally considered a problem and further investigation is not warranted at this time." Based on the reported sampling conducted subsequent issuance of a No Further Action (NFA) letter by SBCFD, the two former 12,000 gallon USTs removed in 1989 are considered an HREC.
- One 12,000 gallon diesel fuel UST and associated dispenser was removed from the area north of the main office/warehouse building in December 2002. Confirmation sampling was conducted beneath the UST and the stockpiled soil which was re-used for backfill of the excavation. Residual petroleum impacts were identified in the stockpiled soil. The SBCFD issued an NFA letter on January 8, 2003 for the removal of the UST and associated dispenser. Based on the removal and subsequent issue of the NFA, the former 12,000 gallon diesel UST located north of the main office building (east of the "former vegetable oil processing center") is considered an HREC.

An *environmental issue* refers to environmental concerns identified by Partner, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of this assessment:

- The site contact indicated sanitary discharges from the restrooms in the office/warehouse and truck repair shop buildings are directed to on-site septic systems. The site contact was not aware of where the septic systems were located and Partner did not observe any evidence of the septic system during the site visit. Previous reports identified two potential areas of the septic systems on a site figure; however, the prior reports also indicated the location of the septic systems were unknown. No service sinks or floor drains, other than those located in the restrooms, were observed on the subject property. Septic systems are typically of environmental concern due to the potential discharge of petroleum products or hazardous substances; however, since there were no floor drains or evidence of discharges to the septic systems other than for domestic use, the septic system(s) do not appear to be a significant environmental concern.
- The grain processing mill has been in operation since circa 1973. The processing equipment within the mill and underground conveyor systems require lubrication oil; however, no leaking or

other indications of a release were observed during the site reconnaissance. Based on site observations, the equipment use does not appear to be a significant environmental concern.

- The area north of the subject property includes several railroad lines, including rail road spurs which extend onto the subject property. Railroad lines may be of environmental concern due to the use of pesticides, herbicides and oils used for the maintenance of the rail lines, regulated railroad bedding material (slag, gravel, etc.) or chemicals leaching from treated railroad crossties. Based on the commercial nature of the subject property, the presence of the rail lines do not appear to be a significant environmental concern.
- Due to the age of the subject property buildings, there is a potential that asbestos-containing material (ACM) is present. Overall, suspect ACMs were observed in good condition and do not pose a health and safety concern to the occupants of the subject property at this time.

Conclusions, Opinions and Recommendations

Partner has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of 5355 East Airport Drive in the City of Ontario, San Bernardino County, California (the "subject property"). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report.

This assessment has revealed evidence of recognized environmental conditions and/or environmental issues in connection with the subject property. Based on the conclusions of this assessment, Partner recommends the following:

- A limited subsurface investigation should be conducted in order to determine the presence or absence of soil and/or groundwater contamination due to the historical use of the subject property.
- An Operations and Maintenance (O&M) Program should be implemented in order to safely manage the suspect ACMs located at the subject property.

FIGURES

PARTNER

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KEY:

Subject Site

FIGURE 1: SITE LOCATION MAP

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GROUNDWATER FLOW

KEY:

Subject Site

FIGURE 2: SITE PLAN

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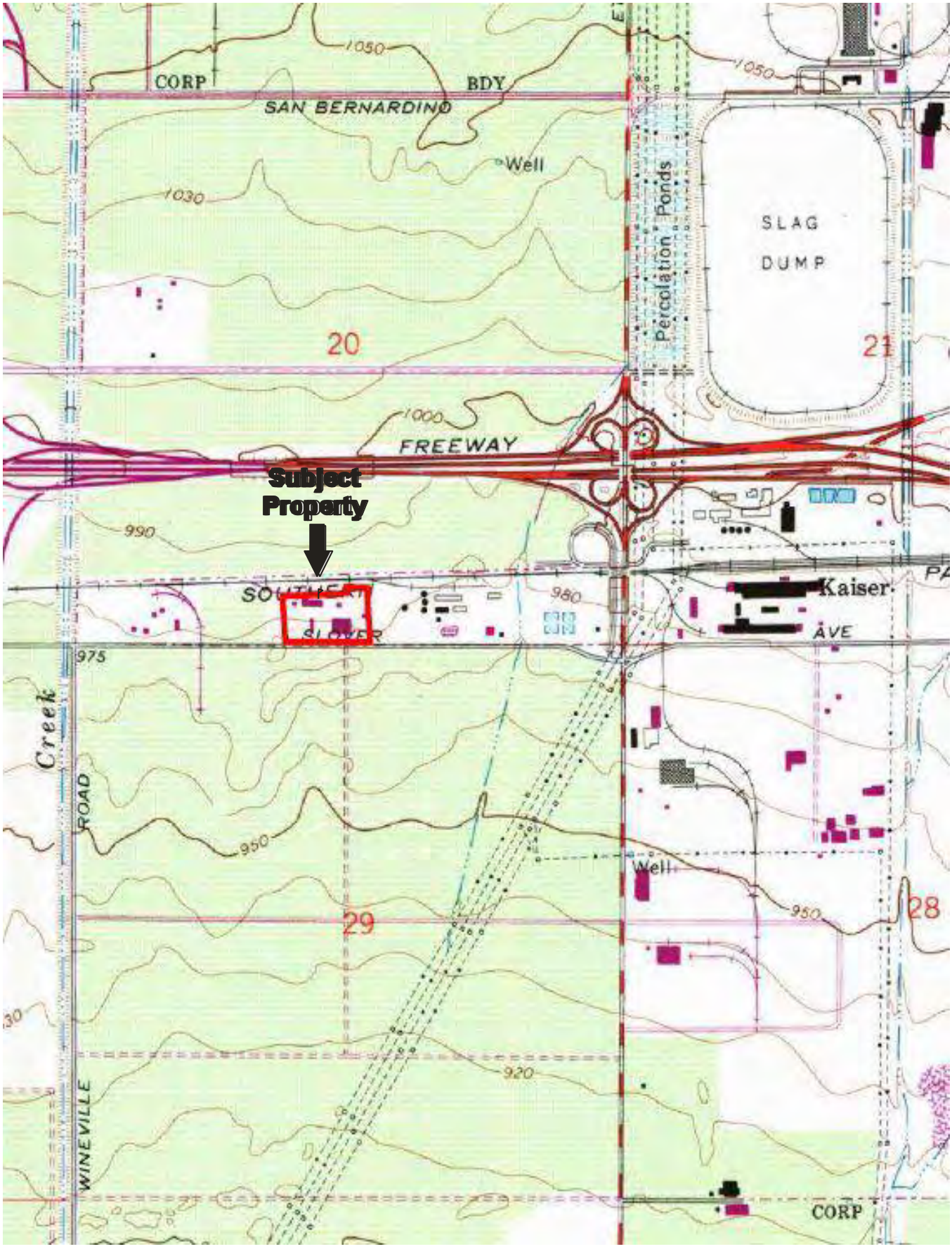

USGS 7.5 Minute *Guasti, California* Quadrangle Created: 1981

FIGURE 3: TOPOGRAPHIC MAP
Project No.16-163550.1

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APPENDIX A: SITE PHOTOGRAPHS

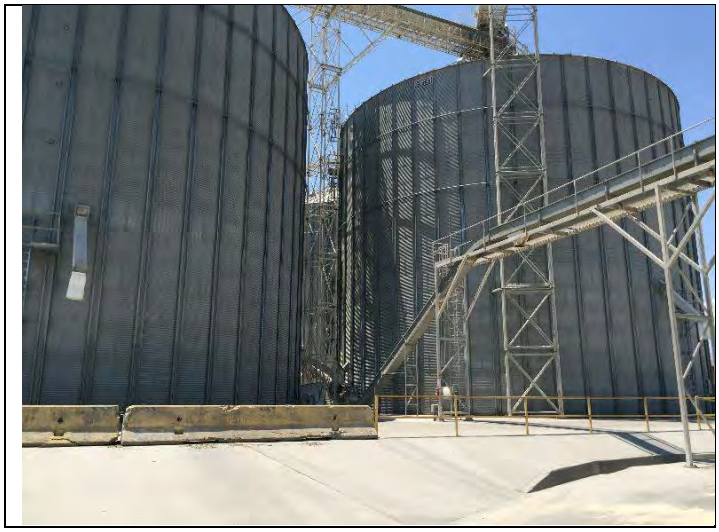
PARTNER

1. View of Main Building (Building A)

2. View of Warehouse Building (Building C)

3. View of Main Building (Building A)

4. View of Milling Area



5. View of Storage Silos

6. View of Grain Receiving Transfer Conveyor

7. View of Grain Receiving Transfer Conveyor

8. View of Storage Silos

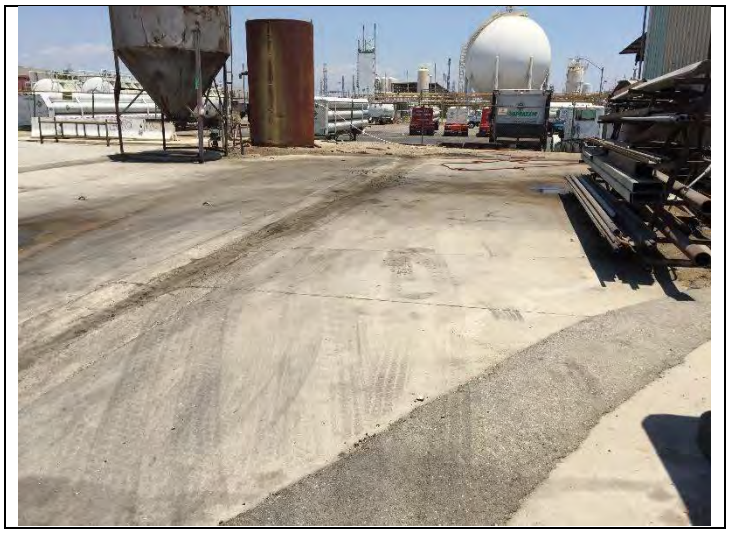
9. View of Grain Storage (Building E)

10. View of Grain Storage (Building D)

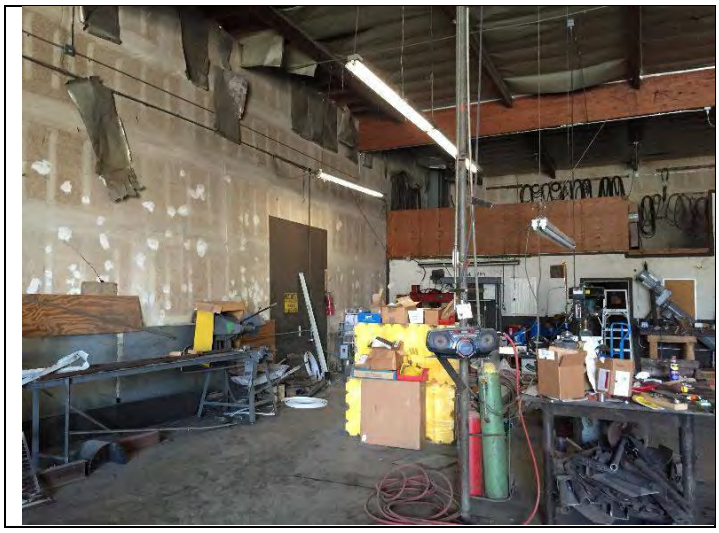
11. View of Propane near Warehouse Building (Building C)

12. View of Diesel ASTs and Hydraulic Oil AST near Main Building (Building A)

13. View of Trash Dumpsters

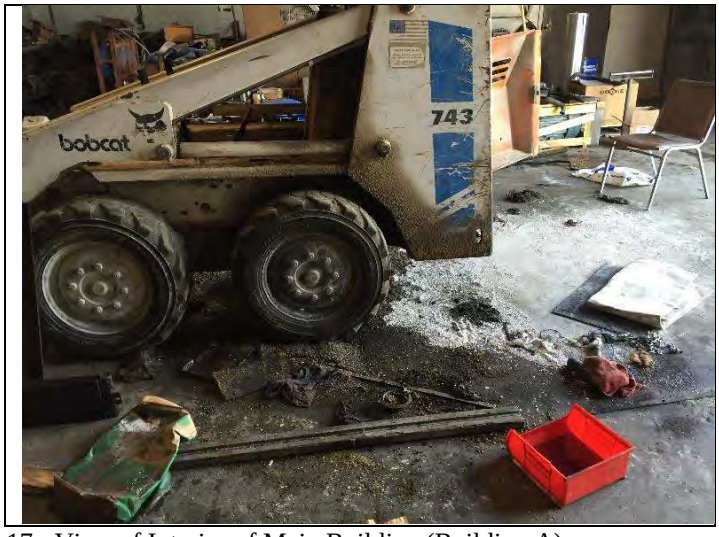


14. View of Former Vehicle Wash-Down Area

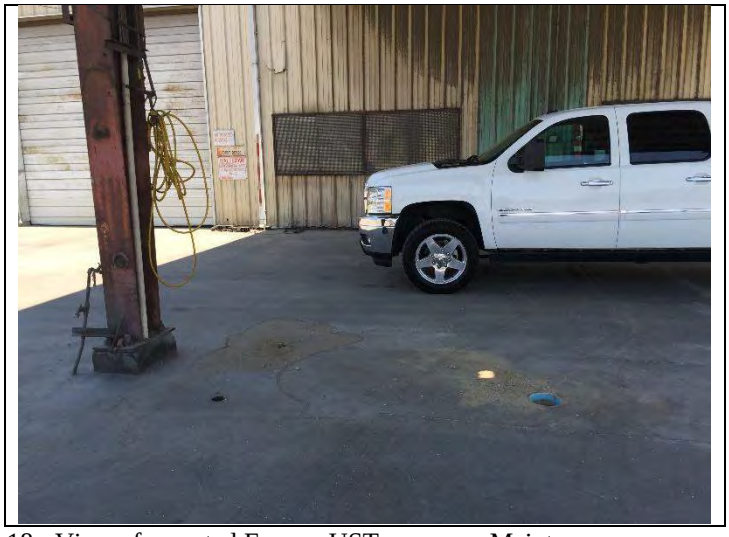


15. View of Interior of Main Building (Building A) Maintenance Area

16. View of Interior of Main Building (Building A) Maintenance Area



17. View of Interior of Main Building (Building A) Maintenance Area



18. View of reported Former UST area near Maintenance Building (Building B)

19. View of Service Pit within Building B

20. View of Waste Oil Storage within Building B

21. View of Maintenance Area within Building B

22. View of Interior Parking/Garage area within Main building (Building A)

23. View of 1 of 2 SCE Pad-Mounted Transformer labeled with No PCBs

24. View of 2 of 2 SCE Pad-Mounted Transformer labeled with No PCBs

APPENDIX B: HISTORICAL/REGULATORY DOCUMENTATION

PARTNER

FARALLON CONSULTING

Washington
Issaquah | Bellingham | Seattle
Oregon
Portland | Baker City
California
Oakland | Irvine

PHASE I/PHASE II
ENVIRONMENTAL SITE ASSESSMENT REPORT

5355 East Airport Drive
Ontario, California

Submitted by:
Farallon Consulting, L.L.C.
27 Mauchly, Suite 213
Irvine, California 92618

Farallon PN: 1071-080 (Task 2)

For:
Prologis, Inc.
Pier 1, Bay 1
San Francisco, California 94111

March 31, 2022

Prepared by:

Brant Rotnem
Staff Geologist

Kathy Lehnus, L.E.P., P.G.
Senior Geologist

Reviewed by:

Scott Allin, R.E.P.A.
Principal Environmental Scientist

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ENVIRONMENTAL PROFESSIONALS' STATEMENT

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as established in Part 312.10 of Title 40 of the Code of Federal Regulations (40 CFR 312.10) and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

Name Brant Rotnem
Title Staff Geologist

Name Kathy Lehnus, L.E.P., P.G.
Title Senior Geologist

Name Scott Allin, R.E.P.A.
Title Principal Environmental Scientist

EXECUTIVE SUMMARY

Farallon Consulting, L.L.C. (Farallon) has prepared this Phase I/Phase II Environmental Site Assessment (Phase I/II ESA) Report for the property at 5355 East Airport Drive in Ontario, California (herein referred to as the Site). The Phase I/II ESA was conducted by Brant Rotnem and was reviewed and approved by Kathy Lehnus and Scott Allin. All are experienced Environmental Professionals in the field of Phase I/II ESAs and related environmental investigations.

This Phase I/II ESA Report was prepared for Prologis, L.P., and its subsidiaries, affiliates, related parties (specifically including any 1031 exchange entities), successors, and assigns (Prologis) in accordance the letter regarding Proposal for Phase I Environmental Site Assessment and Media Management Plan dated December 10, 2021, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis; and the letter regarding Proposal for Subsurface Investigation, 5355 East Airport Drive, Ontario, California dated February 14, 2022, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis. The scope of work for this Phase I/II ESA is consistent with ASTM International Standard E1527-13 and E1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-13 and -21). ASTM E1527-13 is intended to assist the user in satisfying one of the requirements to qualify for protection from potential liability under the Comprehensive Environmental Response, Compensation, and Liability Act as the innocent landowner, contiguous property owner, or bona fide prospective purchaser. ASTM E1527-13 constitutes "all appropriate inquiry" into the previous ownership, uses, and environmental conditions of a property consistent with good commercial or customary practice, as defined in Section 9601(35)(B) of Title 42 of the U.S. Code.

There were no deviations from ASTM E1527-13 or -21 during this Phase I/II ESA, with the exception of additional environmental services requested by Prologis. Limiting conditions encountered during the Phase I/II ESA were the presence of vehicles parked on exterior portions of the Site that prevented Farallon from observing the entire ground surface of the Site, and the presence of equipment in the Site buildings that prevented Farallon from observing the entire interior floor surfaces. Based on information obtained from the Site representative, historical records, previous reports, and data obtained during the subsurface investigation conducted in March 2022, these limiting conditions are not expected to alter the conclusions of this report.

The purpose of the Phase I/II ESA was to identify, as practicable, recognized environmental conditions on the Site or proximate to the Site that have caused and/or may cause an adverse environmental condition. This Phase I/II ESA Report provides the results of investigation into past and present ownership and uses of the Site, consistent with good commercial and/or customary practice.

The Site consists of two parcels totaling 14.2 acres: Assessor Parcel No. 0238-052-20 (Eastern Parcel), and Assessor Parcel No. 0238-052-29 (Western Parcel). The Site is occupied by George Verhoeven Grain Inc. (dba Verhoeven Grain Inc.) and The Scoular Company, grain processing companies. Operations consist of the processing of raw grain, which is received by truck or by rail from the rail line north of the Site. The exact location of the rail line and associated spurs with

respect to the northern Site boundary could not be confirmed in available files. The raw materials are off-loaded, weighed, and transported to grain storage silos or other storage areas either by an underground auger conveyance or by dedicated on-Site vehicles. Raw grain processing operations occur at the grain mill Area, located in the north-central portion of the Site. After production, the processed grain is weighed, packaged, and loaded onto trucks for distribution.

The Site includes five buildings on the Eastern Parcel, consisting of Building A, used for office and warehouse space; Building B, used for facility maintenance with a vehicle repair shop; Building C, used as a warehouse; and Buildings D and E, used for grain storage. In addition, an office trailer with a small hazardous materials storage area is present on the southern portion of the Western Parcel. On-Site buildings are reportedly connected to septic systems; septic tanks are reportedly located southeast of Building E and potentially east of Building B, and one septic system is reportedly located on the western portion of the Site (location unknown). In 2016, a suspected septic system appears to have been located with ground-penetrating radar north of Building A, which could be in addition to or instead of previously reported septic systems. A vehicle wash-down area with sump leading to an empty 10,000-gallon wash water aboveground storage tank (AST) is located north of Building B; this system is no longer used. Historical features associated with previous operations on the Site include two former "fuel storage" 12,000-gallon underground storage tanks (USTs) at the grain mill area, one former 12,000-gallon diesel UST east of Building C, and a former UST area containing an unspecified number of former USTs west of Building B. These USTs are discussed further below. Access to the Site is gained from East Airport Drive, south of the Site. According to the San Bernardino County Assessor's Office, the Site owner is Prologis Exchange 5355.

Historically, the Site was used as agricultural or grazing land from at least the late 1930s to the early 1970s. By 1973, the Eastern Parcel was developed with small grain storage silos and other features associated with milling operations in the grain mill area. In the 1975 aerial photograph, grain appeared to be stockpiled in the southwestern portion of the Site in Buildings A through C. By 1985, the grain storage structures, Buildings D and E, were developed. By 2002, the Site appeared in its existing configuration. The 2002 aerial photograph shows grain processing operations had expanded at the Site to the Western Parcel, which included the development of three large grain storage silos. The Site has been occupied by Verhoeven Grain Inc. from 1973 to the present; Chino Grain and Milling, Inc. in 1985; Coast Grain Company between 1990 and 2003; The Scoular Company between 2004 and the present; and JD Heistell and Company in 2009.

Adjacent properties at the time of Farallon's site reconnaissance included a rail line to the north followed by industrial buildings occupied by home furnishing businesses Emser Tile at 5300 Shea Center Drive and Dorel Home Furnishings at 5400 Shea Center Drive; Praxair, Inc. to the east at 5735 East Airport Drive; East Airport Drive to the south followed by industrial buildings occupied by distribution businesses K-Mart Distributions at 5600 East Airport Drive and XPO Logistics, Inc. at 5200 East Airport Drive; and a Verizon facility to the west at 5351 East Airport Drive.

Historically, adjacent properties consisted primarily of undeveloped and/or agricultural land. Railroad tracks were present on the north-adjacent property from at least the early 1900s through the 1960s, when the east-adjacent property was developed with the existing industrial facility. By

the early 1990s, the south-adjacent property was developed with an industrial building. By the early 2000s, the west- and north-adjacent properties were developed with industrial buildings and have remained relatively unchanged through the present.

A brine disposal pond owned by the Union Pacific Railroad Company and used by the Coast Grain Company for boiler blow-down water was installed in 1969 and removed in 1998 to allow for the addition of a rail line north of the grain mill area. According to the letter regarding Approval of Closure Report for the Brine Disposal Pond, Coast Grain Company, Ontario, California dated September 24, 1999, from the Santa Ana Regional Water Quality Control Board (Water Board), the closure of the pond included the removal of approximately 7,500 cubic yards of salt-contaminated soil and placement of a 40-mil high-density polyethylene liner. Miscellaneous analytical data available in the Water Board file indicated that soil was analyzed for pH, with no elevated readings noted. Based on mapping provided in the Water Board file, the pond was located south of the Southern Pacific Railroad Main Line between two sets of rail spurs; it appears to be just north of the current property line. However, a survey would be required to understand the northern property line in relation to the former brine disposal pond; this is considered a data gap for this report.

The EDR Radius Map Report with GeoCheck prepared for the Site by Environmental Data Resources, Inc. (EDR) dated December 9, 2021 (EDR Report) identified the Site address in several databases. The Site listings generally relate to hazardous material management, air quality permit requirements associated with grain processing equipment and operations, and historical USTs. Database listings did not indicate records of a release at the Site. Farallon searched the California State Water Resources Control Board online GeoTracker database and the California Department of Toxic Substances Control online EnviroStor database for records related to the Site, but found no listings.

Farallon reviewed a Phase I ESA report dated August 18, 2016, and a Phase II Subsurface Investigation report dated August 16, 2016, prepared by Partner Engineering and Science, Inc. (Partner) for the Site (Partner 2016 Phase I Report and Partner 2016 Phase II Report, respectively). According to the Partner 2016 Phase I Report, as many as five petroleum USTs were formerly in use at the Site, which was considered a recognized environmental condition, along with truck maintenance operations, ASTs, a vehicle wash-down area, conveyor belts, and at least one septic system. According to the Partner 2016 Phase II Report, 26 borings were advanced at depths between 1 and 25 feet below ground surface for the collection of soil and/or soil gas samples. Soil samples were analyzed for total petroleum hydrocarbons (TPH) carbon chain C6-C40 by U.S. Environmental Protection Agency (EPA) Method 8015C and volatile organic compounds (VOCs) by EPA Method 8260B; and soil gas samples were analyzed for VOCs by EPA Methods TO-15 and 8260B. No detectable concentrations of VOCs or TPH carbon chain C6-C40 were present in soil samples. Analytical results of soil gas samples indicated detections of VOCs including tetrachloroethene, trichloroethene, toluene, ethylbenzene, and xylenes. The concentrations of these detectable results were less than the residential and commercial/industrial calculated soil gas screening levels (SGSL) at the time of the report beneath and west of Building B; however, concentrations of tetrachloroethene (PCE) detected in soil vapor samples collected from beneath

and west of Building B exceed current commercial/industrial calculated SGSLs. Additionally, in comparison with the "low level" ethylbenzene SGSL, the ethylbenzene concentration in one soil vapor sample from this area exceeded the calculated soil gas commercial/industrial screening level of 163 micrograms per cubic meter.

The EDR Report identified several facilities adjacent or proximate to the Site in the regulatory databases. Several of these facilities have known or suspected releases of hazardous substances to soil and/or groundwater. Based on their current regulatory status, depth to groundwater, topographic location relative to the Site, and/or relative distance from the Site, these facilities do not represent recognized environmental conditions in connection with the Site.

Prologis provided Farallon with a *Preliminary Site Plan – Scheme 01, 5355 E. Airport Drive, City of Ontario* by RGA Office of Architectural Design dated November 16, 2021, which depicted a proposed building on the northern and central portions of the Site. In March 2022, Farallon conducted soil and soil vapor sampling at the Site to assess former UST areas and septic systems, and the new building footprint for the potential for vapor intrusion issues. The scope of work for the Phase II ESA portion of this assessment included the advancement of 12 borings and installation of 10 temporary soil vapor probe locations with single- or multi-depth nested vapor points for the collection of soil and soil vapor samples. The Phase II ESA portion of this assessment was conducted on March 4 and 11, 2022.

