CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

MAY 28, 2015
9:00 AM

Mayor Tim Spohn
Mayor Pro Tem Jeff Parriott
Council Member John P. Ferrero
Council Member Roy Haber, III
Council Member Pat Marcellin

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

Addressing the City Council:

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

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

Americans with Disabilities Act:

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

Agendas and other writings:

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

1. Call to Order

2. Flag Salute

3. Roll Call

4. Public Comments

5. CONSENT CALENDAR

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

5.1 Consideration of Register of Demands.

RECOMMENDED ACTION: Approve the Register of Demands and authorize the appropriate City Officials to pay the bills.

5.2 Consideration of annual budget submitted by the Industry Property and Housing Management Authority for fiscal year 2015-2016.

RECOMMENDED ACTION: Approve, receive and file.

5.3 Consideration of annual budget submitted by the Industry Public Utilities Commission for fiscal year 2015-2016.

RECOMMENDED ACTION: Approve, receive and file.

5.4 Consideration of annual budget submitted by the Industry Public Facilities Authority for fiscal year 2015-2016.

RECOMMENDED ACTION: Approve, receive and file.

5.5 Consideration to authorize the purchase of materials for the relocation of a 16-inch waterline in conjunction with Phase 1 of the Puente Grade Separation Project, in the amount of $20,158.25.

RECOMMENDED ACTION: Authorize La Puente Valley County Water District to purchase the materials in accordance with the management agreement.

5.6 Consideration to solicit proposals for design services for the repainting of the Azusa Avenue Bridge over Valley Boulevard and the Union Pacific Railroad with $289,493.00 in Federal Highway Administration (FHWA) funds.

RECOMMENDED ACTION: Approve the solicitation of proposals.

5.7 Consideration of Resolution No. CC 2015-17 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, DELEGATING AUTHORITY TO THE CITY TREASURER AND ACTING CITY TREASURER TO INVEST CITY FUNDS.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-17.

5.8 Consideration to authorize the sale of safe and sane fireworks to the following applicants:

Friends of Industry Sheriff's Station, Workman High School Athletic Boosters, Bassett High School Olympian Boosters, Wilson High School Athletics Boosters, Rowland High School Huddle Club, La Puente High School Athletics, Nogales High School Regiment Boosters, Los Altos High School Quarterback Club, Bishop Amat Memorial High School, Lyle Olsen Memorial Foundation, West Covina Youth Pony Baseball, Southland Christian High School, Cory Lidle Foundation, Knights of Columbus #6028, Basset Education Foundation, North View Vikings Baseball, Praise Chapel, La Puente, A Place of Hope, Kiwanis Club of Hacienda Heights, San Gabriel Valley YMCA.

RECOMMENDED ACTION: Authorize the sale of safe and sane fireworks subject to the regulations set forth in the Industry Municipal Code Section 15.28.

6. PUBLIC HEARING

6.1 Public Hearing regarding emergency water shortage conditions and to set mandatory water conservation measures for the City of Industry Waterworks System.

Consideration of Resolution No. CC 2015-09 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY DECLARING EMERGENCY WATER SHORTAGE CONDITIONS AND ADOPTING MANDATORY WATER CONSERVATION MEASURES CONSISTENT WITH THOSE IMPOSED BY THE STATE WATER RESOURCES CONTROL BOARD ON THE DELIVERY AND CONSUMPTION OF WATER FOR PUBLIC USE.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-09.

7.1 CITY MANAGER MATTERS

7.1 Consideration of annual budget submitted by the Civic-Recreational-Industrial Authority for fiscal year 2015-2016.

RECOMMENDED ACTION: Do not approve the budget, and direct staff to work with the Civic-Recreational-Industrial Authority Board to study viable options to reduce the budget deficit.

7.2 Consideration of Resolution No. CC 2015-10 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ESTABLISHING THE 2015-2016 APPROPRIATIONS LIMITATION AND SELECTING THE GROWTH IN THE CALIFORNIA PER CAPITA INCOME AND COUNTY POPULATION GROWTH ADJUSTMENT FACTORS FOR

THE CITY PURSUANT TO ARTICLE XIIIB OF THE CALIFORNIA CONSTITUTION.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-10.

7.3 Consideration of Resolution No. CC 2015-11 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING A BUDGET FOR THE FISCAL YEAR 2015-2016.

RECOMMENDED ACTION: Approve the 2015-2016 Proposed Budget as presented with the exception of the $1,082,500 transfers to the Civic-Recreational-Industrial Authority, and the $1,560,000 Expo Center Improvements budgeted under Capital Project, and adopt Resolution No. CC 2015-11.