No TPH or VOCs were detected exceeding laboratory detection limits in the soil samples collected from the Site. Low concentrations of naturally occurring metals including barium, cadmium, cobalt, chromium, copper, nickel, lead, vanadium, and zinc were detected in two soil samples submitted for analysis; these concentrations were considerably less than screening levels.

Based on subslab soil vapor data, soil vapor beneath the slab at Building B contains PCE exceeding calculated screening levels. PCE is present west of Building B at concentrations exceeding current calculated industrial screening levels using the 0.03 attenuation factor, but less than screening levels using the less conservative attenuation factors. PCE was also detected in soil vapor in central and eastern portions of the Site at concentrations less than the calculated screening levels in the shallow zones that were assessed. One concentration of PCE was detected exceeding calculated screening levels in a deeper soil vapor sample collected from the vicinity of two former 12,000-gallon USTs north of the grail mill area; the shallow soil vapor sample collected from this boring did not contain PCE exceeding calculated screening levels. The extent of PCE in soil vapor was not fully characterized.

Based on review of the Site history, including subsurface investigation reports, interviews with persons knowledgeable about the Site, reconnaissance of the Site, review of regulatory agency lists, and the completion of subsurface investigation at the Site, this Phase I/II ESA identified the following recognized environmental condition in connection with the Site:

- PCE impacts potentially associated with the use and storage of hazardous materials at Building B could contribute to vapor intrusion conditions on the Site.

In addition, Farallon identified the following historical recognized environmental conditions in association with the Site:

- Previous environmental reports note that one or more USTs were historically located west of Building B. Farallon was not able to find information regarding the UST in regulatory files, but did find some information regarding three to four diesel and unleaded gasoline USTs ranging in capacity from 4,000 to 10,000 gallons at unspecified locations at the Site preceding the presence of the three known 12,000-gallon USTs (noted in the grain mill area and southeast of Building C). In 2016, Partner conducted a subsurface investigation in this area and did not identify evidence of a petroleum release.
- In 2002, Tank Specialists of California removed a 12,000-gallon diesel steel UST and fuel dispenser mapped southeast of Building C. According to the letter regarding Soil Sampling Following the Removal of an Underground Storage Tank – Coast Grain Co., 5355 E. Airport Drive, Ontario, California dated December 18, 2002, from Advanced GeoEnvironmental, Inc., three confirmatory soil samples were collected beneath the bottom of the UST after removal, and soil samples were collected from stockpiles. The soil samples were analyzed for TPH as diesel; benzene, toluene, ethylbenzene, and xylenes; and methyl tertiary-butyl ether. Minor petroleum impacts were noted in stockpiled soil (800 milligrams per kilogram of TPH as diesel), which was reportedly used as backfill for the excavation. No constituents of concern were detected in the confirmatory soil samples collected from beneath the UST. Advanced GeoEnvironmental, Inc. recommended that San Bernardino County Fire Department (SBCFD) Hazardous Materials Division issue closure of the UST; and the letter regarding Removal of One Underground Storage Tank at Coast Grain Inc., Located at 5355 E. Airport Drive, Ontario, California dated January 8, 2002, from SBCFD was issued indicating that further investigation was not warranted.
- Based on sampling conducted as part of this Phase I/II ESA, no release was found in connection with the two 12,000-gallon "fuel storage" USTs historically located at the grain mill, which were removed from the Site in 1998. A No Further Action determination issued by SBCFD indicated that residual impacts were present, although "below that which is generally considered a problem."

The vehicle wash-down area located north of Building B was used for washing trucks (including molasses transportation trucks) and is no longer used. According to Site personnel, only truck exteriors were washed (not engines). Given the nature of use and that wash water was routed to an AST, with no discharge, the vehicle wash-down area is considered a de minimis condition for the Site. No release was found in the vicinity of the septic tanks located east of Building B, which provides a disposal pathway for a building that is known to have used chlorinated solvents and vehicular fluids.

Because two or three potential on-Site septic systems on the Western Parcel, located north of Building A and southeast of Building E, appear to be used for domestic sewer, with limited hazardous material use in the proximity that could be introduced to the septic systems as a release pathway, the presence of those septic systems is considered a de minimis condition for the Site. Additionally, the presence of petroleum ASTs with secondary containment and/or no evidence of

leaking, rail spurs within or along the northern property boundary, transformers with no evidence of leaking, and underground grain conveyance systems are considered de minimis conditions for the Site. Further, based on the location and nature of use (boiler blow-down), the former brine pond located in the vicinity of the northern property line is also considered a de minimis condition for the Site.

At the request of Prologis, Farallon has included additional opinions and recommendations for the Site beyond those specified in ASTM E1527-13 and -21 for de minimis and recognized environmental conditions.

Based on the findings from this Phase I/II ESA, Farallon recommends preparation of a Media Management Plan for use during Site redevelopment to address any unexpected impacts to soil associated with historical activities at the Site, and to address any issues related to the former brine pond, underground grain conveyance systems, septic systems, and former USTs at the Site. Additionally, because PCE has been documented in soil vapor in the vicinity of Building B at concentrations exceeding calculated screening levels, and PCE was detected in shallow soil vapor at concentrations less than the calculated RSLs in other soil gas samples collected at the Site, the potential for vapor intrusion into the planned new Site building should be addressed. Additional investigation and characterization are recommended to delineate and design mitigation measures for PCE in soil vapor that may impact indoor air in the future building.

1.0 INTRODUCTION

This Phase I/II Environmental Site Assessment (Phase I/II ESA) Report was prepared by Farallon Consulting, L.L.C. (Farallon) for the property at 5355 East Airport Drive in Ontario, California (herein referred to as the Site) (Figure 1). This section discusses the project authorization, and the qualifications of the Environmental Professionals conducting and reviewing the Phase I/II ESA work. Also included in this section are the project purpose, objective, scope of services, deviations, limiting conditions, and data gaps.

1.1 PROJECT AUTHORIZATION

This Phase I/II ESA Report was prepared for Prologis, L.P., and its subsidiaries, affiliates, related parties (specifically including any 1031 exchange entities), successors, and assigns (Prologis) in accordance with the letter regarding Proposal for Phase I Environmental Site Assessment and Media Management Plan dated December 10, 2021, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis; and the letter regarding Proposal for Subsurface Investigation, 5355 East Airport Drive, Ontario, California dated February 14, 2022, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis. The scope of work for this Phase I/II ESA is consistent with ASTM International Standard E1527-13 and E1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-13 and -21).

1.2 PROFESSIONAL QUALIFICATIONS

The Phase I/II ESA was conducted by Brant Rotnem and was reviewed and approved by Kathy Lehnus and Scott Allin. All have an understanding of surface and subsurface environmental conditions and the processes used to evaluate these conditions, and the ability to develop opinions regarding conditions indicative of a release or threatened release of hazardous substances and petroleum products. These Environmental Professionals have developed and performed all appropriate inquiry, in conformance with the standards and practices set forth in Part 312 of Title 40 of the Code of Federal Regulations. The professional qualifications of Brant Rotnem, Kathy Lehnus, and Scott Allin are provided in Appendix A.

1.3 PROJECT PURPOSE AND OBJECTIVE

The purpose of the Phase I/II ESA was to identify, as practicable, recognized environmental conditions on the Site and within the appropriate study area that have caused and/or may cause an adverse environmental impact. ASTM E1527-13 is intended to permit a user to satisfy one of the requirements to qualify for protection from potential liability under the Comprehensive Environmental Response, Compensation, and Liability Act as the innocent landowner, contiguous property owner, or bona fide prospective purchaser. ASTM E1527-13 constitutes "all appropriate inquiry" into the previous ownership, uses, and environmental conditions of a property consistent with good commercial or customary practice, as defined in Section 9601(35)(B) of Title 42 of the U.S. Code.

The objective of the Phase I/II ESA was to perform an appropriate inquiry into past and present ownership and uses of the Site, consistent with good commercial and/or customary practice. This Phase I/II ESA Report is to be used as a risk management tool to meet all appropriate inquiry requirements and the Comprehensive Environmental Response, Compensation, and Liability Act liability defense. The Phase I/II ESA does not guarantee that there are no impacts to the Site.

For the purpose of this Phase I/II ESA Report, the term "recognized environmental condition" is defined as the presence or likely presence of any hazardous substance or petroleum product in, on, or at the Site due to releases 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. The term is not intended to include "de minimis conditions" that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of the applicable governmental agencies.

The term "controlled recognized environmental condition" is defined as a recognized environmental condition resulting from a past release of a hazardous substance or petroleum product that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in-place subject to implementation of required controls.

The term "historical recognized environmental condition" is defined as a past release of any hazardous substance or petroleum product that has occurred in connection with the Site and has been addressed to the satisfaction of the applicable regulatory authority, without subjecting the Site to any required controls.

1.4 PROJECT SCOPE OF SERVICES

This Phase I/II ESA Report was prepared for Prologis, L.P., and its subsidiaries, affiliates, related parties (specifically including any 1031 exchange entities), successors, and assigns (Prologis) in accordance with the letter regarding Proposal for Phase I Environmental Site Assessment and Media Management Plan dated December 10, 2021, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis; and the letter regarding Proposal for Subsurface Investigation, 5355 East Airport Drive, Ontario, California dated February 14, 2022, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis. In addition, this work was conducted in accordance with the *Master Services Agreement* between Prologis and Farallon dated August 4, 2011.

The scope of work for this Phase I/II ESA included a records review, literature research and review, site reconnaissance, interviews with individuals familiar with the Site, interviews with local governmental officials, an investigation of soil and soil vapor, and preparation of this report.

At the request of Prologis, Farallon provided additional environmental services and recommendations for further action based on the findings of the Phase I/II ESA. These services are considered non-scope items and are not required to satisfy ASTM E1527-13 and -21.

1.5 DEVIATIONS

There were no deviations from ASTM E1527-13 or -21 during this Phase I/II ESA, with the exception of additional environmental services requested by Prologis.

1.6 LIMITING CONDITIONS

Limiting conditions encountered during this Phase I/II ESA were the presence of vehicles parked on exterior portions of the Site that prevented Farallon from observing the entire ground surface of the Site, and the presence of equipment in the Site buildings that prevented Farallon from observing the entire interior floor surfaces. Based on information obtained from the Site representative, historical records, previous reports, and data obtained during the subsurface investigation conducted in March 2022, these limiting conditions are not expected to alter the conclusions of this report.

1.7 DATA GAPS

Data gaps may affect the ability to identify recognized environmental conditions and Farallon's ability to render opinions and conclusions for presentation in the Phase I/II ESA Report. The following data gap was identified during this Phase I/II ESA:

- George Verhoeven Grain Inc., dba Verhoeven Grain Inc. (Verhoeven), receives raw grain via a rail line north of the Site. The exact location of the rail line in relation to the northern property line has not been established in available records; part of the rail line could be located on portions of the Site. This constitutes a data gap for the Site. A land survey would be required to determine whether the rail spurs and/or a former brine pond in the area are present on the Site. If found to be located on the Site, further evaluation regarding the possible environmental issues related to rail lines, transportation of materials, and brine water disposal should be assessed.

Farallon did not identify other data gaps during this Phase I/II ESA.

2.0 SITE OVERVIEW

This section includes an overview of the Site location, improvements, and operations. A description of adjacent and surrounding land use also is provided.

2.1 SITE LOCATION

The Site is approximately 0.5 mile west of the intersection of Etiwanda Avenue and East Airport Drive, located at 5355 East Airport Drive in Ontario, San Bernardino County, California (Figure 1). The location is in an industrial area approximately 40 miles east of downtown Los Angeles and approximately 7 miles south of the San Bernardino Mountains. The nearest residential community is 1.8 mile southeast of the Site.

2.2 SITE DESCRIPTION

The Site consists of two parcels totaling 14.2 acres: Assessor Parcel No. 0238-052-20 (Eastern Parcel), and Assessor Parcel No. 0238-052-29 (Western Parcel).

The Eastern Parcel is occupied by Verhoeven, a grain processing company, and contains grain storage silos, a grain mill area, and five buildings. An office and warehouse building, referred to as "Building A," is located on the southern portion of the Site. The warehouse portion on the northeastern side of Building A contains a service shop for the repair of machinery related to the grain mill. Wastes stored in this area include motor oil, hydraulic oil, and gear oil, primarily related to tractor and forklift operation. A maintenance and repair shop, referred to as "Building B," is present on the eastern portion of the Site, and is used for light tractor and forklift service. New and waste vehicle fluids are stored in a hazardous substance storage area on the southwestern interior border of Building B. Additional structures on the Eastern Parcel consist of a warehouse referred to as "Building C" on the north-central portion, used for assorted storage; and two grain storage structures on the southeastern and southwestern portions of the parcel, referred to as Buildings D and E. The property is primarily asphalt-paved, with some gravel-paved areas on the western portion of the parcel. Access to the Site is gained from East Airport Drive, south of the Site.

The Western Parcel is occupied by The Scoular Company (Scoular), a corn storage and distribution facility. The Scoular portion of the Site contains exterior grain storage, with an office trailer that contains a small hazardous substance storage area on secondary containment used for the storage of lubrication oils and greases for equipment.

A vehicle wash-down area is present on the northeastern portion of the Site, and three to four septic systems are associated with the Site: two or three on the Eastern Parcel, and one on the Western Parcel. The location of the septic system on the Western Parcel could not be determined from the records reviewed. Additionally, aboveground storage tanks (ASTs) and three areas with former underground storage tank (USTs) are associated with the Site (detailed in Section 4.5).

Figure 2 presents a general plan map of the Site; additional details pertaining to the Site are provided in Section 8.2, Site Reconnaissance Observations. Site photographs are presented in Appendix B.

2.3 SITE OPERATIONS

According to the San Bernardino County Assessor's Office, the Site owner is Prologis Exchange 5355. Verhoeven has operated the Eastern Parcel as a grain processing facility since development in 1973. Raw grain, including corn and barley, is received at the facility via a rail line north of the Site (Assessor Parcel No. 0238-052-22) and distributed via conveyor belt from grain silos to Scoular on the Western Parcel; the exact location of the rail line in relation to the northern property line has not been established in the records reviewed. Raw grain product is transferred via conveyor from the Western Parcel or transloaded from rail cars via underground piping to four large storage silos in the grain mill on the Eastern Parcel.

In the grain mill, the raw grain is fed through a cleaner silo, which removes chaff, cobb pieces, and other excess matter with a water wash. The cleaned grain is gravity-fed through steam jackets, which use natural-gas-fired, boiler-generated steam to soften the product before fan-drying. After processing, the product is stored in silos for off-Site transfer via truck.

In addition to product processing at the grain mill, operations at Verhoeven consist of light tractor and forklift service in Building B. A 4- to 5-foot-deep repair pit is located in Building B that is not in use by Verhoeven. Service on tractors and forklifts includes minor repairs with use of a petroleum-based parts cleaner, and tire changes. The fleet of grain distribution trucks is not serviced on the Site, with the exception of oil changes performed by an external service technician, who reportedly collects and removes the waste oil from the Site.

A bermed truck-washing area equipped with an underground sump leading to an empty 10,000-gallon wash water AST is located north of Building B. Personnel reported that it is no longer in use, only truck exteriors were washed in this area, and no undercarriage/chassis or engine washing was conducted on the Site.

Scoular operates the Western Parcel as a grain storage and distribution facility. Raw grain product is brought onto the Site via rail to the north, and either off-loaded into trucks for direct distribution, or transloaded via underground piping to one of three grain storage silos. The storage silos use hydraulic augers to transfer the grain onto a conveyor system for processing at the Verhoeven grain mill. In addition to the storage silos, the Scoular parcel is developed with a mobile office trailer and a gravel-paved yard.

At the time of the site reconnaissance, Farallon observed hazardous materials in the warehouse in the northeastern portion of Building A, an aboveground fueling area northeast of Building A (consisting of two 250-gallon diesel ASTs and one 220-gallon hydraulic oil AST), and in Building B. Materials stored in these areas consisted of diesel, motor oil, waste oil, gasoline, grease, lubricant, gear oil, transmission oil, and parts cleaning solution. Hazardous materials consisting of

lubricating oils and greases for equipment were also stored in the office trailer on the Western Parcel.

Historical features associated with previous operations on the Site include two former petroleum 12,000-gallon USTs at the grain mill area, one former 12,000-gallon diesel UST east of Building C, and a former UST Area west of Building B. Historical operations, features, and reported septic systems are discussed further in Section 4.5. Figure 2 presents the locations of on-Site buildings and historical features.

2.4 ADJACENT AND SURROUNDING LAND USE

Adjacent properties at the time of Farallon's site reconnaissance included a rail line to the north followed by industrial buildings occupied by home furnishing businesses Emser Tile at 5300 Shea Center Drive and Dorel Home Furnishings at 5400 Shea Center Drive; Praxair, Inc. to the east at 5735 East Airport Drive; East Airport Drive to the south followed by industrial buildings occupied by distribution businesses K-Mart Distributions at 5600 East Airport Drive and XPO Logistics, Inc. at 5200 East Airport Drive; and a Verizon facility to the west at 5351 East Airport Drive.

No visual evidence of recognized environmental conditions was observed on abutting or nearby properties during the site reconnaissance. Observations were restricted to areas readily observable from the Site.

3.0 PHYSICAL SETTING

The physical setting of the Site, including topography, geology, and hydrogeology, is described in this section. Farallon's assessment of sensitive receptors in the area also is discussed.

3.1 TOPOGRAPHY

Farallon reviewed the U.S. Geological Survey (USGS) topographic maps for Guasti, California, dated 2018 and provided by Environmental Data Resources, Inc. (EDR). The maps depict the Site at an elevation of approximately 980 feet above mean sea level. Site topography slopes gently to the south. Regional topography generally is sloped to the south.

3.2 GEOLOGY AND HYDROGEOLOGY

The Site is situated within the San Bernadino Valley of the Peninsular Ranges Geomorphic Province in Southern California. The Peninsular Range Province extends into lower California, and is bounded by the Colorado Desert to the east, the Pacific Ocean to the west and the San Gabriel and San Bernardino mountains to the north. The San Bernardino Mountains are located approximately 7 miles north of the Site. According to *The EDR Radius Map Report with GeoCheck* prepared for the Site by EDR dated December 9, 2021 (EDR Report), surface soil at the Site consists primarily of Delhi fine sand, which is somewhat excessively well drained.

According to the *Phase II Subsurface Investigation Report* dated August 16, 2016 by Partner Engineering and Science, Inc. (Partner) for the Site (Partner 2016 Phase II Report), soil beneath the Site generally consists of very fine grained, silty sand from the surface to depths of approximately 20 feet below ground surface (bgs) and transitions to very fine to coarse grained, poorly graded sand between depths of 20 and 25 feet bgs. Groundwater was not encountered during Partner's investigation.

Soil encountered during the Phase II ESA investigation portion of this scope of work was described as silty fine to medium sand to a total explored depth of 10 feet bgs, with an apparent coarse sand and gravel layer at 10 feet bgs (and as shallow as 5 feet bgs on the eastern portion of the Site at boring SB-2). Boring logs are attached in Appendix F. Groundwater was not encountered during drilling.

Site-specific groundwater direction and depth information was not available in the records reviewed. Based on information obtained from the California State Water Resources Control Board GeoTracker database (GeoTracker database) and topographic interpretation, groundwater beneath the Site is anticipated at a depth of approximately 250 bgs and is estimated to flow to the south.

3.3 OIL AND GAS RECORDS

According to the California Department of Conservation, Geologic Energy Management Division Well Finder online database, there are no permitted oil or gas wells on the Site or at adjacent properties.

3.4 SENSITIVE RECEPTORS

Farallon conducted a limited assessment of sensitive receptors on or in the vicinity of the Site that was confined to visually apparent features such as surface water bodies (e.g., low-lying wet areas, streams, ponds) and residential and recreational areas. Farallon's assessment of sensitive receptors included a review of readily ascertainable information relating to the presence of private, semiprivate, public, and industrial water-supply wells.

According to the EDR Report, a groundwater monitoring well maintained by the San Bernardino County Water Resources Division is located between 0.125 and 0.25 mile of the Site, and groundwater monitoring wells maintained by the San Bernardino County Water Resources Division and Department of Public Health are located within 0.25 and 0.5 mile of the Site. In addition, a public drinking water well is located within 0.25 and 0.5 mile of the Site. No wetlands are mapped on the Site, and the Site is not mapped in a floodplain. The major water body nearest the Site was identified as the Santa Ana River, located approximately 6 miles south of the Site.

4.0 USER-PROVIDED INFORMATION

Farallon understands that the user of this report, Prologis, is seeking to follow the standards set forth in ASTM E1527-13 and -21 to complete an environmental assessment of the Site. The user has specific responsibilities for fulfilling ASTM E1527-13 and -21 requirements to help identify the possibility of recognized environmental conditions in connection with the Site. These responsibilities do not require the technical expertise of an Environmental Professional, and were not performed by the Environmental Professional who conducted the Phase I ESA at the Site.

To facilitate fulfillment of the ASTM E1527-13 and -21 requirements identified below, Farallon provided Prologis with a copy of the *Phase I ESA User Questionnaire* (User Questionnaire) to complete. The User Questionnaire is provided in Appendix C of this Phase I ESA Report.

4.1 TITLE AND LIEN RECORDS

Prologis indicated that it was not aware of environmental liens against the Site.

4.2 EXPERIENCE AND SPECIALIZED KNOWLEDGE

Prologis indicated that it has no experience or specialized knowledge regarding the Site.

4.3 COMMONLY KNOWN INFORMATION

Prologis indicated that it is not aware of commonly known information that would lead to identification of recognized environmental conditions in connection with the Site.

4.4 PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT USERS

Prologis will rely on this Phase I ESA Report.

4.5 PREVIOUS ENVIRONMENTAL STUDIES

Farallon was provided with the following environmental documents prepared for the Site:

- *Phase I Environmental Site Assessment Report, The Scoular Company, 5355 East Airport Drive, Ontario, California 91761* dated August 18, 2016, prepared by Partner Engineering and Science, Inc. (Partner 2016 Phase I Report); and
- *Phase II Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California 91761* dated August 16, 2016, prepared by Partner (Partner 2016 Phase II Report).

At the time of the Partner 2016 Phase I Report, the Site was developed as it is today and occupied by grain processing companies. Facility features and operations included the same buildings and grain processing equipment and procedures discussed in Section 2.3. Other features observed at the Site included bulk storage silos, a vehicle wash-down area with associated sheds in the northeastern portion of the Site, two subsurface grain conveyance systems in the northern portion

of the Site, and two maintenance areas within the office and warehouse building (Building A) and truck repair shop building (Building B). The maintenance area inside the truck repair shop (Building B) included a subsurface service pit for vehicle repairs; this pit was not observed during the Site visit due to the presence of stored equipment, but reported by the Site contact to be 4 feet wide by 25 to 30 feet long and between 4 and 5 feet deep. Domestic wastewater was reportedly disposed of by one or two septic systems. Information regarding the construction and locations of the septic systems was not provided from Site contacts. However, locations of the septic systems were speculated, based on previous reports, as being southeast of Building E and east of Building B. In 2016, a suspected septic system appears to have been located with ground-penetrating radar north of Building A, which could be in addition to or instead of previously reported septic system locations. Partner observed hazardous substances and petroleum products at the Site in hazardous material storage areas within Buildings A or B, which included antifreeze, motor oil, waste motor oil, grease, and waste grease. Three ASTs were located outside the northeastern corner of Building A, including one 85-gallon AST containing hydraulic oil, and two 250-gallon ASTs containing diesel fuel.

Previous investigations discussed in the Partner 2016 Phase I Report included four previous Phase I ESAs, three of which were prepared by Terracon Consultants, Inc. (Terracon), dated May 3, 2016, January 19, 2010, and May 5, 2009; and one of which was prepared by SECOR International Incorporated (SECOR), dated October 8, 2003 (SECOR 2003 Phase I Report). Only one of these reports was attached for Farallon's review: the 2016 Phase I Report by Terracon. Terracon did not identify recognized environmental conditions or controlled recognized environmental conditions in connection with the Site; however, a historical recognized environmental condition associated with total petroleum hydrocarbon (TPH) concentrations remaining in-place from a former UST was identified, based on a review of SECOR's 2003 Phase I Report. The SECOR 2003 Phase I Report was not included as an attachment in Terracon's report. The following information regarding SECOR's observations and findings was summarized in the Terracon 2016 Phase I Report. According to Terracon, SECOR did not identify recognized environmental conditions or historical recognized environmental conditions but noted several environmental concerns, including former USTs, the use of petroleum-impacted material as backfill following the removal of a UST, septic systems, and various wastewater and stormwater violations.

SECOR reported that four USTs were removed from the Site, including two 12,000-gallon USTs located north of the mill area, one 12,000-gallon UST located east of the former vegetable oil processing area, and one UST of unknown size located west of the former truck shop building (assumed as present-day Building B). This area was screened with ground-penetrating radar by Partner in 2016, and an assumed UST grave was identified beneath the overhang west of Building B.

Based on SECOR's review of records maintained by the San Bernardino County Fire Department (SBCFD), two 12,000-gallon USTs located north of the mill area were removed in 1989, and a letter issued by SBCFD on September 4, 1998 indicated "contamination remaining in the excavation is below that which is generally considered a problem and further investigation is not warranted." SECOR reported previous investigations were completed by Grisanti and Associates.

Soil samples were collected in the vicinity of a 12,000-gallon diesel UST located east of the "former vegetable oil processing" center, which was speculated by Partner to be located in the northern-central portion of the Site. Analytical results of soil samples indicated concentrations of TPH as diesel (TPH-d) up to 4,500 parts per million at a depth of 16 feet bgs. The 12,000-gallon diesel UST was removed in December 2002 and was granted regulatory closure from SBCFD on January 8, 2003.

During SECOR's site reconnaissance, a former fueling island was reportedly observed west of the truck repair shop (Building B). According to SECOR, no records were available regarding this former UST. However, an undated permit application for two 4,000-gallon diesel USTs was found on file with SBCFD. Additionally, a permit to operate five USTs, dated February 25, 1988, included a handwritten note indicating that the "number of tanks was amended from five to four per signed-off job card." In 2002, this area was investigated by Grisanti and Associates, who found concentrations of TPH-d at 11 parts per million at a depth of 15 feet bgs, and no detectable concentrations at a depth of 20 feet bgs. Farallon assumes that these tank graves were the anomalies identified by Partner under the Building B awning in 2016.

Based on a review of Santa Ana Regional Water Quality Control Board, SECOR found that stormwater discharge from the Site exceeded discharge permit limits in 2001 for pH, total suspended solids, oil and grease, total organic carbon, total Kjeldahl nitrogen, biological oxygen demand, copper, and/or zinc. A violation was issued by the Santa Ana Regional Water Quality Control Board in 2001 for the absence of a Storm Water Pollution Prevention Plan and a Storm Water Management Plan.

The Partner 2016 Phase I findings identified four recognized environmental conditions, two historical recognized environmental conditions, and four environmental issues. The four recognized environmental conditions relate to the statuses of a fourth or fifth UST located on the Site, based on conflicting database information and a lack of historical records available regarding the status and location of the USTs; surficial degradation and staining of asphalt around two 250-gallon diesel fuel ASTs; staining and historical use of petroleum products and hazardous materials in maintenance areas within Buildings A and B; and potential impacts associated with the vehicle wash-down area and drainage system, based on reported violations relating to wastewater runoff, poor housekeeping, and an anonymous complaint regarding the routine pouring of used oil into a drain in the vicinity of the vehicle wash-down area. The two historical recognized environmental conditions identified related to the following: the two former 12,000-gallon diesel USTs, which were removed in 1989 and received a No Further Action (NFA) determination issued by SBCFD; and one former 12,000-gallon diesel UST and associated dispenser, which were removed in 2002 and received an NFA determination issued by SBCFD. The four environmental issues identified relate to unknown locations of two on-Site septic systems; grain processing equipment and subsurface grain conveyance systems requiring lubrication oil; railroad spurs extending onto the Site that may have impacted the Site with pesticides, herbicides, and oils from rail line maintenance and/or construction; and potential asbestos-containing materials associated with the age of the buildings. Recommendations regarding these findings included a limited subsurface investigation to determine the presence or absence of soil and/or groundwater contamination due to the historical

use of the Site, and an operation and maintenance program to be implemented to safely manage the suspect asbestos-containing materials at the Site.

The Partner 2016 Phase II Report investigation completed at the Site included an assessment to identify former on-Site USTs or associated features, reported septic systems, and soil and soil gas sampling to assess for indications of a release from historical Site activities. A geophysical survey was completed to identify USTs remaining in-place, backfilled tankholds, septic tanks, and/or associated features, and to clear boring locations of utilities. One large anomaly, indicative of a backfilled excavation, was located under the western canopy of Building B, which generally corresponded to the location of the former USTs. There were no large metallic features identified, so Partner concluded that the USTs in this area had been removed. One large anomaly resembling a septic system was located north of Building A.

As part of the soil and soil gas investigation, 26 borings were advanced between depths of 1 and 25 feet bgs for the collection of soil and/or soil gas samples. Soil samples were analyzed for TPH carbon chain C6-C40 (TPH-cc) by U.S. Environmental Protection Agency (EPA) Method 8015C and volatile organic compounds (VOCs) by EPA Method 8260B; and soil gas samples were analyzed for VOCs by EPA Methods TO-15 and 8260B. No detectable concentrations of VOCs or TPH-cc were present in soil samples. Analytical results of soil gas samples indicated detections of VOCs including tetrachloroethene (PCE), trichloroethene, toluene, ethylbenzene, and xylenes. The concentrations of these detectable results were less than the residential and commercial/industrial calculated soil gas screening levels (SGSLs) at the time of the report. Partner concluded that there did not appear to be a discernable vapor intrusion condition to the Site, and the detections of VOCs in soil gas did not represent a threat to human health or the environment. Partner recommended no further investigation with respect to the on-Site grain handling facility at the time of the report.

Although the reported concentrations were less than regulatory criteria at the time of the report, the California Department of Toxic Substances Control *Human Health Risk Assessment Note Number 3* was updated in April 2020 to include the use of a more conservative attenuation factor of 0.03 in SGSL calculations. The 0.03 attenuation factor can be used to develop "low" level screening levels and can be used in conjunction with previously approved attenuation factors published in 2011 (known as "high" level screening levels). In comparison with the "low level" PCE SGSL, the PCE concentrations in soil vapor samples collected from five locations in 2016 exceeded the calculated soil gas commercial/industrial screening level of 67 micrograms per cubic meter ($\mu g/m^3$). Additionally, in comparison with the "low level" ethylbenzene SGSL, the ethylbenzene concentration in one soil vapor sample exceeded the calculated soil gas commercial/industrial screening level of 163 $\mu g/m^3$. These samples were located within and adjacent to Building B at a depth of 5 feet bgs.

No other reports were provided to Farallon for review.

5.0 SITE BACKGROUND AND HISTORY

Farallon reviewed the following historical sources as part of this Phase I/II ESA:

- Aerial photographs of the Ontario, California area dated 1938, 1948, 1953, 1959, 1966, 1975, 1985, 1990, 1994, 2002, 2005, 2009, 2012, and 2016 obtained from EDR;
- Cole Information Services, GTE, and Haines and Digital Business Directories of Ontario, California dated 1985, 1990, 1995, 1999, 2003, 2004, 2008, 2009, 2014, and 2017 obtained from EDR; and
- USGS topographic maps of Guasti, California dated 1897, 1900, 1903, 1941, 1944, 1953, 1954, 1966, 1973, 1976, 1981, 2012, 2015, and 2018 obtained from EDR.

A search for fire insurance maps resulted in notification that there was no coverage for the Site.

Farallon is not responsible for the accuracy or completeness of the historical sources reviewed. The historical sources documented were reasonably ascertainable and practically reviewable during this Phase I ESA. Historical sources are provided in Appendix D.

5.1 SITE

Topographic maps between 1897 and 1903 did not include significant detail regarding the Site. The Site was used as agricultural or grazing land from at least the late 1930s to the early 1970s. By 1973, the Eastern Parcel was developed with small grain storage silos and other features associated with milling operations in the grain mill area. In the 1975 aerial photograph, grain appeared to be stockpiled in the southwestern portion of the Site in Buildings A through C. Based on 1953, 1966, and 1981 topographic maps, Airport Drive was previously known as "Slover Avenue." By 1985, the grain storage structures, Buildings D and E, were developed. By 2002, the Site appeared in its existing configuration. The 2002 aerial photograph shows grain processing operations had expanded at the Site to the Western Parcel, which included the development of three large grain storage silos. The Site has been occupied by Verhoeven from 1973 to the present; Chino Grain and Milling, Inc. in 1985; Coast Grain Company between 1990 and 2003; Scoular between 2004 and the present; and JD Heistell and Company in 2009.

Additional information regarding the Site history is provided in Section 6.1, On-Site Listings, and Section 7.0, Interviews.

5.2 ADJACENT PROPERTIES

The Site is bound by industrial properties to the north beyond the railroad tracks, industrial properties to the east and west, and industrial properties to the south across East Airport Drive.

Adjacent properties consisted primarily of undeveloped and/or agricultural land. Railroad tracks were present on the north-adjacent property from at least the early 1900s through the 1960s, when the east-adjacent property was developed with the existing industrial facility. By the early 1990s,

the south-adjacent property was developed with an industrial building. By the early 2000s, the west- and north-adjacent properties were developed with industrial buildings and have remained relatively unchanged through the present.

Additional information regarding adjacent properties is provided in Section 6.2, Adjacent and Other Facility Listings.

6.0 REGULATORY REVIEW

EDR conducted a review of environmental regulatory agency database listings to identify reported environmental issues related to the Site and facilities in the Site vicinity. Farallon used the greater of each approximate minimum search distance from the Site for each of the referenced federal and state environmental databases, as specified in ASTM E1527-13 and -21.

Farallon reviewed the results from the EDR Report prepared for the Site to note reported facilities in the vicinity of the Site that were considered to have a potential to adversely impact the Site (i.e., are known to have resulted in or are expected to result in a recognized environmental condition). Reported facilities identified in the EDR Report were evaluated with respect to the nature and extent of a given release, the distance of the reported facility from the Site, the stratigraphy of soil, the expected soil permeability, and the location of a reported facility with respect to known or expected local and/or regional groundwater flow direction.

The descriptions of the databases searched, the complete database names for the abbreviations used in this Phase I/II ESA Report, and the associated search distances from the Site are provided in the EDR Report presented in Appendix E.

6.1 ON-SITE LISTINGS

JD Heiskell Holdings LLC, former occupant of the Site, was identified on HAZNET, HWTS, CA FID UST, EMI, CIWQS, CERS, and WDS databases. The listings relate to hazardous material management, air quality permits, records of USTs, and industrial stormwater permits associated with livestock feed manufacturing operations. Hazardous wastes listed as being disposed of between 2003 and 2010 consisted of waste oil and mixed oil, aqueous solution with total organic residues less than 10 percent, other organic solvents, and asbestos-containing waste. No violations were identified in the listings. The listings for the USTs did not provide new information regarding contents, locations, and removal dates of the first-generation USTs.

George Verhoeven Grain Inc., located on the Site, was identified on FINDS, ECHO, RCRA NonGen/NLR, EMI, and CIWQS databases. George Verhoeven Grain Inc. was identified in the CERS, AST, CERS HAZ WASTE, CERS TANKS, NPDES, and San Bern. Co. Permit databases (listed in the EDR Report under "Coast Grain Inc.)." The listings relate to hazardous material management, air quality permits, ASTs, and industrial stormwater permits associated with grain processing operations. The CERS TANKS listings indicated records of aboveground petroleum storage. No other information regarding ASTs was provided in the EDR database listings. The CERS listing indicated some administrative violations during inspections; however, there were no violations indicating a spill or a release occurred at the Site.

The Scoular Company, located on the Site, was identified as "John Powell," a manager of Scoular, based on information obtained online, in the HAZNET and HWTS databases. The listings related to hazardous material management between 2006 and 2010. Hazardous wastes in the listing included other organic solids, waste oil and mixed oil, unspecified aqueous solution, and unspecified organic liquid mixture. No violations were identified in the listings.

Coast Grain Inc./Coast Grain Company, former occupant of the Site, was identified on UST, CERS HAZ WASTE, SWEEPS UST, WDS, EMI, HAZNET, and HWTS databases. The listings related to records of USTs, industrial stormwater permits, air quality permits, and hazardous waste management associated with grain processing operations. The SWEEPS UST listing indicated the Site had five registered USTs. No specific information regarding the ASTs or USTs, including tank capacity, contents, or status, was provided in the listings. See Sections 4.5 and 7.3 for further discussion regarding USTs at the Site. Hazardous wastes in the listing between 2002 and 2003 included tank bottom waste with halogenated organics.

G&R Transportation, a freight shipping and trucking company, according to online resources, was listed as being associated with the Site address and identified in the HAULERS database. No pertinent information or violations were identified in the listing. No current or historical information regarding tenants at the Site has indicated G&R Transportation occupied the Site, and this listing may be incorrectly associated with the Site.

Farallon searched the GeoTracker database and the California Department of Toxic Substances Control online EnviroStor database (EnviroStor database) for records related to the Site, but found no listings. Additional information regarding the Site is provided in Section 7.5, Interview with Regional Water Quality Control Board.

6.2 ADJACENT AND OTHER FACILITY LISTINGS

Reported facilities within 0.25 mile up-gradient, 0.125 mile cross-gradient, or adjacent down-gradient of the Site with respect to the assumed groundwater flow direction are considered to have a potential to have impacted the Site. Facilities that were listed in the EDR Report but not identified as a reported facility (e.g., a facility listed as a hazardous waste generator but not as having had a release), and facilities that were listed as "Closed" were not considered to have a potential to have impacted the Site.

Praxair, Inc./Union Carbide Corp./Linde Inc./Kenan Advantage Group/Old Dominion Freight Line, at 5735 and 5705 East Airport Drive, east-adjacent to and cross-gradient of the Site with respect to assumed groundwater flow direction, were identified in the San Bern. Co. Permit**,** HIST UST, EMI, RCRA NonGen/NLR, UST, RCRA-SQG, LUST, CERS HAZ WASTE, CERS TANKS, TRIS, Cortese, NPDES, CIWQS, CERS, HWTS, AST, SWEEPS UST, CA FID UST, HIST CORTESE, NPDES, WDS, and/or CPS-SLIC databases. The listings relate to records of ASTs, USTs, industrial stormwater permits and discharge, air quality permits, hazardous materials management, and a leaking UST case that was granted case closure status in 1988. The LUST listing under Union Carbide Corp indicated solvents from a leaking UST had impacted soil. The listing indicated a case closure status as of September 7, 1988. HIST UST listings associated with

Union Carbide Corporation indicate the facility has or had between two and 18 registered USTs on the property. One HIST UST listing indicated two 1,000-gallon USTs used for waste were installed in 1975. The other HIST UST listing indicated 18 USTs or subsurface features were registered at the property, including four 10,000-gallon USTs and one 12,000-gallon UST used for diesel fuel; eight unlined concrete or carbon steel sumps used for sulfuric acid, chlorpyrifos (chromate), silica, sodium hydroxide, sodium bichromate, and/or waste oil; one 1,000-gallon UST used for waste oil; one 8,000-gallon UST used for unleaded fuel; one 6,000-gallon UST used for motor oil; and two 500-gallon USTs used for waste oil. No information regarding the status of the USTs or subsurface features was provided in the listings. Hazardous wastes in listings included ignitable waste, corrosive waste, reactive waste, chromium, lead, and spent nonhalogenated solvents. No other listing except for the one associated with the leaking UST case indicated a release had occurred at the property. A number of administrative violations associated with inspections were indicated in the San Bern. Co. Permit database listings. No information was provided in the violation listings that indicated a release had occurred at the property. Based on the status, depth to groundwater, and location of the property at a cross-gradient direction from the Site, no evidence was found to indicate that this property represents a recognized environmental condition in connection with the Site.

K-Mart Distribution Center/Ontario Distribution Center/Costco Wholesale/Costco Logistics, at 5600 East Airport Drive, located beyond Airport Drive, south-adjacent to and down-gradient of the Site with respect to assumed groundwater flow direction, was identified in the LUST, SWEEPS UST, HIST UST, Cortese, HIST CORTESE, CERS, CA FID UST, EMI, NPDES, WDS, CIWQS, RCRA NonGen/NLR, AST, HAZNET, San Bern. Co. Permit, HWTS, RCRA-SQG, and RCRA-LQG databases. The listings relate to records of USTs, ASTs, industrial stormwater permits, hazardous materials management, and a leaking UST case. According to the SWEEPS UST and HIST UST listings, three USTs were installed on the property, including two 15,000-gallon diesel USTs and one 2,000-gallon unleaded fuel UST. Information obtained from the GeoTracker database indicated a leaking UST containing diesel fuel impacted soil at the property in 1992. The case was granted case closure status in 1993. Based on the status, depth to groundwater, and location of the property at a down-gradient direction from the Site, this property does not represent a recognized environmental condition in connection with the Site.

6.3 UNMAPPABLE LISTINGS

EDR identified six facilities as “unplottable” that EDR was unable to map due to inaccurate or inadequate address information. Farallon did not identify any of the unplottable facilities in the immediate vicinity of the Site. Therefore, the unplottable facilities located do not represent a recognized environmental condition in connection with the Site.

7.0 INTERVIEWS

Farallon conducted interviews with individuals familiar with the Site and contacted relevant local governmental agencies to obtain additional Site information. The responses from the parties contacted are provided below.

7.1 INTERVIEW WITH SITE REPRESENTATIVE

During the site reconnaissance, Farallon interviewed Randy Verhoeven of Verhoeven, and Steve Schennum of Scoular on January 13, 2022. The following information was obtained from this interview:

- No known USTs are present at the Site;
- Hazardous materials on the Site generally consist of diesel fuel, hydraulic fluid, gear oil, transmission oil, waste oil, and cleaning solvent;
- Utilities and natural gas are provided by the local municipality and gas company; and
- The maintenance area inside the truck repair shop (Building B) included a subsurface service pit for vehicle repairs; this pit was not observed during the Site visit due to the presence of stored equipment, but reported by the Site contact to be 4 feet wide by 25 to 30 feet long and between 4 and 5 feet deep.

Randy Verhoeven and Steve Schennum stated that they had not been made aware of any pending, threatened, or past:

- Litigation relevant to hazardous substances or petroleum products in, on, or from the Site;
- Administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the Site; or
- Notices from a governmental entity regarding violations of environmental laws or liability relating to hazardous substances or petroleum products.

7.2 INTERVIEW WITH CITY

Farallon submitted a written information request to the City of Ontario on December 23, 2021 to inquire whether records of inspections, notices of violations and/or reported hazardous spills, building files, permits, wastewater discharge permits, and/or USTs for the Site were on file. On January 26, 2022, the City of Ontario provided Farallon with over 150 pages of files for the Site address related to building permits, City fire department inspections (for signage/fire safety violations), stormwater, and tenant improvement information. No information related to processing or storage locations, septic systems, or hazardous material use for the Site was found in the file.

7.3 INTERVIEW WITH THE COUNTY

Farallon submitted a written information request for records from SBCFD on December 16, 2021. SBCFD is the Certified Unified Program Agency for San Bernardino County, and maintains most records pertaining to hazardous substance use, storage, and waste generation; USTs and ASTs; hazardous substance inspections, and unauthorized releases. SBCFD allowed Farallon to copy files for Cast Grain Milling, Verhoeven, and Scoular at the Site addresses. In general, files were related to generator/handler information, USTs, and permit information. Pertinent files are summarized below.

Cast Grain Milling

In the letter regarding Removal of Two Underground Storage Tanks at 5355 Airport, Ontario dated September 4, 1998, from SBCFD, it was noted that a July 25, 1989 Babcock & Sons, Inc. report was reviewed by SBCFD and that contamination remaining after excavation is "below that which is generally considered a problem and further investigation is not warranted." No further information was in the file regarding the USTs and locations; however, Farallon has determined that SBCFD is likely referring to the two 12,000-gallon fueling USTs noted in previous reports as formerly located north of the grain mill.

A 2001 SBCFD inspection indicated similar quantities of automotive fluids and oils generated as wastes at the Site. It was also noted that a "parts washer" was present in the "Vehicle Maintenance Division," but the solvent used was not noted. It was also noted that molasses silos were in use at the Site, and a molasses storage tank was noted in the vicinity of the truck-washing area (containing molasses truck rinse water used as pig feed). A hazardous waste inventory dated 2001 noted perchloroethylene and trichloroethylene related to the parts washer, but volumes and locations were not noted.

In 2002, Tank Specialists of California removed a 12,000-gallon diesel steel UST and fuel dispenser mapped southeast of Building C. According to the letter regarding Soil Sampling Following the Removal of an Underground Storage Tank – Coast Grain Co., 5355 E. Airport Drive, Ontario, California dated December 18, 2002, from Advanced GeoEnvironmental, Inc., three confirmatory soil samples were collected beneath the bottom of the UST after removal, and soil samples were collected from stockpiles. The soil samples were analyzed for TPH-d; benzene, toluene, ethylbenzene, and xylenes; and methyl tertiary-butyl ether. Minor petroleum impacts were noted in stockpiled soil (800 milligrams per kilogram of TPH-d), which was reportedly used as backfill for the excavation. No constituents of concern were detected in the confirmatory soil samples collected from beneath the UST. Advanced GeoEnvironmental, Inc. recommended that SBCFD Hazardous Materials Division issue closure of the UST, and the letter regarding Removal of One Underground Storage Tank at Coast Grain Inc., Located at 5355 E. Airport Drive, Ontario, California dated January 8, 2002, from SBCFD was issued indicating that further investigation was not warranted. Farallon considers this UST a historical recognized environmental condition for the Site.

George Verhoeven Grain Inc.

Generator files dated 2016 through 2019 were maintained with SBCFD that noted the use and generation of automotive fluids and wastes on the Site. Violations were noted as requiring the completion of a Spill Prevention, Control, and Countermeasure plan and a business plan. Hazardous waste inventories noted oils and welding gases; no solvents were noted.

The Scoular Company

Generator files dated 2010 were maintained with SBCFD that noted the use and generation of automotive fluids and wastes on the Site. No violations were noted. Operations were noted as discontinued in 2011 (although Farallon noted Scoular active at the Site during the 2022 site reconnaissance).

7.4 INTERVIEW WITH SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Farallon accessed online records available from South Coast Air Quality Management District on January 26, 2022. South Coast Air Quality Management District maintains records for five facilities associated with the Site address: Chino Grain & Milling Inc. (ID 3037); Coast Grain Company (ID 52930); Unicorn, LLC (ID 131542); George Verhoeven Grain Inc. (ID 163123); and The Scoular Company (ID 17251). A summary of the files is provided below.

Chino Grain & Milling Inc. (ID 3037)

The online file indicates that the Chino Grain & Milling Inc. facility is out of business, and contained equipment for storage and dispensing of gasoline and milling operations including amine regeneration, livestock feed rolling, cyclone, bulk loading of trucks, and livestock feed pelletizing. No violations were noted, and no documents could be found related to the storage or dispensing of gasoline in the online files.

Coast Grain Company (ID 52930)

The online file indicates that the Chino Grain Company facility was sold, and contained equipment for livestock feed rolling, cyclone, bulk loading of trucks, livestock feed pelletizing, storage tank livestock feed, service station storage and dispensing of gasoline, afterburner, boiler, baghouse, and emission reduction. No violations were noted, and no documents could be found related to the storage or dispensing of gasoline in the online files.

Unicorn, LLC (ID 131542)

The online file indicates that the Unicorn LLC facility was sold, and contained equipment for railroad car unloading grains. No violations were noted.

George Verhoeven Grain Inc. (ID 163123)

The online file indicates that the Verhoeven facility was active, and contained equipment for livestock feed rolling, cyclone, bulk loading of trucks, and a boiler. One violation was noted on September 4, 2012 that was in compliance by September 19, 2012; the nature of the violation was not captured in the record.

The Scoular Company (ID 17251)

The online file indicates that the Scoular facility was active, and contained equipment for rail car unloading. No violations were noted.

7.5 INTERVIEW WITH REGIONAL WATER QUALITY CONTROL BOARD

Farallon received files available from the Santa Ana Regional Water Quality Control Board (Water Board) on December 27, 2021. Water Board records included information regarding a former brine disposal pond associated with the boilers at the grain mill area. A summary of files is provided below.

A brine disposal pond owned by the Union Pacific Railroad Company and used by the Coast Grain Company for boiler blow-down water was installed in 1969 and removed in 1998 to allow for the addition of a rail line north of the grain mill area. According to the letter regarding Approval of Closure Report for the Brine Disposal Pond, Coast Grain Company, Ontario, California dated September 24, 1999, from the Water Board, the closure of the pond included the removal of approximately 7,500 cubic yards of salt-contaminated soil and placement of a 40-mil high-density polyethylene liner. Miscellaneous analytical data available in the Water Board file indicated that soil was analyzed for pH, with no elevated readings noted. Based on mapping provided in the Water Board file, the pond was located south of the Southern Pacific Railroad Main Line between two sets of rail spurs; it appears to be just north of the current property line. However, a survey would be required to understand the northern property line in relation to the former brine disposal pond. Based on the location and nature of use (boiler blow-down), and the location of the former brine pond in the vicinity of the northern property line, this is considered a data gap for this report. In the event that the former brine pond is located off-Site, it would be considered a de minimis condition for the Site.

8.0 SITE RECONNAISSANCE

Farallon conducted a site reconnaissance on January 13, 2022 to observe the Site for physical evidence of recognized environmental conditions. The methodology used for the site reconnaissance and the observations made during the reconnaissance are discussed below. A description of the Site is provided in Section 2.2, Site Description. Photographs taken during the site reconnaissance are presented in Appendix B.

8.1 SITE RECONNAISSANCE METHODOLOGY

Farallon completed a walk around the entire perimeter of the Site and viewed interior operations.

There were no deviations from ASTM E1527-13 or -21 during the Phase I ESA, with the exception of additional environmental services requested by Prologis.

Limiting conditions encountered during this Phase I ESA were the presence of active and decommissioned equipment and vehicles on exterior portions of the Site that prevented Farallon from observing the entire ground surface of the Site, and the presence of equipment in the Site buildings that prevented Farallon from observing entire interior floor surfaces. Based on information obtained from the Site representative, historical records, previous reports, and data obtained during the subsurface investigation conducted in March 2022, these limiting conditions are not expected to alter the conclusions of this report.

8.2 SITE RECONNAISSANCE OBSERVATIONS

Weather conditions at the time of the reconnaissance were overcast, with a temperature of approximately 70 degrees Fahrenheit. No weather-related Site-access restrictions were encountered during the reconnaissance. Operations at the Site at the time of the reconnaissance were observed to be consistent with operations as described in Section 2.3, Site Operations.

8.2.1 Interior Observations

Farallon's observations of the interior of the Site buildings during the site reconnaissance are documented in the table below. Comments pertaining to notable interior observations follow in Section 8.2.2. Photographs taken during the site reconnaissance are provided in Appendix B.

INTERIOR OBSERVATIONS	YES	NO
Odor		X
Heating/Cooling System	X	
Drain(s) and/or Sump(s)		X
Staining and/or Corrosion		X
Storage Tank(s), Vent Pipe(s), Fuel Port(s), and/or Fill Pipe(s)		X

INTERIOR OBSERVATIONS	YES	NO
Clarifier(s)		X
Discharge Area		X
Drum(s) and/or Other Container(s)		X
Pool(s) of Liquid		X
Automobile Lift(s)		X
Monitoring Well(s)		X
Hazardous Material(s) and/or Petroleum Product(s)	X	
Hazardous Waste	X	
Other	X	

8.2.2 Interior Observation Comments

Heating/Cooling System

The Site buildings are primarily unconditioned. Electrical window air-conditioning units were observed in select office/administrative areas.

A natural-gas-powered boiler unit is present within the grain mill, and provides steam for the steam jackets. The grain mill is also equipped with a fan-cooled cooling area. No other heating systems were observed in the buildings.

Hazardous Material(s) and/or Petroleum Product(s)

Hazardous substances stored within the Building A warehouse on the Eastern Parcel included small quantities of oils and automotive fluids. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release.

Hazardous substances stored within Building B on the Eastern Parcel included two 55-gallon used oil drums; two 25-gallon grease carts; and a parts washer attached to a 55-gallon drum of Shellsol D43, a petroleum hydrocarbon-based mineral spirit. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release.

Hazardous substances within a fire cabinet in the Western Parcel office trailer included two 5-gallon gasoline canisters. Additional materials stored outside of the fire cabinet included ten 5-gallon pails containing truck lubricants, gear oil, and hydraulic oil; one 25-gallon grease cart; and one 5-gallon pail containing grease. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release.

Hazardous Waste

Hazardous wastes stored within the Building A warehouse on the Eastern Parcel included four 55-gallon drums of waste oil, five 25-gallon drums of waste oil, and approximately 20 five-gallon waste oil pails. The materials were observed to be stored on pallets, with no staining or other evidence of a significant release.

Other

The maintenance area inside the truck repair shop (Building B) included a subsurface service pit for vehicle repairs; this pit was not observed during the Site visit due to the presence of stored equipment, but reported by the Site contact to be 4 feet wide by 25 to 30 feet long and between 4 and 5 feet deep.

8.2.3 Exterior Observations

Farallon's observations of the exterior of the Site during the site reconnaissance are documented in the table below. Comments pertaining to notable exterior observations follow in Section 8.2.4. Photographs taken during the site reconnaissance are provided in Appendix B.

EXTERIOR OBSERVATIONS	YES	NO
Odor		X
Staining and/or Corrosion	X	
Storage Tank(s), Vent Pipe(s), and/or Fuel Port(s)	X	
Drum(s) and/or Other Container(s)		X
Pool(s) of Liquid		X
Hazardous Material(s) and/or Petroleum Product(s)		X
Hazardous Waste		X
Pit(s), Pond(s), and/or Lagoon(s)		X
Stressed Vegetation		X
Solid (Nonhazardous) Waste—Evidence of Dumping		X
Wastewater		X
Domestic Water	X	
Water Well(s)		X
Septic/Sewer System	X	
Stormwater	X	
Transformer(s)	X	

EXTERIOR OBSERVATIONS	YES	NO
Significant Amount of Fill Material		X
Other	X	

8.2.4 Exterior Observation Comments

Staining and/or Corrosion

Farallon observed incidental petroleum staining on several areas of the Site, generally near petroleum product storage areas. No drains, sumps, clarifiers, or other potential subsurface conduits were observed in these areas. The staining is considered de minimis and does not constitute a recognized environmental condition.

Storage Tank(s), Vent Pipe(s), and/or Fuel Port(s)

Four ASTs were present on the Site:

- Two 250-gallon, reportedly double-walled diesel ASTs within secondary containment. These ASTs are located on the northeastern exterior border of Building A and are used for fueling tractors and forklift equipment. One of the ASTs is used by Verhoeven, and the other by Scoular.
- One 220-gallon, reportedly double-walled hydraulic oil AST located on the northeastern exterior border of Building A. This AST is used to provide new hydraulic oil for equipment operation and maintenance.
- One 499-gallon, single-walled propane AST located east of Building C.

The ASTs were observed to be in good condition with de minimis staining to nearby concrete pads, and no evidence of a significant release.

Domestic Water

Domestic water is supplied to the Site buildings by the City of Ontario.

Septic/Sewer System

Sanitary sewage generated at the Site discharges to three or four on-Site septic systems, two or three of which are located on the Eastern Parcel and one of which is located on the Western Parcel. The estimated locations of the septic tanks and leach fields on the Eastern Parcel are identified on Figure 2. Property personnel on the Western Parcel were unaware of the location of the septic systems.

Because on-Site septic systems appear to be used for domestic sewer, with limited hazardous material use in the proximity that could be introduced to the septic systems as a release pathway, the presence of the septic systems at Building E, Building A, and on the Western Parcel is considered a de minimis condition for the Site. Because the septic system east of Building B is

connected to a building that has been subject to the use and release of chlorinated solvents, this septic system is considered a recognized environmental condition in connection with the Site.

Stormwater

Stormwater is removed from the Site via direct permeation through gravel-paved surfaces, and via concrete swale and paved surfaces to Airport Boulevard.

Transformer(s)

Three pad-mounted transformers were observed on the Site on the Western Parcel. No staining or leakage was observed in the vicinity of the transformers. Based on the good condition of the equipment, the transformers are not expected to represent a significant environmental concern.

An underground grain conveyance system is located within the grain mill area. Details of the underground system, including how grain is moved or whether hydraulic systems are present, was not provided to Farallon.

The presence of transformers, with no evidence or report of leaking, and underground grain conveyance systems are considered de minimis conditions for the Site. In the event that the conveyance systems are hydraulic and determined to have leaked, this conclusion should be reevaluated.

Other

The Eastern Parcel is equipped with a vehicle wash-down area with sump north of Building B, which is asphalt-paved and bermed, and was previously used for truck washing. Property personnel report that truck exteriors were washed in this area on an infrequent basis, and no undercarriage/chassis or engine washing was conducted on the Site. The wash area is equipped with a lined sump connected to an approximately 10,000-gallon AST via underground piping. The AST was empty at the time of the Site visit. Personnel report that the water tank has not been used in at least 11 years. Given the nature of use and that wash water was routed to an AST with no discharge, the vehicle wash-down area is considered a de minimis condition for the Site.

Rail spurs are present along the northern property boundary. Based on available mapping, it cannot be confirmed whether the rail spurs are located on the Site or to the north, which is a data gap for this report. Because of the nature of the conveyance of the rail spurs (for moving grain), the presence of rail spurs within or along the northern property boundary is considered a de minimis condition for the Site. If the spurs are determined to be on the Site, this conclusion should be reevaluated, as creosote and oils in rail spurs can lead to surficial releases to soil.

9.0 ADDITIONAL ENVIRONMENTAL SERVICES

At the request of Prologis, Farallon conducted environmental services in addition to those specified in ASTM E1527-13 and -21. These services are considered non-scope items, and are not required to satisfy ASTM E1527-13 and -21.

9.1 WETLANDS

Wetlands are defined jointly by EPA and the U.S. Army Corps of Engineers as "those areas that are inundated or saturated by surface or groundwater for a duration and frequency sufficient to support and under normal circumstances do support a prevalence of vegetation adapted for life in saturated soil conditions." According to the EDR Report, wetlands are not present on the Site.

9.2 ASBESTOS

In June 1978, EPA initiated a ban on the use of asbestos-containing material in spray application products such as structural fireproofing and acoustic ceilings, pipe lagging, joint compounds, and spackles. Based on the construction date of the Site buildings of approximately 1973, asbestos-containing materials may be present at the Site.

9.3 LEAD-BASED PAINT

In 1978, EPA initiated a ban on the manufacture and use of lead-based paints. Based on the construction date of the Site buildings of approximately 1973, lead-based paint may be present at the Site.

9.4 WATER SUPPLY/LEAD IN DRINKING WATER

Based on the Site buildings' construction date of approximately 1973, it is possible that lead solder was used during construction of plumbing fixtures.

9.5 RADON

Radon is a colorless, tasteless, radioactive gas with an EPA-specified action level of 4.0 picocuries per liter of air. Radon gas has a short half-life of 3.8 days. The health risk potential of radon is associated with its rate of accumulation within confined areas, particularly those near or in the ground such as basements, where vapors can readily transfer from the ground to indoor air through foundation cracks or other pathways.

According to the EDR Report, the Site is in EPA Radon Zone 2, with predicted average indoor screening levels of between 2.0 and 4.0 picocuries per liter. The EPA zone designation reflects the average short-term radon measurement that can be expected to be measured in a building without implementation of radon-control methods. Based on the EPA designation, radon is unlikely to pose an environmental concern to Site occupants.

9.6 WATER INTRUSION

Farallon inspected visually accessible building materials for evidence of water damage during the site reconnaissance. No visible evidence of water-damaged building materials was observed. Farallon did not detect high-humidity areas in the buildings that would suggest moisture concerns.

10.0 PHASE II ESA

In March 2022, Farallon conducted soil and soil vapor sampling at the Site to assess former UST areas and septic systems, and the new building footprint for the potential for vapor intrusion issues. The scope of work for the Phase II ESA portion of this assessment included the advancement of 12 borings and installation of 10 temporary soil vapor probe locations with single- or multi-depth nested vapor points for the collection of soil and soil vapor samples.

The general scope of work was proposed and authorized in the letter regarding Proposal for Subsurface Investigation, 5355 East Airport Drive, Ontario, California dated February 14, 2022, from Kathy Lehnus and Scott Allin of Farallon to Julia Smith of Prologis.

Sample locations are provided on Figures 2 and 3, with limited analytical data presented on Figure 3. Sampling rationale and analytical data from the sampling are included in Tables 1 through 5.

10.1 PERMITTING

No permitting was required for this work.

10.2 HEALTH AND SAFETY

Prior to conducting field investigation activities, a health and safety plan compliant with the requirements of the Occupational Safety and Health Act of 1970 and 8 CCR 3203 was prepared. Additionally, in accordance with Farallon health and safety policy, personal protection equipment precautions related to COVID-19 were implemented for field personnel during field activities.

Prior to commencement of drilling activities, Farallon marked the proposed boring locations at the Site and contacted Dig Alert for public utility notice. Farallon also engaged a private utility location service to screen the proposed boring locations for utilities that may be encountered during advancement with hand tools and direct-push drilling.

10.3 GEOPHYSICAL SURVEY

Farallon oversaw the completion of a geophysical survey at several areas at the Site to attempt to locate former UST areas and reported septic tank areas. No underground structures were found in the survey areas, with the exception of two connected septic tanks northeast of Building B: one north of the building and one east of the building. A vapor point was advanced at the northern septic tank (SVP-10). The septic system east of the building was not accessible (in fenced area). It could not be determined whether the two septic tanks were connected.

10.4 BORING LOCATIONS AND SAMPLING RATIONALE

Borings SB-1 and SVP-1 were advanced in the vicinity of the two former 12,000-gallon petroleum USTs on the northern portion of the Site to confirm conditions at the former USTs and assess soil vapor beneath the proposed building footprint. Borings SVP-2, SVP-3, and SVP-4 were advanced

on the central portion of the Site to assess soil vapor beneath the proposed building footprint. Borings SB-2 and SVP-5 were advanced in the vicinity of the former 12,000-gallon petroleum USTs on the central-eastern portion of the Site to confirm conditions at the former UST and assess soil vapor beneath the proposed building footprint. Boring SVP-6 was advanced at the vehicle wash-down area with sump to assess this area and the soil vapor beneath the proposed building footprint. Borings SVP-7, SVP-8, and SVP-9 were advanced west of Building B, and sub-slab points SS-1 and SS-2 were advanced beneath Building B to assess former PCE impacts encountered in soil vapor in these areas. Boring SVP-10 was advanced to the northwest of Building B to assess the likely location of the septic system associated with the building. Boring locations and rationale are presented in Table 1.

10.5 BORING ADVANCEMENT AND SOIL SAMPLING

For health and safety reasons, the borings were advanced using a hand auger to a depth of 5 feet bgs and subsequently completed to target (or attainable) depths with a direct-push drill rig. Concrete and asphalt coverings were cored prior to advancing the borings. Soil encountered during the investigation was described as silty fine to medium sand to a total explored depth of 10 feet bgs, with an apparent coarse sand and gravel layer at 10 feet bgs (and as shallow as 5 feet bgs on the eastern portion of the Site at boring SB-2). Groundwater was not encountered during drilling.

The soils were visually inspected and screened by a Farallon Scientist using a photoionization detector and were described and logged using the United Soil Classification System (Modified). No elevated photoionization detector readings or visual or olfactory evidence of a release were documented during the sampling activities.

Select soil samples were submitted under standard chain-of-custody protocols to Jones Environmental, Inc. of Santa Fe Springs, California for analysis of VOCs by EPA Method 8260 and TPH as gasoline (TPH-g) by EPA Method 8015M using EPA Method 5035 for preservation. In addition, select soil samples were analyzed for the presence of TPH as diesel (TPH-d) and TPH as oil (TPH-o) by EPA Method 8015M, and for California Administration Manual metals by EPA Method 6010B. The full soil sampling schedule is provided in Table 1.

10.6 SOIL VAPOR PROBE CONSTRUCTION AND SAMPLING

A total of 14 soil temporary soil vapor probes were installed in 10 soil vapor borings at locations SVP-1 through SVP-10. In general, soil vapor probes were installed at a depth of 4 feet bgs throughout the proposed building footprint, with some deeper probes installed at depths of 8 and 10 feet bgs to assess targeted deeper potential source areas. Soil vapor probe final installation depths are provided in Table 1.

On March 11, 2022, soil gas probe installation was performed in accordance with the *Advisory: Active Soil Gas Investigations* dated July 2015, prepared by the California Environmental Protection Agency (Soil Gas Advisory). The probes consisted of an Airstone microporous vapor implant (or equivalent) connected to 0.25-inch-outside-diameter Nylaflow tubing, finished at the surface with temporary plugs. The annulus around the vapor implant was backfilled with

approximately 0.5 foot of screen-washed No. 3 sand, followed by 6 inches of hydrated granular bentonite to create a seal from the top of the sand to near surface.

The soil gas probes were allowed to equilibrate for 1 week prior to sample collection. Farallon contracted with Jones Environmental Inc. of Santa Fe Springs, California to perform soil gas sampling and analyze samples with its on-Site mobile laboratory. Prior to sample collection, a shut-in test was conducted in accordance with Section 4.2.1 of the Soil Gas Advisory; purging was conducted in accordance with Section 4.2.3 of the Soil Gas Advisory.

The soil vapor samples were collected into glass syringes at a rate of no more than 200 milliliters per minute. A mixture of n-pentane, n-hexane, and n-heptane was used as tracer compounds, which was applied to rags and set at each sample fitting during sample collection; the tracer compounds were not detected in the sub-slab soil vapor samples.

10.7 SUMMARY OF SOIL SAMPLING RESULTS

Soil analytical results are summarized below with a comparison with the Los Angeles Regional Water Quality Control Board Maximum Soil Screening Levels for properties with groundwater at a depth greater than 150 feet bgs (for TPH in soil), and with the California Department of Toxic Substances Control (DTSC) CA-Modified Regional Screening Levels (RSLs) and EPA RSLs (in the event that DTSC CA-Modified RSLs are not available) for industrial soil (for metals in soil). Soil sampling results are summarized as follows:

- No TPH or VOCs were detected exceeding laboratory detection limits in the soil samples collected from the Site.
- Low concentrations of naturally occurring metals including barium, cadmium, cobalt, chromium, copper, nickel, lead, vanadium, and zinc were detected in two soil samples submitted for analysis (location SVP-6 from depths of 4 and 8 feet bgs). These concentrations were considerably less than screening levels.

Soil analytical results are tabulated in Tables 2 through 4. Soil analytical reports are attached in Appendix G.

10.8 SUMMARY OF SOIL VAPOR SAMPLING RESULTS

Soil vapor analytical results from the Phase II ESA are summarized below. These results were compared with DTSC calculated SGSLs using CA-Modified RSLs or EPA RSLs for indoor air with an attenuation factor of 0.03 or 0.001 for commercial/industrial settings, with an attenuation factor of 0.05 used for sub-slab soil vapor samples.

- PCE was detected in several of the soil vapor samples collected from the Site, as indicated below:
    - PCE was detected in sub-slab soil vapor at concentrations of 220 and 170 µg/m^3, exceeding calculated screening levels.

- PCE was detected at concentrations ranging between 24 and 247 µg/m^3 in soil gas samples collected from the soil vapor borings west and northwest of Building B (SVP-5, SVP-7, SVP-8, and SVP-9). The concentrations of PCE in soil vapor samples exceeded the calculated screening level using the 0.03 attenuation factor (but were less than the less conservative attenuation factor) in three of the four samples at the targeted 4-foot investigation zone.
- PCE was detected in shallow soil vapor in central and eastern portions of the planned building slab area at concentrations less than calculated screening levels.
- The soil vapor sample collected from a depth of 10 feet bgs at SVP-1 at the two former 12,000-gallon diesel USTs at the grain mill area contained PCE at a concentration of 157 µg/m^3, exceeding the calculated screening level using the 0.03 attenuation factor (but less than the less conservative attenuation factor). Shallow soil vapor from this area contained PCE at considerably less concentrations than the calculated screening level using the 0.03 attenuation factor.

- A trace concentration of dichlorodifluromethane was detected exceeding laboratory reporting limits in soil vapor sample SVP-10-8; however, this concentration (60 µg/m^3) did not exceed the Industrial SGSL and was not found in other samples.
- Low concentrations of toluene were detected at concentrations exceeding laboratory reporting limits in the soil vapor samples collected at the Site; however, none of these concentrations exceeded the Industrial SGSL for toluene (as high as 1,300,000 µg/m^3). The maximum toluene concentration was reported as 106 µg/m^3.
- No other VOCs were detected at concentrations exceeding laboratory reporting limits.

The results for the soil gas samples are considered valid because the tracer compounds were not detected in the samples.

Based on the sampling results, PCE has been documented in soil vapor in the vicinity of Building B at concentrations exceeding screening levels, and PCE is also present in central and eastern portions of the Site in shallow zones at concentrations less than calculated screening levels.

Soil vapor analytical results are summarized in Table 5. Soil vapor analytical reports are attached in Appendix G.

10.9 WASTE HANDLING DISPOSAL

Soil cuttings and decontamination water were accumulated into one 55-gallon drum. The drum was sampled and is currently being profiled for disposal. Waste disposal information can be forwarded when available.

11.0 SUMMARY AND CONCLUSIONS

Farallon conducted a Phase I/II ESA for 5355 East Airport Drive in Ontario, California in conformance with the scope and limitations of ASTM E1527-13 and -21. Any exceptions to or deletions from this practice are described in Section 1.5, Deviations.

The Phase I ESA indicated that the Site consists of two parcels totaling 14.2 acres: Assessor Parcel No. 0238-052-20 (Eastern Parcel), and Assessor Parcel No. 0238-052-29 (Western Parcel). The Site is occupied by George Verhoeven Grain Inc. (dba Verhoeven Grain Inc.) and The Scoular Company, grain processing companies. Operations consist of the processing of raw grain, which is received by truck or by rail from the rail line north of the Site. The exact location of the rail line and associated spurs with respect to the northern Site boundary could not be confirmed in available files. Former petroleum USTs in two areas, former and active septic systems, and a vehicle maintenance garage (Building B) were found in association with the Site during the Phase I ESA portion of this assessment.

According to the Partner 2016 Phase II Report, 26 borings were advanced at depths between 1 and 25 feet bgs for the collection of soil and/or soil gas samples. Analytical results of soil gas samples indicated detections of VOCs including tetrachloroethene, trichloroethene, toluene, ethylbenzene, and xylenes. The concentrations of these detectable results were less than the residential and commercial/industrial calculated SGSLs at the time of the report beneath and west of Building B. However, the concentrations of PCE detected in five of the six soil gas samples contained PCE exceeding current commercial/industrial calculated SGSLs; these samples were collected from beneath and west of building B. Additionally, in comparison with the "low level" ethylbenzene SGSL, the ethylbenzene concentration in one soil vapor sample from this area exceeded the calculated soil gas commercial/industrial screening level of 163 $\mu g/m^3$.

In March 2022, Farallon conducted soil and soil vapor sampling at the Site to assess former UST areas and septic systems, and the new building footprint for the potential for vapor intrusion issues. No underground structures were found in the survey, with the exception of the two septic tanks northeast of Building B. The scope of work for the Phase II ESA portion of this assessment included the advancement of 12 soil borings and installation of 10 temporary soil vapor probe locations with single- or multi-depth nested vapor points and two sub-slab soil vapor sampling points for the collection of soil and/or soil vapor samples. The Phase II ESA portion of this assessment was conducted on March 4 and 11, 2022.

No TPH or VOCs were detected exceeding laboratory detection limits in the soil samples collected from the Site. Low concentrations of naturally occurring metals including barium, cadmium, cobalt, chromium, copper, nickel, lead, vanadium, and zinc were detected in two soil samples submitted for analysis; these concentrations were considerably less than screening levels.

Based on sub-slab soil vapor data, soil vapor beneath the slab at Building B contains PCE exceeding calculated screening levels. PCE is present west of Building B at concentrations exceeding current calculated industrial screening levels using the 0.03 attenuation factor, but less than screening levels using the less conservative attenuation factors. PCE was also detected in

shallow soil vapor in the central and eastern portions of the Site at concentrations less than calculated screening levels in the shallow zones assessed. One concentration of PCE was detected exceeding calculated screening levels in the deeper sample collected from the vicinity of the two former 12,000-gallon USTs north of the grail mill area; the shallow soil vapor collected from this boring did not contain PCE exceeding calculated screening levels. The extent of PCE in soil vapor was not fully characterized.

Based on review of the Site history, including subsurface investigation reports, interviews with persons knowledgeable about the Site, reconnaissance of the Site, review of regulatory agency lists, and the completion of subsurface investigation at the Site, this Phase I/II ESA identified the following recognized environmental condition in connection with the Site:

- PCE impacts potentially associated with the use and storage of hazardous materials at Building B could contribute to vapor intrusion conditions on the Site.

In addition, Farallon identified the following historical recognized environmental conditions in association with the Site:

- Previous environmental reports note that one or more USTs were historically located west of Building B. Farallon was not able to find information regarding the UST in regulatory files, but did find some information regarding three to four diesel and unleaded gasoline USTs ranging in capacity from 4,000 to 10,000 gallons at unspecified locations at the Site preceding the presence of the three known 12,000-gallon USTs (noted in the grain mill area and southeast of Building C). In 2016, Partner conducted a subsurface investigation in this area and did not identify evidence of a petroleum release.
- In 2002, Tank Specialists of California removed a 12,000-gallon diesel steel UST and fuel dispenser mapped southeast of Building C. According to the letter regarding Soil Sampling Following the Removal of an Underground Storage Tank – Coast Grain Co., 5355 E. Airport Drive, Ontario, California dated December 18, 2002, from Advanced GeoEnvironmental, Inc., three confirmatory soil samples were collected beneath the bottom of the UST after removal, and soil samples were collected from stockpiles. The soil samples were analyzed for TPH as diesel; benzene, toluene, ethylbenzene, and xylenes; and methyl tertiary-butyl ether. Minor petroleum impacts were noted in stockpiled soil (800 milligrams per kilogram of TPH as diesel), which was reportedly used as backfill for the excavation. No constituents of concern were detected in the confirmatory soil samples collected from beneath the UST. Advanced GeoEnvironmental, Inc. recommended that SBCFD Hazardous Materials Division issue closure of the UST; and the letter regarding Removal of One Underground Storage Tank at Coast Grain Inc., Located at 5355 E. Airport Drive, Ontario, California dated January 8, 2002, from SBCFD was issued indicating that further investigation was not warranted.
- Based on sampling conducted as part of this Phase I/II ESA, no release was found in connection with the two 12,000-gallon "fuel storage" USTs historically located at the grain mill, which were removed from the Site in 1998. A No Further Action determination issued by SBCFD indicated that residual impacts were present, although "below that which is

generally considered a problem." PCE was detected in a shallow soil vapor sample collected from this area at a concentration less than calculated screening levels.

The vehicle wash-down area located north of Building B was used for washing trucks (including molasses transportation trucks) and is no longer used. According to Site personnel, only truck exteriors were washed (not engines). Given the nature of use and that wash water was routed to an AST, with no discharge, the vehicle wash-down area is considered a de minimis condition for the Site. No release was found in the vicinity of the septic tanks located east of Building B, which provides a disposal pathway for a building that is known to have used chlorinated solvents and vehicular fluids.

Because two or three potential on-Site septic systems on the Western Parcel, located north of Building A and southeast of Building E, appear to be used for domestic sewer, with limited hazardous material use in the proximity that could be introduced to the septic systems as a release pathway, the presence of those septic systems is considered a de minimis condition for the Site. Additionally, the presence of petroleum ASTs with secondary containment and/or no evidence of leaking, rail spurs within or along the northern property boundary, transformers with no evidence of leaking, and underground grain conveyance systems are considered de minimis conditions for the Site. Further, based on the location and nature of use (boiler blow-down), the former brine pond located in the vicinity of the northern property line is also considered a de minimis condition for the Site.

At the request of Prologis, Farallon has included additional opinions and recommendations for the Site beyond those specified in ASTM E1527-13 and -21 for de minimis and recognized environmental conditions.

Based on the findings from this Phase I/II ESA, Farallon recommends preparation of a Media Management Plan for use during Site redevelopment to address any unexpected impacts to soil associated with historical activities at the Site, and to address any issues related to the former brine pond, underground grain conveyance systems, septic systems, and former USTs at the Site. Additionally, because PCE has been documented in soil vapor in the vicinity of Building B at concentrations exceeding calculated screening levels, and PCE was detected at concentrations in shallow soil vapor less than the calculated RSLs in other soil gas samples collected at the Site, the potential for vapor intrusion issues into the planned new Site building should be addressed. Additional investigation and characterization are recommended to delineate and design mitigation measures for PCE in soil vapor that may impact indoor air in the future building.

12.0 REFERENCES

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13.0 LIMITATIONS

13.1 GENERAL LIMITATIONS

The conclusions contained in this report/assessment are based on 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. The conclusions contained herein are subject to the following inherent limitations:

- **Accuracy of Information.** Farallon obtained, reviewed, and evaluated certain information used in this report/assessment from sources that were believed to be reliable. Farallon's conclusions, opinions, and recommendations are based in part on such information. Farallon's services did not include verification of its accuracy or authenticity. Should the information upon which Farallon relied prove to be inaccurate or unreliable, Farallon reserves the right to amend or revise its conclusions, opinions, and/or recommendations.
- **Reconnaissance and/or Characterization.** Farallon performed a reconnaissance and/or characterization of the Site that is the subject of this report/assessment to document current conditions. Farallon focused on areas deemed more likely to exhibit hazardous materials conditions. Contamination may exist in other areas of the Site that were not investigated or were inaccessible. Site activities beyond Farallon's control could change at any time after the completion of this report/assessment.

For the foregoing reasons, Farallon cannot and does not warrant or guarantee that the Site is free of hazardous or potentially hazardous substances or conditions, or that latent or undiscovered conditions will not become evident in the future. Farallon's observations, findings, and opinions can be considered valid only as of the date of the report.

This report/assessment has been prepared in accordance with the contract for services between Farallon and Prologis, Inc. and currently accepted industry standards. No other warranties, representations, or certifications are made.

13.2 LIMITATION ON RELIANCE BY THIRD PARTIES

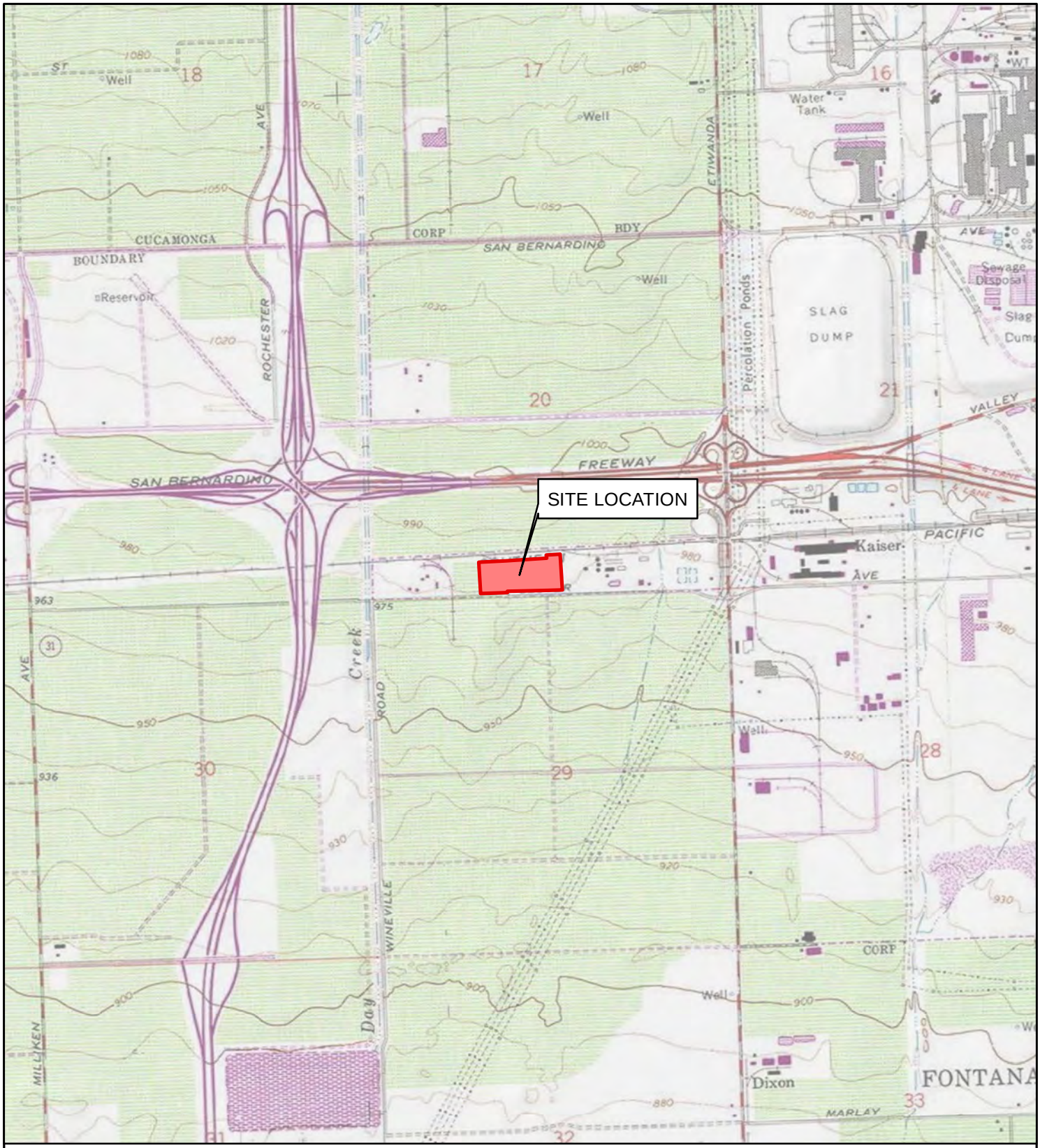
Reliance by third parties is prohibited. This report/assessment has been prepared for the exclusive use of Prologis, Inc. to address the unique needs of Prologis, Inc. at the Site at a specific point in time.

This is not a general grant of reliance. No one other than Prologis, Inc. may rely on this report unless Farallon agrees in advance to such reliance in writing. Any unauthorized use, interpretation, or reliance on this report/assessment is at the sole risk of that party, and Farallon will have no liability for such unauthorized use, interpretation, or reliance.

FIGURES

PHASE I/PHASE II
ENVIRONMENTAL SITE ASSESSMENT REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)



REFERENCE: 7.5 MINUTE USGS QUADRANGLE GUASTI, CALIFORNIA, DATED 2013

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SCALE IN FEET

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Oregon
Portland | Baker City

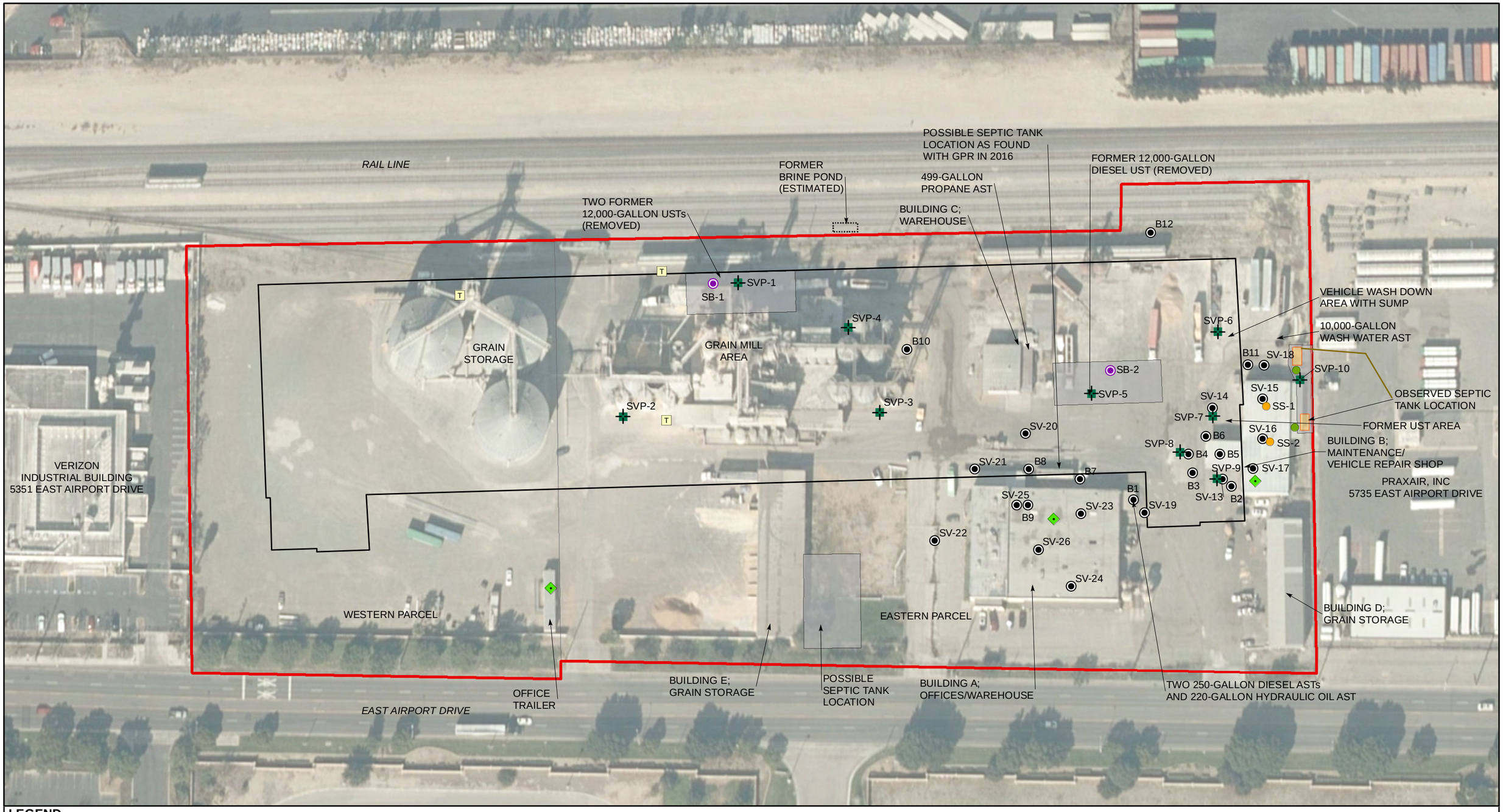
California
Oakland | Irvine

FIGURE 1

SITE VICINITY MAP
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-002

Drawn By: sgaynier | Checked By: HH | Date: 12/23/2021 | Disc Reference: Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\Ph1\Figure-01_SiteVicinity.mxd



LEGEND

- SOIL VAPOR PROBE (FARALLON, 2022)
- GRAB SAMPLE (FARALLON, 2022)
- BORING (FARALLON, 2022)
- BORING (PARTNER, 2016)
- HAZARDOUS MATERIALS STORAGE AREA
- SEPTIC TANK
- T TRANSFORMER
- FORMER SITE FEATURE
- OBSERVED TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- PROPOSED BUILDING FOOTPRINT
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

GPR SURVEY AREA - 2022 (NO UST FOUND)
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
AST = ABOVEGROUND STORAGE TANK

NOTES:
1. ALL LOCATIONS ARE APPROXIMATE.
2. FIGURES WERE PRODUCED IN COLOR. GRAYSCALE COPIES MAY NOT REPRODUCE ALL ORIGINAL INFORMATION.

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SCALE IN FEET

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Oregon
Portland | Baker City

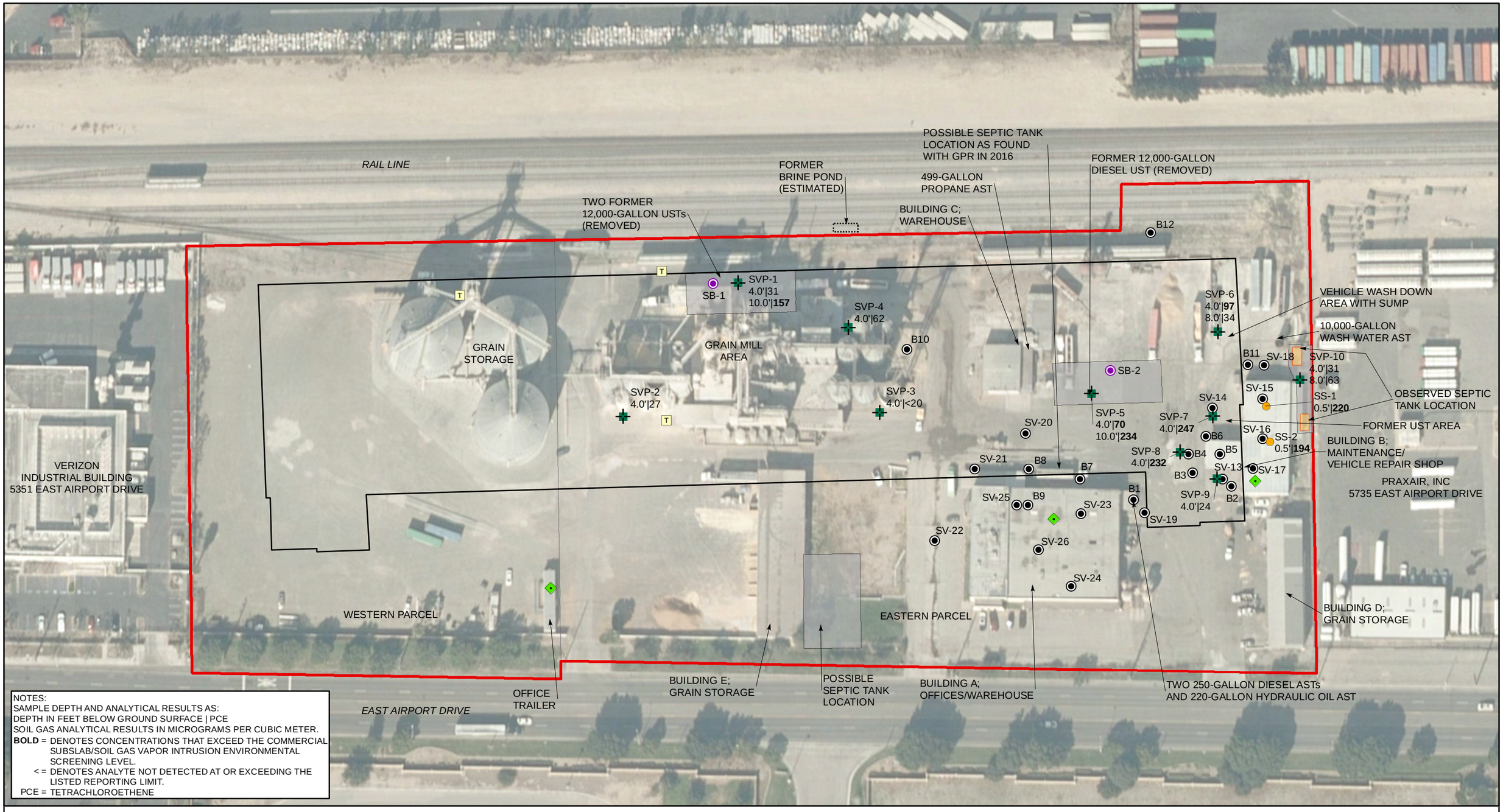
California
Oakland | Irvine

FIGURE 2

SITE PLAN AND SAMPLING LOCATIONS
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-002

Drawn By: jjones
Checked By: KL
Date: 3/24/2022
Disc Reference: Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\Ph1\Figure-02_SitePlan_SampleLocs.mxd



NOTES:
SAMPLE DEPTH AND ANALYTICAL RESULTS AS:
DEPTH IN FEET BELOW GROUND SURFACE | PCE
SOIL GAS ANALYTICAL RESULTS IN MICROGRAMS PER CUBIC METER.
BOLD = DENOTES CONCENTRATIONS THAT EXCEED THE COMMERCIAL SUBSLAB/SOIL GAS VAPOR INTRUSION ENVIRONMENTAL SCREENING LEVEL.
< = DENOTES ANALYTE NOT DETECTED AT OR EXCEEDING THE LISTED REPORTING LIMIT.
PCE = TETRACHLOROETHENE

LEGEND

- SOIL VAPOR PROBE (FARALLON, 2022)
- GRAB SAMPLE (FARALLON, 2022)
- BORING (FARALLON, 2022)
- BORING (PARTNER, 2016)
- HAZARDOUS MATERIALS STORAGE AREA
- T TRANSFORMER
- FORMER SITE FEATURE
- PROPOSED BUILDING FOOTPRINT
- OBSERVED TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

GPR SURVEY AREA - 2022 (NO UST FOUND)
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
AST = ABOVEGROUND STORAGE TANK

NOTES:
1. ALL LOCATIONS ARE APPROXIMATE.
2. FIGURES WERE PRODUCED IN COLOR. GRAYSCALE COPIES MAY NOT REPRODUCE ALL ORIGINAL INFORMATION.

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SCALE IN FEET

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Oregon
Portland | Baker City
California
Oakland | Irvine

FIGURE 3

PCE IN SOIL VAPOR
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-002

Drawn By: jjones
Checked By: KL
Date: 3/24/2022
Disc Reference:
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TABLES

PHASE I/PHASE II
ENVIRONMENTAL SITE ASSESSMENT REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

Table 1
Sampling Rationale
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample ID	Location	Rationale	Matrix Sampled	Boring Depth (feet bgs)	Sample Depth and Analysis (feet bgs)
SB-1	Former 12,000-gallon petroleum USTs (two)*	To assess former USTs and assess the potential for soil vapor under the future building	Soil	10	10 feet VOCs, TPH
SVP-1			Soil		10 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g 10 feet VOCs, TPH-g
SVP-2	Planned New Building Footprint	Assess the potential for soil vapor under the future building	Soil	4	4 feet VOCs, TPH-g
			Soil Vapor		4 feet VOCs, TPH-g
SVP-3			Soil	4	4 feet VOCs, TPH-g
			Soil Vapor		4 feet VOCs, TPH-g
SVP-4			Soil	4	4 feet VOCs, TPH-g
			Soil Vapor		4 feet VOCs, TPH-g
SB-2	Former 12,000-gallon diesel UST east of Building C	To assess the former UST and assess the potential for soil vapor under the future building	Soil	10	10 feet VOCs, TPH
SVP-5			Soil	10	10 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g 10 feet VOCs, TPH-g
SVP-6	Vehicle wash-down area with sump	To assess the vehicle wash-down area with sump and assess the potential for soil vapor under the future building	Soil	8	4 feet VOCs, TPH, Metals 8 feet VOCs, TPH, Metals
			Soil Vapor		4 feet VOCs, TPH-g 8 feet VOCs, TPH-g
SVP-7	Former PCE impacts	Assess the potential for soil vapor under the future building	Soil	4	4 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g
SVP-8	Former PCE impacts	Assess the potential for soil vapor under the future building	Soil	4	4 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g
SVP-9	Former PCE impacts	Assess the potential for soil vapor under the future building	Soil	4	4 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g
SVP-10	Building B Septic System	Assess the Building B Septic System	Soil	8	8 feet VOCs, TPH
			Soil Vapor		4 feet VOCs, TPH-g 8 feet VOCs, TPH-g
SS-1	Former PCE impacts	Assess current subslab conditions under Building B and to assess the potential for soil vapor under the future building	Soil Vapor	SS	0.5 foot VOCs, TPH-g
SS-2	Former PCE impacts		Soil Vapor	SS	0.5 foot VOCs, TPH-g

NOTES:
SS = subslab
TPH = total petroleum hydrocarbons
TPH-g = total petroleum hydrocarbons as gasoline
UST = underground storage tank
VOCs = volatile organic compounds
bgs = below ground surface
PCE = tetrachloroethene

Table 2
Summary of Volatile Organic Compounds in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (micrograms per kilogram)[2]					
				Tetrachloroethene	Benzene	Toluene	Ethylbenzene	Total Xylenes	Other VOCs
SB-1	SB-1-10'	10.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SB-2	SB-1-10'	10.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-1	SVP-1-10'	10.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-2	SVP-2-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-3	SVP-3-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-4	SVP-4-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-5	SVP-5-10'	10.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-6	SVP-6-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
	SVP-6-8'	8.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-7	SVP-7-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-8	SVP-8-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-9	SVP-9-4'	4.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
SVP-10	SVP-10-8'	8.0	3/4/2022	< 1.0	< 1.0	< 1.0	< 1.0	< 3.0	ND
Commercial/Industrial Soil RSL[3]				**2,700**	**1,400**	**5.3E+06**	**25,000**	**2.5E+06**	**NA**

NOTES:

Results in **bold** and highlighted yellow denote concentrations exceeding applicable RSLs for the current property use (industrial/commercial).

< denotes analyte not detected at or exceeding the reporting limit listed.

[1]Depth in feet below ground surface.

[2]Analyzed by U.S. Environmental Protection Agency (EPA) Method 8260B. Only detected VOCs shown in table; see lab report for full list of analytes.

[3]June 2020 Department of Toxic Substances Control (DTSC) Regional Screening Levels (RSLs). If DTSC RSLs do not exist, April 2020 EPA RSLs were used and noted in blue text.

NA = not applicable

ND = not detected above the laboratory reporting limit

NE = not established

RSL = Regional Screening Level

VOCs = volatile organic compounds

Table 3
Summary of Total Petroleum Hydrocarbons in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (milligrams per kilogram)[2]		
				TPH-g (C4 - C12)	TPH-d (C13 - C22)	TPH-o (C23 - C40)
SB-1	SB-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SB-2	SB-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-1	SVP-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-2	SVP-2-4'	4.0	3/4/2022	< 0.20	---	---
SVP-3	SVP-3-4'	4.0	3/4/2022	< 0.20	---	---
SVP-4	SVP-4-4'	4.0	3/4/2022	< 0.20	---	---
SVP-5	SVP-5-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-6	SVP-6-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
	SVP-6-8'	8.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-7	SVP-7-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-8	SVP-8-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-9	SVP-9-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-10	SVP-10-8'	8.0	3/4/2022	< 0.20	< 10.0	< 10.0
MSSL (< 20 feet Above Groundwater)[3]				**100**	**100**	**1,000**
MSSL (20-150 feet Above Groundwater)[3]				**500**	**1,000**	**10,000**
MSSL (> 150 feet Above Groundwater)[3]				**1,000**	**10,000**	**50,000**

NOTES:

Results in **bold** and highlighted yellow denote concentrations exceeding applicable RSLs for the current property use (industrial/commercial).

< denotes analyte not detected at or exceeding the reporting limit listed.

--- denotes sample not analyzed.

[1]Depth in feet below ground surface.

[2]Analyzed by U.S. Environmental Protection Agency (EPA) Method 8015M.

[3]Los Angeles Regional Water Quality Control Board April 27, 2004 MSSLs for groundwater at depths of less than 20 feet, 20 to 150 feet, and greater than 150 feet below ground surface.

C = carbon range (number of carbons)
MSSL = maximum soil screening level
TPH-d = total petroleum hydrocarbons as diesel
TPH-g = total petroleum hydrocarbons as gasoline
TPH-o = total petroleum hydrocarbons as oil

Table 4
Summary of Metals in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sample Identification	Sample Depth (feet) [1]	Sample Date	Analytical Results (milligrams per kilogram)2									
				Barium	Cadmium	Chromium	Cobalt	Copper	Lead	Nickel	Vanadium	Zinc	Other Metals
SVP-6	SVP-6-4'	4.0	3/4/2022	61.2	0.9	8.2	5.2	5.9	1.1	5.2	24.6	26.5	ND
	SVP-6-8'	8.0	3/4/2022	59.6	0.9	8.5	5.2	6.0	1.2	5.2	23.1	27.0	ND
Residential Soil RSL[3]				**15,000**	**2,100**	**NE**	**23**	**3,100**	**80**	**15,000**	**390**	**23,000**	Various
Industrial Soil RSL[3]				**220,000**	**9,300**	**NE**	**350**	**47,000**	**320**	**64,000**	**1,000**	**350,000**	Various

NOTES:

Results in **bold** and highlighted yellow denote concentrations exceeding applicable RSLs for the current property use (industrial/commercial).

< denotes analyte not detected at or exceeding the reporting limit listed.

--- denotes sample not analyzed.

[1]Depth in feet below ground surface.

[2]California Administrative Manual (CAM) Priority Pollutant List (PPL) 17 metals analyzed by U.S. Environmental Protection Agency (EPA) Method 6010B by 3050B; mercury analyzed by EPA Method 7471A.

[3]June 2020 Department of Toxic Substances Control (DTSC) Regional Screening Levels (RSLs). If DTSC RSLs do not exist, May 2020 EPA RSLs were used and noted in blue text.

Table 5
Summary of Volatile Organic Compounds in Soil Vapor
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sample Identification	Sample Depth (feet)[1]	Sample Date	AF	Analytical Results (micrograms per cubic meter)[2]				
					PCE	Dichloro difluoro-methane	Toluene	TPH-g	Other VOCs
Sub-slab Samples									
SS-1	SS-1	0.5	3/11/2022	---	**220**	< 40	< 20	< 5,000	ND
SS-2	SS-2	0.5	3/11/2022	---	**194**	< 40	< 20	< 5,000	ND
Industrial SGSL For Sub-Slab[3]				**0.05**	**40**	**8800**	**26000**	**50000**	**Varies**
Soil Vapor Samples									
SVP-1	SVP-1-4'	4.0	3/11/2022	---	**31**	< 40	**21**	< 5,000	ND
	SVP-1-10'	10.0	3/11/2022	---	**157**	< 40	**21**	< 5,000	ND
SVP-2	SVP-2-4'	4.0	3/11/2022	---	**27**	< 40	**34**	< 5,000	ND
SVP-3	SVP-3-4'	4.0	3/11/2022	---	< 20	< 40	**78**	< 5,000	ND
	SVP-3-4'REP	4.0	3/11/2022	---	< 20	< 40	**45**	< 5,000	ND
SVP-4	SVP-4-4'	4.0	3/11/2022	---	**62**	< 40	**80**	< 5,000	ND
	SVP-4-4'REP	4.0	3/11/2022	---	**57**	< 40	**46**	< 5,000	ND
SVP-5	SVP-5-4'	4.0	3/11/2022	---	**70**	< 40	**83**	< 5,000	ND
	SVP-5-10'	10.0	3/11/2022	---	**234**	< 40	< 20	< 5,000	ND
SVP-6	SVP-6-4'	4.0	3/11/2022	---	**97**	< 40	**106**	< 5,000	ND
	SVP-6-8'	8.0	3/11/2022	---	**34**	< 40	**65**	< 5,000	ND
SVP-7	SVP-7-4'	4.0	3/11/2022	---	**247**	< 40	**91**	< 5,000	ND
SVP-8	SVP-8-4'	4.0	3/11/2022	---	**232**	< 40	**89**	< 5,000	ND
SVP-9	SVP-9-4'	4.0	3/11/2022	---	**24**	< 40	**87**	< 5,000	ND
SVP-10	SVP-10-4'	4.0	3/11/2022	---	**31**	< 40	**60**	< 5,000	ND
	SVP-10-8'	8.0	3/11/2022	---	**63**	**60**	**47**	< 5,000	ND
Industrial SGSL For Soil Vapor[3]				**0.001**	**2000**	**440000**	**1,300,000**	**2,600,000**	**Varies**
Calculated SGSL with 2015 Attenuation Factor (Industrial)[3]				**0.03**	**67**	**14667**	**43,333**	**86,667**	**Varies**

NOTES:

Results in **bold** denote concentrations detected above the laboratory reporting limit.
Results in **bold** and highlighted yellow denote concentrations exceeding applicable RSLs for the current property use (industrial/commercial).
< denotes analyte not detected at or exceeding the reporting limit listed.
--- denotes not applicable

[1]Depth in feet below ground surface.
[2]Analyzed by U.S. Environmental Protection Agency (EPA) Method 8260B. Only detected VOCs shown in table; see lab report for full list of analytes.
[3]Calculated soil gas screening levels (SGSLs) were derived by dividing the April 2020 Department of Toxic Substances Control (DTSC) or June 2021 EPA Regional Screening Levels (shown in blue) for VOCs, and January 2019 SFBWQCB Environmental Screening Levels (ESLs) for TPH-g for indoor air by the noted attenuation factor.

ND = not detected at or above the laboratory reporting limit
PCE = Tetrachloroethylene
AF = Attenuation Factor

APPENDIX A
PROFESSIONAL QUALIFICATIONS

PHASE I/PHASE II
ENVIRONMENTAL SITE ASSESSMENT REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

BRANT ROTNEM
Staff Geologist

BA Environmental Policy
13 years' experience

Brant Rotnem is an Environmental Professional with over 13 years of experience in the environmental consulting industry. Professional experience includes project management, site inspection in support of environmental due diligence, and preparation of over 1,000 Phase I Environmental Site Assessment Reports. Brant also has prepared Transaction Screen Analyses, Limited Environmental Site Assessments, database reviews, peer reviews, and additional due diligence scopes.

KATHY LEHNUS, L.E.P., P.G.
Senior Geologist

BSc Environmental Science
MSc Applied Geology
24 years' experience

Kathy Lehnus has 24 years of experience in the environmental consulting industry. Her professional experience includes conducting Phase I and Phase II Environmental Site Assessments, managing investigation and remediation projects led by the California Department of Toxic Substances Control and California Regional Water Quality Control Boards, investigating environmental impacts on investment portfolios, and providing oversight for soil and groundwater assessments. Kathy's key skills include preparation of investigation and remediation work plans, regulatory navigation, and project quality and process improvement, including developing new policies and updating standard operating procedures.

SCOTT ALLIN, R.E.P.A.
Principal Environmental Scientist

BS Physical Science (Hydrology)
30 years' experience

Scott Allin has 30 years of project and program management experience in the evaluation and reporting of environmental liability associated with the sale or Brownfield redevelopment of impaired properties. He has supported the needs of developers and others in the acquisition of Cost Cap and Finite Risk environmental insurance to manage long-term environmental risks. He has provided clients with value-added due diligence services for single properties and large multimillion-dollar mixed-use portfolios, both nationally and internationally. Scott has provided guidance for evaluating environmental risks during complex mergers and acquisitions; and management services for implementation of remedial actions, asbestos abatement, environmental audit programs, and environmentally sensitive property improvements.

APPENDIX B
SITE PHOTOGRAPHS

PHASE I/PHASE II
ENVIRONMENTAL SITE ASSESSMENT REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

SITE PHOTOGRAPHS

Phase I Environmental Site Assessment Report
5355 East Airport Drive
Ontario, California
Farallon PN: 1071-080 (Task 2)

Photograph 1: Verhoeven grain mill.
Photograph 2: Wash water storage tank by truck-washing area.
Photograph 3: Bermed truck-washing area by Building B.
Photograph 4: Sump in truck-washing area.
Photograph 5: Diesel fueling area by Building A.
Photograph 6: Former underground storage tank area by Building B.
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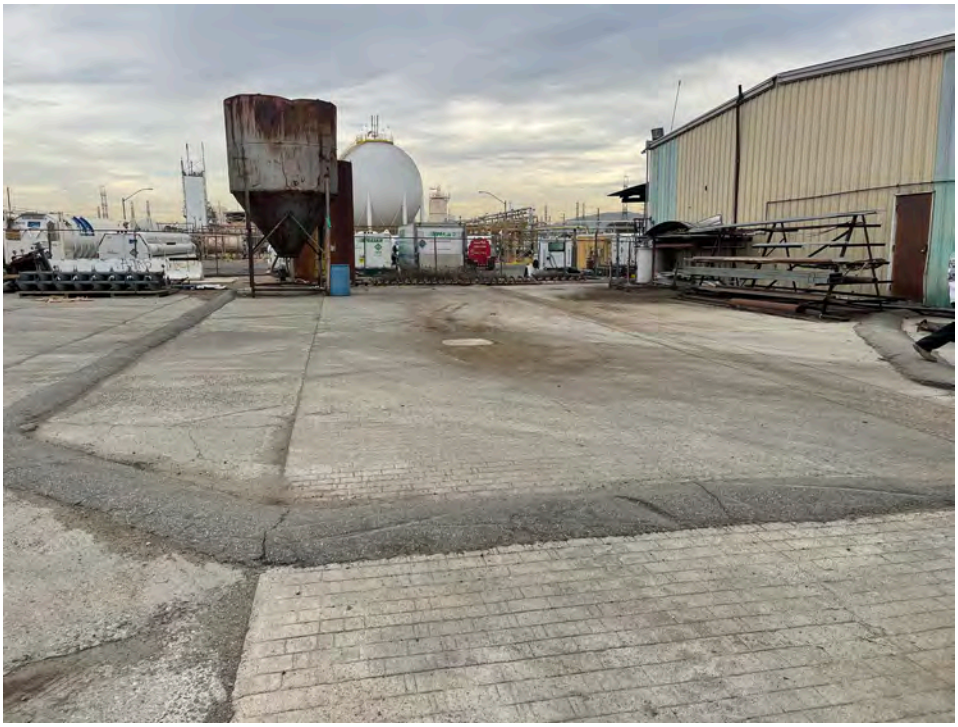
Photograph 8: Former underground storage tank area north of grain mill.
Photograph 9: Hydraulic augers at Scoular grain storage silos.
Photograph 10: Scoular grain storage silos.
Photograph 11: Septic tank location by Building A.
Photograph 12: Rail transloading area.
Photograph 13: Railway offloading area.
Photograph 14: Scoular hazardous materials storage area.
Photograph 15: Verhoeven equipment service area in Building A.
Photograph 16: Hazardous materials storage in Verhoeven equipment service area in Building A.
Photograph 17: Automotive service area in Verhoeven Building B.
Photograph 18: Parts washing equipment in Building B.
Photograph 19: Waste oil storage in Building B.

Photograph 1: Verhoeven grain mill.

Photograph 2: Wash water storage tank by truck-washing area.



Photograph 3: Bermed truck-washing area by Building B.

Photograph 4: Sump in truck-washing area.

Photograph 5: Diesel fueling area by Building A.

Photograph 6: Former underground storage tank area by Building B.

Photograph 7: Former underground storage tank area by Verhoeven Building C.

Photograph 8: Former underground storage tank area north of grain mill.

Photograph 9: Hydraulic augers at Scoular grain storage silos.

Photograph 10: Scoular grain storage silos.

Photograph 11: Septic tank location by Building A.

Photograph 12: Rail transloading area.

Photograph 13: Railway offloading area.

Photograph 14: Scoular hazardous materials storage area.

Photograph 15: Verhoeven equipment service area in Building A.

Photograph 16: Hazardous materials storage in Verhoeven equipment service area in Building A.

Photograph 17: Automotive service area in Verhoeven Building B.

Photograph 18: Parts washing equipment in Building B.

Photograph 19: Waste oil storage in Building B.

SOIL GAS INVESTIGATION REPORT

5355 East Airport Drive
Ontario, California

Submitted by:
Farallon Consulting, L.L.C.
27 Mauchly, Suite 213
Irvine, California 92618

Farallon PN: 1071-080 (Task 2)

For:
Prologis, L.P.
Pier 1, Bay 1
San Francisco, California 94111

February 14, 2023

Prepared by:

Peter Sims, P.G.
Associate Geologist

Jared Eudell
Associate Scientist

Reviewed by:

Kathy Lehnus, P.G.
Senior Geologist

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APPENDICES

1.0 INTRODUCTION

Farallon Consulting, L.L.C. (Farallon) has prepared this Soil Gas Investigation Report (Soil Gas Report) for Prologis, L.P. (Prologis) to present a summary of results from the soil gas investigation conducted in December 2022 at the property at 5355 East Airport Drive in Ontario, California (herein referred to as the Site) (Figure 1). The soil gas investigation was conducted to provide additional assessment of the potential for vapor intrusion related to tetrachloroethene (PCE), which was detected inconsistently in soil gas during subsurface investigations conducted by Partner Engineering and Science, Inc (Partner) in July 2016 and Farallon in February and September 2022. The scope of work for the historical investigations was based on the recognized environmental conditions and subsurface investigation findings identified in the Partner Phase II Subsurface Investigation Report (2016 SI Report),[1] the Farallon Phase I/Phase II Environmental Site Assessment Report (Phase I/II Report),[2] and the Farallon Additional Subsurface Investigation Report.[3] The potential for constituents of concern (COCs) to be present in Site subsurface media was identified as recognized environmental conditions due to petroleum underground storage tanks (USTs) formerly present in three areas, former and active septic systems, and a vehicle maintenance garage ("Building B"). These features are depicted on Figure 2.

According to the 2016 SI Report, the Phase I/II Report, and the Additional Subsurface Investigation Report, tetrachloroethene (PCE) was detected at concentrations exceeding calculated industrial screening levels using a 0.03 attention factor in soil gas in several areas during the July 2016 and March 2022 sampling events, but not during the September 2022 sampling event. Additional investigation was recommended to address the potential for vapor intrusion conditions at the warehouse proposed for construction at the Site. This soil gas investigation was conducted to provide that additional investigation. Additionally, Prologis requested that methane be screened during the soil gas investigation. The scope of work for the soil gas investigation was presented in Work Change Order 1071-080-002-WCO 004[4] and the general locations, depths, rationale for the borings, and analytes are shown in Table 1. Sample locations at the Site are shown on Figure 2.

This Soil Gas Report has been organized into the following sections:

- **Section 2, Site Background**, provides a description of the Site, and summarizes pertinent background information regarding its history and previous investigations conducted at the Site.

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[1] *Phase II Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California* dated August 16, 2016, prepared for Prologis, Inc. by Partner (2016).

[2] *Phase I/Phase II Environmental Site Assessment Report, 5355 East Airport Drive, Ontario, California* dated March 31, 2022 prepared by Farallon (2022a) for Prologis.

[3] *Additional Subsurface Investigation Report, 5355 East Airport Drive, Ontario, California* dated December 13, 2022 prepared for Prologis, Inc. by Farallon (2022c).

[4] Work Change Order 1071-080-002-WCO 004, Master Services Agreement, Farallon Consulting, L.L.C. and Prologis, Inc. dated December 5, 2022 between Gavin Polite Fisco of Prologis and Scott Allin of Farallon (2022b).

- **Section 3, Physical Setting**, describes the topography, geology, and hydrogeology of the Site.
- **Section 4, Soil Gas Investigation**, provides a description of the scope of work conducted as part of the additional soil gas investigation, and a summary of soil gas analytical results.
- **Section 5, Conclusions and Recommendations**, presents Farallon's conclusions from the additional subsurface investigation, and recommendations based on the results.
- **Section 6, References**, provides a list of the documents cited in this Soil Gas Report.
- **Section 7, Limitations**, presents Farallon's standard limitations applicable to this Soil Gas Report.

2.0 SITE BACKGROUND

This section provides a description of the Site and summarizes pertinent background information regarding its history and previous investigations conducted at the Site.

2.1 SITE DESCRIPTION

The Site consists of two parcels totaling 14.2 acres of land: San Bernardino County Assessor Parcel Nos. 0238-052-20 (Eastern Parcel), and 0238-052-29 (Western Parcel). The Eastern Parcel is occupied by Verhoeven, a grain-processing company, and is developed with five buildings, grain storage silos, and a grain mill area. An office and warehouse building, referred to as "Building A," is located on the southern portion of the Site. The warehouse portion on the northeastern side of Building A contains a service shop used to repair machinery related to the grain mill. A maintenance shop, referred to as "Building B," is present on the eastern portion of the Site, and is used for light tractor and forklift services. Additional structures on the Eastern Parcel consist of a warehouse referred to as "Building C" on the north-central portion, used for assorted storage, and two grain storage structures on the southeastern and southwestern portions of the parcel, referred to as Buildings D and E, respectively.

The Western Parcel is occupied by The Scoular Company, a corn storage and distribution facility. The Western Parcel contains exterior grain storage areas, and an office trailer that contains a small hazardous substances storage area on secondary containment.

The Site is primarily asphalt-paved, with some gravel-paved areas on the western parcel. Access to the Site is gained from East Airport Drive, south of the Site.

A vehicle wash-down area with a sump is present on the northeastern portion of the Eastern Parcel. Three or four septic systems are associated with the Site: two or three on the Eastern Parcel, and one on the Western Parcel. The location of the septic system on the Western Parcel could not be determined from the records reviewed. A 499-gallon propane aboveground storage tank (AST), two 250-gallon diesel fuel ASTs, and a 220-gallon hydraulic oil AST are present on the Eastern Parcel. Two 12,000-gallon "fuel-storage" USTs formerly were located on the north-central portion of the Site near the grain mill area. A 12,000-gallon diesel fuel UST formerly was located southeast of Building C. The area west of Building B was identified as the former location of one or more additional USTs.

2.2 SITE HISTORY

The Site was used as agricultural or grazing land from at least the late 1930s to the early 1970s. By 1973, the Eastern Parcel was developed with small grain storage silos and other features associated with milling operations in the grain mill area. By 1975, grain appeared to be stockpiled in Buildings A through C, located on the southwestern portion of the Site. By 1985 grain storage structures Buildings D and E had been developed. By 2002, grain processing operations at the Site had expanded to the Western Parcel, which included the

development of three large grain storage silos. The Site has appeared in its current configuration since 2002.

Site occupants have consisted of Verhoeven from 1973 to the present; Chino Grain and Milling, Inc. in 1985; Coast Grain Company from 1990 to 2003; The Scoular Company between 2004 and the present; and JD Heistell and Company in 2009.

2.3 PREVIOUS INVESTIGATIONS

Partner's 2016 SI Report documented an investigation conducted at the Site. The scope of work consisted of a geophysical survey to identify former on-Site USTs or associated features and reported septic systems, and soil and soil gas sampling to assess for indications of a release from historical Site activities. The geophysical survey identified one large anomaly indicative of a backfilled UST excavation beneath the western canopy of Building B, which generally corresponds to the location of a former UST area. No large metallic features were identified, so Partner concluded that USTs formerly present in the area had been removed. One large anomaly resembling a septic system was identified north of Building A.

Partner advanced 26 borings with total depths ranging from 1 to 25 feet below ground surface (bgs) for collection of soil and/or soil gas samples. Soil samples were analyzed for total petroleum hydrocarbon carbon chain C6-C40 (TPH-cc) by U.S. Environmental Protection Agency (EPA) Method 8015C and for volatile organic compounds (VOCs) by EPA Method 8260B. Soil gas samples were analyzed for VOCs by either EPA Methods TO-14, TO-15, or 8260B. VOCs and TPH-cc were not detected in soil samples at concentrations exceeding laboratory reporting limits (Tables 2 and 3). VOCs, consisting of PCE, trichloroethene, toluene, ethylbenzene, and xylenes, were detected in soil gas samples at concentrations less than residential and industrial calculated soil gas screening levels in effect at the time the report was completed. Partner concluded that a discernable vapor intrusion condition did not appear to exist at the Site, and that the detections of VOCs in soil gas did not represent a threat to human health or the environment. Partner recommended no further investigation with respect to the on-Site grain-handling facility at the time of the report.

Although the reported concentrations of VOCs in soil gas were less than soil gas screening levels (SGSLs) in effect in 2016 at the time the Partner report was prepared, in April 2020, California Department of Toxic Substances Control (DTSC) Human and Ecological Risk Office (2022) Human Health Risk Assessment Note Number 3 (HHRA Note 3) was updated with the recommendation to use a more-conservative attenuation factor of 0.03 in screening level calculations. PCE concentrations ranging from 68 to 230 micrograms per cubic meter (µg/m^3) in soil gas samples collected by Partner in 2016 from sampling locations B5, B6, and SV-14 through SV-16 exceeded the calculated industrial SGSL of 67 µg/m^3 using the 0.03 attenuation factor. Additionally, the ethylbenzene concentration of 280 µg/m^3 in soil gas sample B4-SG, located west of Building B, exceeded the calculated industrial SGSL of 163 µg/m^3 using the 0.03 attenuation factor. These samples were collected west of and beneath Building B at a depth of 4 to 5 feet bgs. Soil gas results from Partner's 2016 SI Report and

calculated SGSLs using the 2020 HHRA Note 3 attenuation faction of 0.03 are presented in Table 5.

As part of its Phase I/II due diligence investigation, Farallon conducted soil and soil gas sampling at the Site in March 2022, focusing on assessing former UST areas and septic systems, and the proposed new building footprint for the potential for vapor intrusion issues. At the time of the assessment, Farallon was informed that an approximately 259,000-square-foot warehouse would be constructed on the north-central portion of the Site (Figure 2). The scope of work for the Phase II Environmental Site Assessment portion of the investigation included advancement of 12 borings, installation of two subslab gas probes, and installation of 10 temporary soil gas probe locations with single- or multi-depth nested gas points for collection of soil and soil gas samples.

VOCs and TPH-cc were not detected at concentrations exceeding laboratory reporting limits (Tables 2 and 3) in soil samples. Metals were either not detected in soil samples at concentrations exceeding laboratory reporting limits, or at concentrations less than screening levels (Table 4). Soil gas data indicated that PCE was present at concentrations exceeding calculated industrial SGSLs using the 0.03 attenuation factor in soil gas samples collected west of and beneath Building B (samples SS-1, SS-2, SVP-7, and SVP-8), proximate to the location of the former 12,000-gallon diesel fuel UST (sample SVP-5), proximate to the location of the two former 12,000-gallon USTs (sample SVP-1), and proximate to the vehicle washdown area with sump (sample SVP-6) as presented in Table 5. These locations were mapped beneath the planned new building footprint. PCE also was detected at concentrations less than the calculated industrial SGSLs in soil gas in other soil gas samples collected at the Site. The extent of PCE in soil gas was not fully characterized.

In September 2022, to further assess soil gas beneath the planned building footprint, Farallon advanced nine borings, designated SVP-11 through SVP-19, at the Site within the planned new building footprint. Dual-nested soil gas probes were constructed in each boring to investigate the potential presence of VOCs in soil gas beneath the planned new building. PCE was not detected at concentrations exceeding the laboratory reporting limit of 25 µg/m^3 in the soil gas samples collected from the soil gas probes. Ethylbenzene and total xylenes were detected at concentrations less than calculated industrial SGSLs. Because some of the soil gas samples collected in September 2022 were proximate to areas that showed impacts in March 2022, but no impacts were detected in September 2022, Farallon worked with the original analytical laboratory to conduct a data quality review of both analytical data sets. No anomalies in the data sets were found to render the data from either event unusable. Farallon recommended that the areas of highest impacts previously encountered under the proposed building slab be resampled to aid in the determination of whether mitigation measures would be recommended for the proposed building.

PCE in soil gas results are shown on Figure 3.

3.0 PHYSICAL SETTING

The topography, geology, and hydrogeology of the Site are described in this section.

3.1 TOPOGRAPHY

Farallon reviewed the U.S. Geological Survey topographic map for Guasti, California dated 2018 provided by Environmental Data Resources, Inc. The map depicts the Site at an elevation of approximately 980 feet above mean sea level. Site topography slopes gently downward to the south. Regional topography generally is sloped downward to the south.

3.2 GEOLOGY AND HYDROGEOLOGY

The Site is situated in the San Bernadino Valley of the Peninsular Ranges Geomorphic Province in Southern California. The Peninsular Ranges Province is bounded by the San Gabriel and San Bernardino mountains to the north and the Colorado Desert to the east, extends into lower California beyond the Mexican border to the south, and is bound by the Pacific Ocean to the west. The San Bernardino Mountains are approximately 7 miles north of the Site.

According to the 2016 SI Report, soil beneath the Site generally consists of very fine-grained silty sand from the surface to a depth of approximately 20 feet bgs and transitions to very fine- to coarse-grained poorly graded sand between depths of 20 and 25 feet bgs. Groundwater was not encountered during Partner's investigation.

Soil encountered during Farallon's previous subsurface investigations was described as silty fine to medium sand to the total explored depth of 4 to 10 feet bgs, with an apparent coarse sand and gravel layer at a depth of 10 feet bgs (and as shallow as 5 feet bgs on the eastern portion of the Site at boring SB-2), and intermittent clayey sand to clay lenses approximately 1 foot thick at a depth of between 6 and 7 feet bgs (borings SVP-16 and SVP-19) and 10 to 11 feet bgs (borings SVP-12 and SVP-16). Groundwater was not encountered during drilling.

Soil observed during the December 2022 sampling round can be generally described as silty fine sand with trace medium sand with some sub-angular gravel to the exploration depth of 4.5 feet bgs. Boring logs are provided in Appendix A.

Site-specific groundwater direction and depth information was not available in the records reviewed. Based on information obtained from the previous reports and California State Water Resources Control Board (2022) GeoTracker database and topographic interpretation, groundwater beneath the Site is anticipated to be encountered at a depth of approximately 250 feet bgs, and is estimated to flow to the south.

4.0 SOIL GAS INVESTIGATION

This section presents the scope of work for the soil gas investigation conducted at the Site in December 2022 and summarizes the results from this and prior soil gas sampling events.

4.1 SCOPE OF WORK

Before field work was initiated, the Site-specific Health and Safety Plan (HASP) was updated, and underground utilities were cleared. Field work consisted of advancing borings and collecting soil gas samples at the Site to provide a better understanding of soil gas impacts detected during previous subsurface investigations. The following sections detail this scope of work.

4.1.1 Health and Safety Plan Preparation

A Site-specific HASP was required under Section 3202 of Title 8 of the California Code of Regulations (8 CCR 3202) for all field activities due to the potential for exposure to hazardous substances. Prior to commencement of field activities, Farallon updated the HASP compliant with the requirements of the Occupational Safety and Health Act of 1970 and 8 CCR 3203. Personal protection equipment precautions related to COVID-19 were implemented for Farallon personnel during field activities in accordance with Farallon health and safety policy.

4.1.2 Underground Utility Clearance

Prior to commencement of drilling activities, Farallon marked the proposed boring locations at the Site and contacted Dig Alert for public utility notice. Farallon also engaged a private utility location service to pre-screen the proposed boring locations for utilities that may be encountered during advancement using hand tools.

4.1.3 Boring Advancement

Seven borings, designated SVP-20 through SVP-26, were advanced at the Site on December 9, 2022 to investigate the potential presence of VOCs in soil gas beneath the planned new building footprint. The boring locations are shown on Figure 2 and were generally evenly distributed across the planned new building footprint, with select borings placed in previously identified impacted areas. Borings SVP-20, SVP-21, SVP-22, SVP-24, SVP-25, and SVP-26 were advanced proximate to previous locations SVP-2, SVP-1, SVP-4, SVP-5, SVP-8, and SVP-7, respectively, to evaluate previous detections of PCE in soil gas. Borings were advanced in exterior locations paved with asphalt or concrete which required coring to access the subsurface. The borings were advanced using a hand-auger to a depth of 4.5 feet bgs to install soil gas probes at 4 feet bgs as described in Section 4.1.4, Soil Gas Probe Installation and Sampling. The general locations, depths, rationale for the borings, and analytes are shown in Table 1.

The displaced soil was visually inspected and screened by a Farallon geologist using a photoionization detector and was described and logged using the United Soil Classification System (Modified). Physical evidence of soil impacts, including staining and odors, was not observed; photoionization detector readings ranged from 0.1 to 1.0 parts per million. Boring logs with soil descriptions are provided in Appendix A.

4.1.4 Soil Gas Probe Installation and Sampling

Following completion of boring advancement, Farallon converted the borings to temporary soil gas probes. Borings SVP-20 through SVP-26 were constructed with soil gas probes at a depth of 4 feet bgs.

Soil gas probe installation was performed in accordance with the *Advisory: Active Soil Gas Investigations* dated July 2015 prepared by the California Environmental Protection Agency et al. (2015) (Soil Gas Advisory). The probes consisted of an Airstone microporous gas implant or equivalent connected to 0.25-inch-outside-diameter Nylaflow tubing, finished at the surface with temporary plugs. The annulus around the gas implant was backfilled with approximately 1 foot of screen-washed No. 3 sand, followed by 1 foot of dry #8 granular bentonite, and completed with hydrated #8 granular bentonite to create a seal from the top of the dry granular bentonite to near surface. Soil gas probe construction is illustrated in the boring logs provided in Appendix A; their locations are shown on Figure 2.

The temporary soil gas probes were allowed to equilibrate for 7 days prior to sample collection on December 16, 2022. Soil gas sampling, including observance of equilibration times, performance of shut-in tests, and purging activities, was conducted in accordance with the Soil Gas Advisory. Seven soil gas samples were collected into 1-liter Summa canisters at a rate of 200 milliliters per minute or less. The tracer gas 1,1-difluoroethane (1,1-DFA) was introduced to ambient air surrounding the sampling train by soaking a cotton swab with liquid 1,1-DFA and placing it at the location where the soil gas probe tubing exited the ground.

Upon completion of sample collection at each location, a 1-liter Tedlar bag was filled with soil gas by a syringe from the probe tubing at each soil gas location. Each Tedlar bag was then connected to a calibrated Landtec Gem5000 landfill gas monitor for on-site methane evaluation.

The Summa canisters were transported under chain-of-custody protocols to a California-certified laboratory, and were analyzed for VOCs by EPA Method TO-15. The soil gas probes were then abandoned by extracting as much tubing as practical, filling the boring with bentonite grout and restoring the surface to match surrounding conditions.

4.2 SUMMARY OF ANALYTICAL RESULTS FOR SOIL GAS

The soil gas analytical results were compared to DTSC Screening Levels for indoor air, EPA Regional Screening Levels for indoor air, and the San Francisco Water Quality Control Board Environmental Screening Levels for TPH-g, which were adjusted using suggested attenuation factors provided in the Vapor Intrusion Guidance prepared by DTSC and the California

Environmental Protection Agency (2011). The attenuation factor used for this comparison was 0.03 published in HHRA Note 3. The methane screening results were obtained in percent, and compared to the DTSC screening level for methane of 0.5 percent by volume[5] (10 percent of the lower explosive limit for methane).

A summary of soil gas analytical results from December 2022 is provided in Table 5 and PCE in soil gas results are shown on Figure 3. In order to provide a comprehensive understanding of analytical results for the Site, PCE in soil gas from previous investigations is also shown on Figure 3, and analytical results from previous investigations are included in the attached data tables.

Soil gas analytical and methane screening results from the December 2022 sampling event are summarized below. A written summary of previous results can be found in each related previous report.

- PCE was not detected at a concentration exceeding the laboratory reporting limit of 0.1 µg/m^3 in soil gas samples collected from locations SVP-20 or SVP-23 on the southwestern and central portions of the planned building, respectively.
- PCE was detected at concentrations of 3.5 ug/m^3 in SVP-21, 2.6 ug/m^3 in SVP-22, 5.7 ug/m^3 in SVP-24, 13.0 ug/m^3 in SVP-25, and 60.2 ug/m^3 in SVP-26, which are less than the calculated industrial SGSL of 67 ug/m^3 using the 0.03 attenuation factor. These samples were collected from beneath the north-central and east-central portions of the planned building. Borings SVP-24, SVP-25, and SVP-26 were located in the immediate vicinity of former borings that contained elevated concentrations of PCE in the soil gas samples collected at a depth of 4 feet bgs in March 2022: 70 ug/m^3 in SVP-5, 232 ug/m^3 in SVP-8, and 247 ug/m^3 in SVP-7, respectively.
- Trace concentrations of cyclohexane, trichlorofluoromethane (Freon 11), dichlorodifluoro-methane (Freon 12), ethylbenzene, toluene, total xylenes, 1,2,4-trimethyl-benzene, and carbon disulfide were detected in soil gas samples collected from various locations at concentrations exceeding their laboratory reporting limit of 1.0 µg/m^3, but well below their respective calculated industrial SGSLs using the 0.03 attenuation factor;
- Methane was not detected at concentrations exceeding the detection level of 0.1 percent in soil gas samples collected from locations SVP-20 through SVP-26 using a Landtec Gem5000 landfill gas monitor for methane evaluation.
- The tracer gas 1,1-DFA was not detected at a concentration exceeding the laboratory reporting limit in the soil gas samples collected from locations SVP-20 through SVP-26.

[5] *Advisory on Methane Assessment and Common Remedies at School Sites* dated June 16, 2005, prepared by Department of Toxic Substances Control (2005).

4.3 INVESTIGATION-DERIVED WASTE

Investigation-derived waste generated during this sampling event consisted of a small amount of excess soil removed from each boring. The excess soil did not display evidence of chemical impact based on visual, olfactory inspection, or photoionization detector screening. Previous soil sample analytical results indicate that Site soil is suitable for on-Site reuse. Excess soil was reused at the Site.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Farallon conducted a soil gas investigation in December 2022 to further investigate impacts of VOCs previously identified in soil gas beneath the planned new building footprint at the Site. Previous soil gas data indicated that PCE was present at concentrations exceeding calculated industrial screening levels using the 0.03 attenuation factor in soil gas samples collected beneath and proximate to the planned new building footprint, specifically west of and beneath Building B; proximate to the former location of the 12,000-gallon diesel fuel UST; proximate to the former location of two 12,000 gallon USTs; and proximate to the vehicle washdown area with sump. PCE also was detected at concentrations less than the calculated industrial screening levels in soil gas in other soil gas samples collected at the Site.

For the December 2022 soil gas investigation, seven borings were advanced in the planned new building footprint. Soil gas probes were generally evenly distributed across the planned new building footprint, with selected probes placed proximate to areas previously identified as impacted by PCE. The borings were converted to temporary soil gas probes at a depth of 4 feet bgs and soil gas samples were collected and analyzed for VOCs and methane.

PCE was detected in five of the seven soil gas samples at concentrations exceeding the laboratory reporting limit of 0.1 ug/m^3. PCE detections in four of the soil gas samples ranged from 3.5 ug/m^3 to 13.0 ug/m^3; however, one detection of PCE (60.2 ug/m^3 in SVP-26) approached the calculated industrial SGSL of 67 ug/m^3 using a 0.3 attenuation factor. The detections of PCE in soil gas samples, which were collocated with soil gas samples collected during previous investigations, were less than detections of PCE in soil gas samples collected in 2016 by Partner and March 2022 by Farallon.

Other VOCs were not found during this investigation to be present in soil gas samples at concentrations approaching applicable screening levels. Methane was not detected in the soil gas samples.

Soil gas sampling at the Site has provided evidence of fluctuating concentrations of PCE. PCE concentrations detected in soil gas samples collected by Partner in July 2016 and by Farallon in March 2022 exceeded the calculated SGSL using a 0.03 attenuation factor at select locations. PCE was not detected above the laboratory reporting limit in soil gas samples collected by Farallon in September 2022. PCE was not detected at concentrations above the laboratory reporting limit or was detected at concentrations less than the calculated SGSL using a 0.03 attenuation factor in soil gas samples collected by Farallon in December 2022. The variability of reported concentrations of PCE in soil gas between the four soil gas sampling events suggests that PCE concentrations in soil gas may be influenced by variables such as seasonal changes. Because PCE detections in soil gas from the September and December 2022 investigations either were not detected above laboratory reporting limits or were less than the calculated SGSL using a 0.03 attenuation factor, and sampling locations were chosen in areas of known impacts, sampling data from the last two sampling rounds has not established the potential for an unacceptable vapor intrusion risk in the planned future building footprint. Based on the industrial nature of the use of the Site, Farallon recommends

implementation of a Media Management Plan to address any soil impacts associated with historical activities at the Site that may be encountered during Site redevelopment.

6.0 REFERENCES

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7.0 LIMITATIONS

7.1 GENERAL LIMITATIONS

The conclusions contained in this report/assessment are based on 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. The conclusions contained herein are subject to the following inherent limitations:

- **Accuracy of Information**. Farallon obtained, reviewed, and evaluated certain information used in this report/assessment from sources that were believed to be reliable. Farallon's conclusions, opinions, and recommendations are based in part on such information. Farallon's services did not include verification of its accuracy or authenticity. Should the information upon which Farallon relied prove to be inaccurate or unreliable, Farallon reserves the right to amend or revise its conclusions, opinions, and/or recommendations.
- **Reconnaissance and/or Characterization**. Farallon performed a reconnaissance and/or characterization of the Site that is the subject of this report/assessment to document current conditions. Farallon focused on areas deemed more likely to exhibit hazardous materials conditions. Contamination may exist in other areas of the Site that were not investigated or were inaccessible. Site activities beyond Farallon's control could change at any time after the completion of this report/assessment.

For the foregoing reasons, Farallon cannot and does not warrant or guarantee that the Site is free of hazardous or potentially hazardous substances or conditions, or that latent or undiscovered conditions will not become evident in the future. Farallon's observations, findings, and opinions can be considered valid only as of the date of the report.

This report/assessment has been prepared in accordance with the contract for services between Farallon and Prologis, L.P. and currently accepted industry standards. No other warranties, representations, or certifications are made.

7.2 LIMITATION ON RELIANCE BY THIRD PARTIES

Reliance by third parties is prohibited. This report/assessment has been prepared for the exclusive use of Prologis, L.P. to address the unique needs of Prologis, L.P. at the Site at a specific point in time.

This is not a general grant of reliance. No one other than Prologis, L.P. may rely on this report unless Farallon agrees in advance to such reliance in writing. Any unauthorized use, interpretation, or reliance on this report/assessment is at the sole risk of that party, and Farallon will have no liability for such unauthorized use, interpretation, or reliance.

FIGURES

SOIL GAS INVESTIGATION REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

REFERENCE: 7.5 MINUTE USGS QUADRANGLE GUASTI, CALIFORNIA, DATED 2013

N

0 5,000

SCALE IN FEET

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Washington
Issaquah | Bellingham | Seattle

Oregon
Portland | Baker City

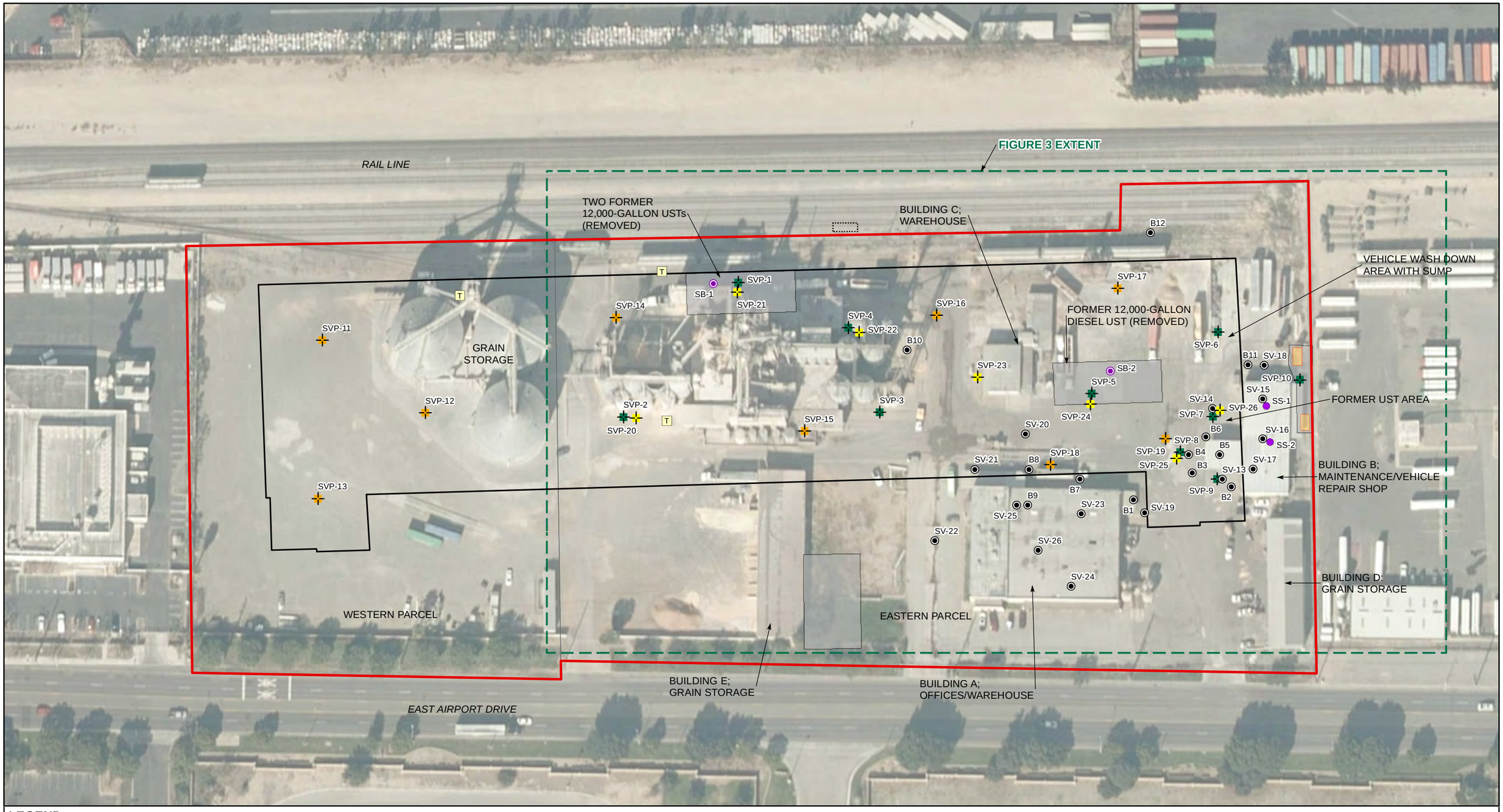
California
Oakland | Irvine

FIGURE 1

SITE VICINITY MAP
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-004

Drawn By: jjones | Checked By: PS | Date: 12/29/2022 | Disc Reference:
Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\SSI_2022-12\Figure-01_SiteVicinity.mxd



LEGEND

- SOIL GAS PROBE (FARALLON, DECEMBER 2022)
- SOIL GAS PROBE (FARALLON, SEPTEMBER 2022)
- SOIL GAS PROBE (FARALLON, MARCH 2022)
- SUBSLAB SOIL GAS PROBE (FARALLON, MARCH 2022)
- BORING (FARALLON, MARCH 2022)
- SOIL GAS PROBE (PARTNER, 2016)
- T TRANSFORMER
- FORMER SITE FEATURE
- OBSERVED SEPTIC TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- PROPOSED BUILDING FOOTPRINT
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

AST = ABOVEGROUND STORAGE TANK
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
GPR SURVEY AREA - 2022 (NO UST FOUND)

0 100
SCALE IN FEET

N

ALL LOCATIONS ARE APPROXIMATE.
FIGURES WERE PRODUCED IN COLOR.
GRAYSCALE COPIES MAY NOT
REPRODUCE ALL ORIGINAL INFORMATION.

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Washington
Issaquah | Bellingham | Seattle

Oregon
Portland | Baker City

California
Oakland | Irvine

FIGURE 2

SITE PLAN AND SAMPLING LOCATIONS
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-004

Drawn By: lmurock
Checked By: KL
Date: 2/1/2023
Disc Reference:
Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\SSI_2022-12\Figure-02_SitePlan.mxd

FORMER BRINE POND
(ESTIMATED)

TWO FORMER
12,000-GALLON USTs
(REMOVED)

SVP-1
3/11/2022|4.0'|31
3/11/2022|10.0'|**157**

SVP-14
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-21
12/16/2022|4.0'|3.5

SVP-4
3/11/2022|4.0'|62

SVP-22
12/16/2022|4.0'|2.6

SVP-16
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-17
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

VEHICLE WASH DOWN
AREA WITH SUMP

SVP-6
3/11/2022|4.0'|**97**
3/11/2022|8.0'|34

SV-18
7/29/2016|5.0'|<100

FORMER 12,000-GALLON
DIESEL UST (REMOVED)

BUILDING C;
WAREHOUSE

SVP-23
12/16/2022|4.0'|<1.0

SVP-5
3/11/2022|4.0'|**70**
3/11/2022|10.0'|**234**

FORMER UST AREA

SVP-26
12/16/2022|4.0'|60.2

SV-14
7/29/2016|4.0'|**230**

SVP-10
3/11/2022|4.0'|31
3/11/2022|8.0'|63

SV-15
7/29/2016|5.0'|**120**

SS-1
3/11/2022|0.5'|**220**

SVP-2
3/11/2022|4.0'|27

SVP-20
12/16/2022|4.0'|<1.0

SVP-3
3/11/2022|4.0'|<20

SVP-15
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SVP-24
12/16/2022|4.0'|5.7

SVP-8
3/11/2022|4.0'|**232**

SVP-7
3/11/2022|4.0'|**247**

B6
7/21/2016|5.0'|**68**

SV-20
7/29/2016|5.0'|<100

SVP-19
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

SV-16
7/29/2016|4.0'|**180**

SS-2
3/11/2022|0.5'|**194**

SVP-18
9/20/2022|4.0'|<25
9/20/2022|10.0'|<25

B8
7/21/2016|5.0'|44

SVP-25
12/16/2022|4.0'|13.0

B5
7/21/2016|5.0'|**100**

SV-17
7/29/2016|5.0'|<100

SV-21
7/29/2016|5.0'|<100

BUILDING B;
MAINTENANCE/VEHICLE
REPAIR SHOP

SV-25
7/29/2016|5.0'|<100

B7
7/21/2016|5.0'|<6.9

B3
7/21/2016|5.0'|<350

SV-13
7/29/2016|5.0'|<100

SVP-9
3/11/2022|4.0'|24

B4
7/21/2016|5.0'|<350

SV-23
7/29/2016|5.0'|<100

SV-22
7/29/2016|5.0'|<100

SV-19
7/29/2016|5.0'|<100

SV-26
7/29/2016|5.0'|<100

BUILDING E;
GRAIN STORAGE

BUILDING A;
OFFICES/WAREHOUSE

SV-24
7/29/2016|5.0'|<100

BUILDING D:
GRAIN STORAGE

EASTERN PARCEL

NOTES:
SAMPLE DATE, DEPTH, AND ANALYTICAL RESULTS AS:
SAMPLE DATE | SAMPLE DEPTH IN FEET BELOW GROUND SURFACE | PCE
SOIL GAS ANALYTICAL RESULTS IN MICROGRAMS PER CUBIC METER.
BOLD = DENOTES CONCENTRATIONS THAT EXCEED THE COMMERCIAL SUBSLAB/SOIL GAS VAPOR INTRUSION ENVIRONMENTAL SCREENING LEVEL.
< = DENOTES ANALYTE NOT DETECTED AT OR EXCEEDING THE LISTED REPORTING LIMIT.
PCE = TETRACHLOROETHENE

LEGEND

- SOIL GAS PROBE (FARALLON, DECEMBER 2022)
- SOIL GAS PROBE (FARALLON, SEPTEMBER 2022)
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- SOIL GAS PROBE (PARTNER, 2016)
- T TRANSFORMER
- FORMER SITE FEATURE
- OBSERVED SEPTIC TANK LOCATION
- GROUND-PENETRATING RADAR SCAN AREA
- PROPOSED BUILDING FOOTPRINT
- SITE BOUNDARY
- SAN BERNARDINO COUNTY PARCEL BOUNDARY

AST = ABOVEGROUND STORAGE TANK
GPR = GROUND-PENETRATING RADAR
UST = UNDERGROUND STORAGE TANK
GPR SURVEY AREA - 2022 (NO UST FOUND)

0 60
SCALE IN FEET

N

ALL LOCATIONS ARE APPROXIMATE.
FIGURES WERE PRODUCED IN COLOR.
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California
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FIGURE 3

PCE IN SOIL GAS
5355 EAST AIRPORT DRIVE
ONTARIO, CALIFORNIA

FARALLON PN: 1071-080-004

Drawn By: lmurock
Checked By: KL
Date: 2/1/2023
Disc Reference:
Q:\Projects\1071 Prologis\080 2021 SoCal Due Diligence II\002 Airport Dr\Mapfiles\SSI_2022-12\Figure-03_SoilGas-PCE.mxd

TABLES

SOIL GAS INVESTIGATION REPORT
5355 East Airport Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

Table 1
Sampling Rationale
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-004

Sample ID	Location	Rationale	Boring Depth (feet bgs)	Sample Depth (feet bgs)	Matrix to be Sampled	Analysis
SVP-20	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-2	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-21	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-1	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-22	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-4	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-23	Planned New Building Footprint	Assess the potential for soil gas under the future building	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-24	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-5	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-25	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-8	4.5	4	Soil Gas	VOCs via TO-15 Methane
SVP-26	Planned New Building Footprint	Assess the potential for soil gas at former soil vapor point SVP-7	4.5	4	Soil Gas	VOCs via TO-15 Methane

NOTES:

bgs = below ground surface

VOC = volatile organic compound

TO-15 = US Environmental Protection Agency Method TO-15

Table 2
Cumulative Summary of Volatile Organic Compounds in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sampled By	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (milligrams per kilogram)[2]					
					PCE	Benzene	Toluene	Ethylbenzene	Total Xylenes	Other VOCs
B1	Partner	B1-1	1.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
B2	Partner	B2-1	1.0	7/21/2016	< 0.0044	< 0.0044	< 0.0044	< 0.0044	< 0.0131	ND
B3	Partner	B3-15	15.0	7/21/2016	< 0.0043	< 0.0043	< 0.0043	< 0.0043	< 0.0129	ND
B4	Partner	B4-10	10.0	7/21/2016	< 0.0044	< 0.0044	< 0.0044	< 0.0044	< 0.0132	ND
B5	Partner	B5-15	15.0	7/21/2016	< 0.0041	< 0.0041	< 0.0041	< 0.0041	< 0.0123	ND
B6	Partner	B6-10	10.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
B7	Partner	B7-10	10.0	7/21/2016	< 0.0043	< 0.0043	< 0.0043	< 0.0043	< 0.013	ND
B8	Partner	B8-10	10.0	7/21/2016	< 0.0044	< 0.0044	< 0.0044	< 0.0044	< 0.0133	ND
B9	Partner	B9-1	1.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
B10	Partner	B10-1	1.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
B11	Partner	B11-1	1.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
B12	Partner	B12-1	1.0	7/21/2016	< 0.0050	< 0.0050	< 0.0050	< 0.0050	< 0.015	ND
SB-1	Farallon	SB-1-10'	10.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SB-2	Farallon	SB-1-10'	10.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-1	Farallon	SVP-1-10'	10.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-2	Farallon	SVP-2-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-3	Farallon	SVP-3-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-4	Farallon	SVP-4-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-5	Farallon	SVP-5-10'	10.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-6	Farallon	SVP-6-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
	Farallon	SVP-6-8'	8.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-7	Farallon	SVP-7-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-8	Farallon	SVP-8-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-9	Farallon	SVP-9-4'	4.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
SVP-10	Farallon	SVP-10-8'	8.0	3/4/2022	< 0.0010	< 0.0010	< 0.0010	< 0.0010	< 0.0030	ND
Commercial/Industrial Soil RSL[3]					**2.7**	**1.4**	**5,300**	**25**	**2,500**	**Various**

NOTES:

< denotes analyte not detected at or exceeding the reporting limit listed.

[1]Depth in feet below ground surface.

[2]Analyzed by U.S. Environmental Protection Agency (EPA) Method 8260B. Only select VOCs shown in table; see lab reports for full list of analytes.

[3]June 2020 (Revised May 2022) Department of Toxic Substances Control (DTSC) Regional Screening Levels (RSLs). If DTSC RSLs do not exist, November 2022 EPA RSLs were used and noted in blue text.

Farallon = Farallon Consulting, LLC
ND = not detected at or above the laboratory reporting limit
Partner = Partner Engineering and Science, Inc.
PCE = Tetrachloroethene
RSL = Regional Screening Level
VOCs = volatile organic compounds

Table 3
Cumulative Summary of Total Petroleum Hydrocarbons in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sampled By	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (milligrams per kilogram)[2]		
					TPH-g (C4 - C12)	TPH-d (C13 - C22)	TPH-o (C23 - C40)
B1	Partner	B1-1	1.0	7/21/2016	< 10	< 10	< 10
B2	Partner	B2-1	1.0	7/21/2016	< 10	< 10	< 10
B3	Partner	B3-15	15.0	7/21/2016	< 10	< 10	< 10
B4	Partner	B4-10	10.0	7/21/2016	< 10	< 10	< 10
B5	Partner	B5-15	15.0	7/21/2016	< 10	< 10	< 10
B6	Partner	B6-10	10.0	7/21/2016	< 10	< 10	< 10
B7	Partner	B7-10	10.0	7/21/2016	< 10	< 10	< 10
B8	Partner	B8-10	10.0	7/21/2016	< 10	< 10	< 10
B9	Partner	B9-1	1.0	7/21/2016	< 10	< 10	< 10
B10	Partner	B10-1	1.0	7/21/2016	< 10	< 10	< 10
B11	Partner	B11-1	1.0	7/21/2016	< 10	< 10	< 10
B12	Partner	B12-1	1.0	7/21/2016	< 10	< 10	< 10
SB-1	Farallon	SB-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SB-2	Farallon	SB-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-1	Farallon	SVP-1-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-2	Farallon	SVP-2-4'	4.0	3/4/2022	< 0.20	---	---
SVP-3	Farallon	SVP-3-4'	4.0	3/4/2022	< 0.20	---	---
SVP-4	Farallon	SVP-4-4'	4.0	3/4/2022	< 0.20	---	---
SVP-5	Farallon	SVP-5-10'	10.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-6	Farallon	SVP-6-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
	Farallon	SVP-6-8'	8.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-7	Farallon	SVP-7-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-8	Farallon	SVP-8-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-9	Farallon	SVP-9-4'	4.0	3/4/2022	< 0.20	< 10.0	< 10.0
SVP-10	Farallon	SVP-10-8'	8.0	3/4/2022	< 0.20	< 10.0	< 10.0
MSSL (< 20 feet Above Groundwater)[3]					**100**	**100**	**1,000**
MSSL (20-150 feet Above Groundwater)[3]					**500**	**1,000**	**10,000**
MSSL (> 150 feet Above Groundwater)[3]					**1,000**	**10,000**	**50,000**

NOTES:

< denotes analyte not detected at or exceeding the reporting limit listed.

--- denotes sample not analyzed.

[1]Depth in feet below ground surface.

[2]Analyzed by U.S. Environmental Protection Agency (EPA) Method 8015M (2022 samples) or 8015C (2016 samples).

[3]Los Angeles Regional Water Quality Control Board April 27, 2004 MSSLs for groundwater at depths of less than 20 feet, 20 to 150 feet, and greater than 150 feet below ground surface.

C = carbon range (number of carbons)

Farallon = Farallon Consulting, LLC

MSSL = maximum soil screening level

Partner = Partner Engineering and Science, Inc.

TPH-d = total petroleum hydrocarbons as diesel

TPH-g = total petroleum hydrocarbons as gasoline

TPH-o = total petroleum hydrocarbons as oil

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Table 4
Cumulative Summary of Metals in Soil
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-002

Sample Location	Sampled By	Sample Identification	Sample Depth (feet) [1]	Sample Date	Analytical Results (milligrams per kilogram)[2]									
					Barium	Cadmium	Chromium	Cobalt	Copper	Lead	Nickel	Vanadium	Zinc	Other Metals
SVP-6	Farallon	SVP-6-4'	4.0	3/4/2022	61.2	0.9	8.2	5.2	5.9	1.1	5.2	24.6	26.5	ND
	Farallon	SVP-6-8'	8.0	3/4/2022	59.6	0.9	8.5	5.2	6.0	1.2	5.2	23.1	27.0	ND
Residential Soil RSL[3]					**15,000**	**7.1**	**NE**	**23**	**3,100**	**80**	**820**	**390**	**23,000**	**Various**
Industrial Soil RSL[3]					**220,000**	**79**	**NE**	**350**	**47,000**	**500**	**11,000**	**5,800**	**350,000**	**Various**

NOTES:

< denotes analyte not detected at or exceeding the reporting limit listed.

[1]Depth in feet below ground surface.

[2]California Administrative Manual (CAM) Priority Pollutant List (PPL) 17 metals analyzed by U.S. Environmental Protection Agency (EPA) Method 6010B by 3050B; mercury analyzed by EPA Method 7471A. Only detected analytes shown; see laboratory report for full list of analytes.

[3]June 2020 (Revised May 2022) Department of Toxic Substances Control (DTSC) Regional Screening Levels (RSLs). If DTSC RSLs do not exist, November 2022 EPA RSLs were used and noted in blue text.

Farallon = Farallon Consulting, LLC

ND = not detected at or above the laboratory reporting limit

RSL = Regional Screening Level

Table 5
Cumulative Summary of Volatile Organic Compounds in Soil Gas
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-004

Sample Location	Sampled By	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (micrograms per cubic meter)[2]													
					PCE	TCE	Cyclohexane	Trichloro-fluoro-methane (Freon 11)	Dichloro difluoro-methane (Freon 12)	Ethylbenzene	Toluene	Total Xylenes	1,2,4-Trimethyl-benzene	Carbon Disulfide	TPH-g	Methane	Other VOCs	Tracer
Subslab Soil Gas Samples																		
SS-1	Farallon	SS-1	0.5	3/11/2022	**220**	< 20	---	< 40	< 40	< 20	< 20	< 60	< 20	---	< 5,000	---	< 5,000	ND
SS-2	Farallon	SS-2	0.5	3/11/2022	**194**	< 20	---	< 40	< 40	< 20	< 20	< 60	< 20	---	< 5,000	---	< 5,000	ND
Soil Gas Samples																		
B3	Partner	B3-SG	5.0	7/21/2016	< 350 C	< 270 C	< 170 C	< 290 C	< 250 C	< 220 C	< 190 C	**460** C	< 250 C	< 160 C	---	---	ND C	ND
B4	Partner	B4-SG	5.0	7/21/2016	< 350 C	< 270 C	< 170 C	< 290 C	< 250 C	**280** C	< 190 C	**1,500** C	< 250 C	< 160 C	---	---	ND C	ND
B5	Partner	B5-SG	5.0	7/21/2016	**100**	< 5.5	< 3.5	< 5.7	< 5.0	< 4.4	< 3.8	**12**	< 5.0	< 3.2	---	---	ND	ND
B6	Partner	B6-SG	5.0	7/21/2016	**68**	**26**	< 3.5	< 5.7	< 5.0	< 4.4	**4.0**	**23.6**	< 5.0	< 3.2	---	---	ND	ND
B7	Partner	B7-SG	5.0	7/21/2016	< 6.9	< 5.5	< 3.5	< 5.7	< 5.0	**11**	**4.9**	**92**	< 5.0	< 3.2	---	---	ND	ND
B8	Partner	B8-SG	5.0	7/21/2016	**44**	**13**	< 3.5	< 5.7	< 5.0	**21**	**13**	**178**	< 5.0	< 3.2	---	---	ND	ND
SV-13	Partner	SV-13-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-14	Partner	SV-14-4'	4.0	7/29/2016	**230**	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-15	Partner	SV-15-5'	5.0	7/29/2016	**120**	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-16	Partner	SV-16-4'	4.0	7/29/2016	**180**	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-17	Partner	SV-17-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-18	Partner	SV-18-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-19	Partner	SV-19-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-20	Partner	SV-20-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-21	Partner	SV-21-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-22	Partner	SV-22-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-23	Partner	SV-23-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-24	Partner	SV-24-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-25	Partner	SV-25-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SV-26	Partner	SV-26-5'	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
	Partner	SV-26-5' Dup	5.0	7/29/2016	< 100	< 100	< 1,000	< 1,000	< 1,000	< 400	< 1,000	< 2,000	---	---	---	---	ND	ND
SVP-1	Farallon	SVP-1-4'	4.0	3/11/2022	**31**	< 20	---	< 40	< 40	< 20	**21**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-1-10'	10.0	3/11/2022	**157**	< 20	---	< 40	< 40	< 20	**21**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-2	Farallon	SVP-2-4'	4.0	3/11/2022	**27**	< 20	---	< 40	< 40	< 20	**34**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-3	Farallon	SVP-3-4'	4.0	3/11/2022	< 20	< 20	---	< 40	< 40	< 20	**78**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-3-4'REP	4.0	3/11/2022	< 20	< 20	---	< 40	< 40	< 20	**45**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-4	Farallon	SVP-4-4'	4.0	3/11/2022	**62**	< 20	---	< 40	< 40	< 20	**80**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-4-4'REP	4.0	3/11/2022	**57**	< 20	---	< 40	< 40	< 20	**46**	< 60	< 20	---	< 5,000	---	ND	ND
Calculated Industrial SGSL with 0.03 Attenuation Factor[3]					**67**	**100**	**870,000**	**180,000**	**15,000**	**160**	**43,000**	**15,000**	**8,700**	**100,000**	**83,000**	**5%[4]**	**Varies**	**Varies**

Table 5
Cumulative Summary of Volatile Organic Compounds in Soil Gas
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-004

Sample Location	Sampled By	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (micrograms per cubic meter)[2]													
					PCE	TCE	Cyclohexane	Trichloro-fluoro-methane (Freon 11)	Dichloro difluoro-methane (Freon 12)	Ethylbenzene	Toluene	Total Xylenes	1,2,4-Trimethyl-benzene	Carbon Disulfide	TPH-g	Methane	Other VOCs	Tracer
SVP-5	Farallon	SVP-5-4'	4.0	3/11/2022	**70**	< 20	---	< 40	< 40	< 20	**83**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-5-10'	10.0	3/11/2022	**234**	< 20	---	< 40	< 40	< 20	< 20	< 60	< 20	---	< 5,000	---	ND	ND
SVP-6	Farallon	SVP-6-4'	4.0	3/11/2022	**97**	< 20	---	< 40	< 40	< 20	**106**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-6-8'	8.0	3/11/2022	**34**	< 20	---	< 40	< 40	< 20	**65**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-7	Farallon	SVP-7-4'	4.0	3/11/2022	**247**	< 20	---	< 40	< 40	< 20	**91**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-8	Farallon	SVP-8-4'	4.0	3/11/2022	**232**	< 20	---	< 40	< 40	< 20	**89**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-9	Farallon	SVP-9-4'	4.0	3/11/2022	**24**	< 20	---	< 40	< 40	< 20	**87**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-10	Farallon	SVP-10-4'	4.0	3/11/2022	**31**	< 20	---	< 40	< 40	< 20	**60**	< 60	< 20	---	< 5,000	---	ND	ND
	Farallon	SVP-10-8'	8.0	3/11/2022	**63**	< 20	---	< 40	**60**	< 20	**47**	< 60	< 20	---	< 5,000	---	ND	ND
SVP-11	Farallon	SVP-11-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 50	< 25	< 250	---	---	ND	ND
	Farallon	SVP-11-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 50	< 25	< 250	---	---	ND	ND
SVP-12	Farallon	SVP-12-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 50	< 25	< 250	---	---	ND	ND
	Farallon	SVP-12-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-13	Farallon	SVP-13-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-13-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-14	Farallon	SVP-14-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-14-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-15	Farallon	SVP-15-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-15-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-16	Farallon	SVP-16-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	**50**	< 25	**90**	< 25	< 250	---	---	ND	ND
	Farallon	SVP-16-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	**30**	< 25	**90**	< 25	< 250	---	---	ND	ND
SVP-17	Farallon	SVP-17-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-17-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-18	Farallon	SVP-18-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-18-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-18-10-DUP	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
SVP-19	Farallon	SVP-19-4	4.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
	Farallon	SVP-19-10	10.0	9/20/2022	< 25	< 25	---	< 25	< 25	< 25	< 25	< 75	< 25	< 250	---	---	ND	ND
Calculated Industrial SGSL with 0.03 Attenuation Factor[3]					**67**	**100**	**870,000**	**180,000**	**15,000**	**160**	**43,000**	**15,000**	**8,700**	**100,000**	**83,000**	**5%[4]**	**Varies**	**Varies**

Table 5
Cumulative Summary of Volatile Organic Compounds in Soil Gas
5355 East Airport Road
Ontario, California
Farallon PN: 1071-080-004

Sample Location	Sampled By	Sample Identification	Sample Depth (feet)[1]	Sample Date	Analytical Results (micrograms per cubic meter)[2]													
					PCE	TCE	Cyclohexane	Trichloro-fluoro-methane (Freon 11)	Dichloro difluoro-methane (Freon 12)	Ethylbenzene	Toluene	Total Xylenes	1,2,4-Trimethyl-benzene	Carbon Disulfide	TPH-g	Methane	Other VOCs	Tracer
SVP-20	Farallon	SVP-20	4.0	12/16/2022	< 1.0	< 1.0	**1.8**	**3.2**	**2.3**	**1.0**	**2.9**	**4.7**	< 1.0	< 1.0	---	0%	ND	ND
SVP-21	Farallon	SVP-21	4.0	12/16/2022	**3.5**	< 1.0	< 1.0	**2.6**	**2.6**	< 1.0	**1.6**	**4.4**	< 1.0	< 1.0	---	0%	ND	ND
SVP-22	Farallon	SVP-22	4.0	12/16/2022	**2.6**	< 1.0	**19.0**	**1.3**	**2.5**	**2.6**	**4.9**	**11.5**	< 1.0	< 1.0	---	0%	ND	ND
SVP-23	Farallon	SVP-23	4.0	12/16/2022	< 1.0	< 1.0	**1.3**	**1.3**	**2.1**	< 1.0	**1.6**	**4.1**	**4.6**	< 1.0	---	0%	ND	ND
SVP-24	Farallon	SVP-24	4.0	12/16/2022	**5.7**	< 1.0	< 1.0	**1.1**	**2.8**	< 1.0	< 1.0	< 2.0	< 1.0	< 1.0	---	0%	ND	ND
SVP-25	Farallon	SVP-25	4.0	12/16/2022	**13.0**	< 1.0	**1.0**	**1.1**	**4.7**	< 1.0	< 1.0	**1.4**	< 1.0	< 1.0	---	0%	ND	ND
SVP-26	Farallon	SVP-26	4.0	12/16/2022	**60.2**	< 1.0	**2.8**	**1.1**	**8.9**	**1.8**	**4.4**	**9.8**	< 1.0	**1.5**	---	0%	ND	ND
Calculated Industrial SGSL with 0.03 Attenuation Factor[3]					**67**	**100**	**870,000**	**180,000**	**15,000**	**160**	**43,000**	**15,000**	**8,700**	**100,000**	**83,000**	**5%[4]**	**Varies**	**Varies**

NOTES:

Results in **bold** denote concentrations detected at or above the laboratory reporting limit. Results in **bold** and highlighted yellow denote concentrations exceeding applicable SGSLs for the current property use (industrial/commercial).

< denotes analyte not detected at or exceeding the reporting limit listed.

--- denotes sample not analyzed or not applicable.

[1] Depth in feet below ground surface.

[2] Only detected VOCs shown in table; see lab reports for full list of analytes. Analyzed by EPA Methods 8260B/8260B-Modified (7/29/2016 (Modified), 3/11/2022, and 9/20/2022) or TO-15 (7/21/2016 and 12/16/2022), unless otherwise noted.

[3] Except as noted (see Footnote 4), Calculated soil gas screening levels (SGSLs) were derived by dividing the May 2022 Department of Toxic Substances Control (DTSC) screening levels (shown in black) or November 2022 U.S. Environmental Protection Agency (EPA) Regional Screening Levels (shown in blue) for VOCs, and 2019 SFBWQCB Environmental Screening Levels (ESLs) for TPH-g (shown in green) for indoor air by the noted attenuation factor.

[4] Methane was compared against a Lower Exlosive Limit of 5% as measured by a hand-held GemTech 5000 Flame Ionizaton Detector

C = sample was analyzed via TO-14 due to high concentration of analytes
Farallon = Farallon Consulting, LLC
ND = not detected at or above the laboratory reporting limit
Partner = Partner Engineering and Science, Inc.
PCE = tetrachloroethene
SGSL = soil gas screening level
TCE = trichloroethene
TPH-g = total petroleum hydrocarbons, gasoline range

APPENDIX B
DTSC INFORMATION ADVISORY, CLEAN IMPORTED FILL MATERIAL

MEDIA MANAGEMENT PLAN
5355 East Airplane Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

Information Advisory
Clean Imported Fill Material

October 2001

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

It is DTSC's mission to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality, by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention.

State of California

California Environmental Protection Agency

Executive Summary

This fact sheet has been prepared to ensure that inappropriate fill material is not introduced onto sensitive land use properties under the oversight of the DTSC or applicable regulatory authorities. Sensitive land use properties include those that contain facilities such as hospitals, homes, day care centers, and schools. This document only focuses on human health concerns and ecological issues are not addressed. It identifies those types of land use activities that may be appropriate when determining whether a site may be used as a fill material source area. It also provides guidelines for the appropriate types of analyses that should be performed relative to the former land use, and for the number of samples that should be collected and analyzed based on the estimated volume of fill material that will need to be used. The information provided in this fact sheet is not regulatory in nature, rather is to be used as a guide, and in most situations the final decision as to the acceptability of fill material for a sensitive land use property is made on a case-by-case basis by the appropriate regulatory agency.

Introduction

The use of imported fill material has recently come under scrutiny because of the instances where contaminated soil has been brought onto an otherwise clean site. However, there are currently no established standards in the statutes or regulations that address environmental requirements for imported fill material. Therefore, the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) has prepared this fact sheet to identify procedures that can be used to minimize the possibility of introducing contaminated soil onto a site that requires imported fill material. Such sites include those that are undergoing site remediation, corrective action, and closure activities overseen by DTSC or the appropriate regulatory agency. These procedures may also apply to construction projects that will result in sensitive land uses. The intent of this fact sheet is to protect people who live on or otherwise use a sensitive land use property. By using this fact sheet as a guide, the reader will minimize the chance of introducing fill material that may result in potential risk to human health or the environment at some future time.

Overview

Both natural and manmade fill materials are used for a variety of purposes. Fill material properties are commonly controlled to meet the necessary site specific engineering specifications. Because most sites requiring fill material are located in or near urban areas, the fill materials are often obtained from construction projects that generate an excess of soil, and from demolition debris (asphalt, broken concrete, etc.). However, materials from those types of sites may or may not be appropriate, depending on the proposed use of the fill, and the quality of the assessment and/or mitigation measures, if necessary. Therefore, unless material from construction projects can be demonstrated to be free of contamination and/or appropriate for the proposed use, the use of that material as fill should be avoided.

Selecting Fill Material

In general, the fill source area should be located in nonindustrial areas, and not from sites undergoing an environmental cleanup. Nonindustrial sites include those that were previously undeveloped, or used solely for residential or agricultural purposes. If the source is from an agricultural area, care should be taken to insure that the fill does not include former agricultural waste process byproducts such as manure or other decomposed organic material. Undesirable sources of fill material include industrial and/or commercial sites where hazardous ma-

Potential Contaminants Based on the Fill Source Area

Fill Source:	Target Compounds
Land near to an existing freeway	Lead (EPA methods 6010B or 7471A), PAHs (EPA method 8310)
Land near a mining area or rock quarry	Heavy Metals (EPA methods 6010B and 7471A), asbestos (polarized light microscopy), pH
Agricultural land	Pesticides (Organochlorine Pesticides: EPA method 8081A or 8080A; Organophosphorus Pesticides: EPA method 8141A; Chlorinated Herbicides: EPA method 8151A), heavy metals (EPA methods 6010B and 7471A)
Residential/acceptable commercial land	VOCs (EPA method 8021 or 8260B, as appropriate and combined with collection by EPA Method 5035), semi-VOCs (EPA method 8270C), TPH (modified EPA method 8015), PCBs (EPA method 8082 or 8080A), heavy metals including lead (EPA methods 6010B and 7471A), asbestos (OSHA Method ID-191)

**The recommended analyses should be performed in accordance with USEPA SW-846 methods (1996). Other possible analyses include Hexavalent Chromium: EPA method 7199*

Recommended Fill Material Sampling Schedule

Area of Individual Borrow Area	Sampling Requirements
2 acres or less	Minimum of 4 samples
2 to 4 acres	Minimum of 1 sample every 1/2 acre
4 to 10 acres	Minimum of 8 samples
Greater than 10 acres	Minimum of 8 locations with 4 subsamples per location
Volume of Borrow Area Stockpile	**Samples per Volume**
Up to 1,000 cubic yards	1 sample per 250 cubic yards
1,000 to 5,000 cubic yards	4 samples for first 1000 cubic yards +1 sample per each additional 500 cubic yards
Greater than 5,000 cubic yards	12 samples for first 5,000 cubic yards + 1 sample per each additional 1,000 cubic yards

terials were used, handled or stored as part of the business operations, or unpaved parking areas where petroleum hydrocarbons could have been spilled or leaked into the soil. Undesirable commercial sites include former gasoline service stations, retail strip malls that contained dry cleaners or photographic processing facilities, paint stores, auto repair and/or painting facilities. Undesirable industrial facilities include metal processing shops, manufacturing facilities, aerospace facilities, oil refineries, waste treatment plants, etc. Alternatives to using fill from construction sites include the use of fill material obtained from a commercial supplier of fill material or from soil pits in rural or suburban areas. However, care should be taken to ensure that those materials are also uncontaminated.

Documentation and Analysis

In order to minimize the potential of introducing contaminated fill material onto a site, it is necessary to verify through documentation that the fill source is appropriate and/or to have the fill material analyzed for potential contaminants based on the location and history of the source area. Fill documentation should include detailed information on the previous use of the land from where the fill is taken, whether an environmental site assessment was performed and its findings, and the results of any testing performed. It is recommended that any such documentation should be signed by an appropriately licensed (CA-registered) individual. If such documentation is not available or is inadequate, samples of the fill material should be chemically analyzed. Analysis of the fill material should be based on the source of the fill and knowledge of the prior land use.

Detectable amounts of compounds of concern within the fill material should be evaluated for risk in accordance with the DTSC Preliminary Endangerment Assessment (PEA) Guidance Manual. If

metal analyses are performed, only those metals (CAM 17 / Title 22) to which risk levels have been assigned need to be evaluated. At present, the DTSC is working to establish California Screening Levels (CSL) to determine whether some compounds of concern pose a risk. Until such time as these CSL values are established, DTSC recommends that the DTSC PEA Guidance Manual or an equivalent process be referenced. This guidance may include the Regional Water Quality Control Board's (RWQCB) guidelines for reuse of non-hazardous petroleum hydrocarbon contaminated soil as applied to Total Petroleum Hydrocarbons (TPH) only. The RWQCB guidelines should not be used for volatile organic compounds (VOCs) or semi-volatile organic compounds (SVOCS). In addition, a standard laboratory data package, including a summary of the QA/QC (Quality Assurance/Quality Control) sample results should also accompany all analytical reports.

When possible, representative samples should be collected at the borrow area while the potential fill material is still in place, and analyzed prior to removal from the borrow area. In addition to performing the appropriate analyses of the fill material, an appropriate number of samples should also be determined based on the approximate volume or area of soil to be used as fill material. The table above can be used as a guide to determine the number of samples needed to adequately characterize the fill material when sampled at the borrow site.

Alternative Sampling

A Phase I or PEA may be conducted prior to sampling to determine whether the borrow area may have been impacted by previous activities on the property. After the property has been evaluated, any sampling that may be required can be determined during a meeting with DTSC or appropriate regulatory agency. However, if it is not possible to analyze the fill material at the borrow area or determine that it is appropriate for use via a Phase I or PEA, it is recommended that one (1) sample per truckload be collected and analyzed for all compounds of concern to ensure that the imported soil is uncontaminated and acceptable. (See chart on Potential Contaminants Based on the Fill Source Area for appropriate analyses). This sampling frequency may be modified upon consultation with the DTSC or appropriate regulatory agency if all of the fill material is derived from a common borrow area. However, fill material that is not characterized at the borrow area will need to be stockpiled either on or off-site until the analyses have been completed. In addition, should contaminants exceeding acceptance criteria be identified in the stockpiled fill material, that material will be deemed unacceptable and new fill material will need to be obtained, sampled and analyzed. Therefore, the DTSC recommends that all sampling and analyses should be completed prior to delivery to the site to ensure the soil is free of contamination, and to eliminate unnecessary transportation charges for unacceptable fill material.

Composite sampling for fill material characterization may or may not be appropriate, depending on quality and homogeneity of source/borrow area, and compounds of concern. Compositing samples for volatile and semivolatile constituents is not acceptable. Composite sampling for heavy metals, pesticides, herbicides or PAH's from unanalyzed stockpiled soil is also unacceptable, unless it is stockpiled at the borrow area and originates from the same source area. In addition, if samples are composited, they should be from the same soil layer, and not from different soil layers.

When very large volumes of fill material are anticipated, or when larger areas are being considered as borrow areas, the DTSC recommends that a Phase I or PEA be conducted on the area to ensure that the borrow area has not been impacted by previous activities on the property. After the property has been evaluated, any sampling that may be required can be determined during a meeting with the DTSC.

For further information, call Shahir Haddad, P.E. at (714) 484-5368.

APPENDIX C
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SOUTH COAST AQMD RULE BOOK, RULE 403, FUGITIVE DUST

MEDIA MANAGEMENT PLAN
5355 East Airplane Drive
Ontario, California

Farallon PN: 1071-080 (Task 2)

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)
(Amended June 3, 2005)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) COMMERCIAL POULTRY RANCH means any building, structure, enclosure, or premises where more than 100 fowl are kept or maintained for the primary purpose of producing eggs or meat for sale or other distribution.

(10) CONFINED ANIMAL FACILITY means a source or group of sources of air pollution at an agricultural source for the raising of 3,360 or more fowl or 50 or more animals, including but not limited to, any structure, building, installation, farm, corral, coop, feed storage area, milking parlor, or system for the collection, storage, or distribution of solid and liquid manure; if domesticated animals, including horses, sheep, goats, swine, beef cattle, rabbits, chickens, turkeys, or ducks are corralled, penned, or otherwise caused to remain in restricted areas for commercial agricultural purposes and feeding is by means other than grazing.

(11) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(12) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(13) DAIRY FARM is an operation on a property, or set of properties that are contiguous or separated only by a public right-of-way, that raises cows or

produces milk from cows for the purpose of making a profit or for a livelihood. Heifer and calf farms are dairy farms.

(14) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(15) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(16) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(17) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(18) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(19) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(20) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(21) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic

meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(22) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(23) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(24) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(25) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(26) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(27) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(28) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(29) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(30) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange

County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(31) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(32) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(34) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(35) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(36) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(37) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(6) Beginning January 1, 2006, any person who operates or authorizes the operation of a confined animal facility subject to this Rule shall implement the applicable conservation management practices specified in Table 4 of this Rule.

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation

Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Dairy farms.

(B) Confined animal facilities provided that the combined disturbed surface area within one continuous property line is one acre or less.

(C) Agricultural vegetative crop operations provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(D) Agricultural vegetative crop operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(E) Agricultural vegetative crop operations outside the South Coast Air Basin whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(F) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(G) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(H) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(I) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(J) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities, and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(K) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for

each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).