7.4 Consideration of Resolution No. CC 2015-12 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A SALARY RANGE SCHEDULE FOR CITY EMPLOYEES AND OFFICERS.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-12.

7.5 Consideration of Resolution No. CC 2015-15 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AUTHORIZING THE CREATION OF A CITY OPERATING RESERVE FUND, SPECIAL REVENUE OPERATING RESERVE, ENTERPRISE FUND OPERATING RESERVE, AND A CITY CAPITAL IMPROVEMENT RESERVE FUND AND AUTHORIZING CERTAIN APPROPRIATION TO VARIOUS FUNDS.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-15.

8. **CITY ENGINEER MATTERS**

8.1 Consideration of Ordinance No. 792 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING AND RESTATING MUNICIPAL CODE CHAPTER 13.16 PERTAINING TO STORMWATER RUNOFF AND URBAN RUNOFF POLLUTION CONTROL AND REPEALING CHAPTER 13.17 PERTAINING TO STANDARD URBAN STORMWATER MITIGATION PLAN IMPLEMENTATION.

(FIRST READING)

RECOMMENDED ACTION: Waive further reading and introduce Ordinance No. 792.

8.2 Consideration of Resolution No. CC 2015-16 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A GREEN STREET POLICY.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-16.

8.3 Consideration of an Agreement between the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority and the City of Industry for cost sharing for the installation of monitoring equipment and monitoring pursuant to the Harbor Toxic Pollutants TMDL.

RECOMMENDED ACTION: Approve the Agreement.

8.4 Consideration of a traffic analysis report prepared for the Alameda Corridor-East Construction Authority identifying impacts to Nogales Street during the concurrent closure of the Fairway Drive and Fullerton Road Grade Separation Projects for the period of September 2016 through June 2018.

RECOMMENDED ACTION: Approve the traffic analysis and recommended mitigation measures.

8.5 Consideration to solicit proposals for professional services related to the creation of quiet zones at various locations along the Union Pacific Railroad.

RECOMMENDED ACTION: Approve the solicitation of proposals.

9. PLANNING DIRECTOR MATTERS

9.1 Consideration of Development Plan application No. 14-9 submitted by Quinn Development, LLC to construct an 80,000 square foot industrial building located at 125 Orange Avenue.

a. Consideration of Resolution No. CC 2015-13 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED IN CONJUNCTION WITH DEVELOPMENT PLAN NO. 14-9 TO ALLOW THE CONSTRUCTION OF AN 80,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE “M”-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-13.

b. Consideration of Resolution No. CC 2015-14 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING DEVELOPMENT PLAN NO. 14-9 TO ALLOW THE CONSTRUCTION OF AN 80,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE “M”-INDUSTRIAL ZONE, AND MAKING

FINDINGS IN SUPPORT THEREOF.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-14.

9.2 Consideration of Development Plan application 15-8 submitted by Art Weiss, Inc. to improve an existing site and building located at 15130 Nelson Avenue.

RECOMMENDED ACTION: Approve Development Plan No. 15-8 submitted by Art Weiss, Inc. based on the findings and Standard Requirements and Conditions.

9.3 Consideration of Ordinance No. 791 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, REPEALING CHAPTER 9.26 (ELECTRONIC GAMES AND DEVICES) OF TITLE 9 (PUBLIC PEACE, MORALS AND WELFARE) OF THE INDUSTRY MUNICIPAL CODE. (FIRST READING)

RECOMMENDED ACTION: Waive further reading and introduce Ordinance No. 791.

10. **CLOSED SESSION**

10.1 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2): Five Potential Cases.

10.2 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Initiation of litigation pursuant to Government Code Section 54956.9(d)(4): One Case.

11. Adjournment. Next regular meeting: Thursday, June 11, 2015 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF MAY 28, 2015

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
100	GENERAL FUND	1,653,201.34
120	CAPITAL IMPROVEMENT FUND	121,534.23
140	CITY DEBT SERVICE	2,300.00
161	IPUC - ELECTRIC	182,278.87
440	INDUSTRY PUBLIC FACILITY AUTHORITY	2,300.00
TOTAL ALL FUNDS		1,961,614.44

BANK RECAP:

BANK	NAME	DISBURSEMENTS
BOFA	BANK OF AMERICA - CKING ACCOUNTS	231,110.00
REF	REFUSE - CKING ACCOUNT	4,042.91
WFBK	WELLS FARGO- CKING ACCOUNT	1,726,461.53
TOTAL ALL BANKS		1,961,614.44

CITY OF INDUSTRY
BANK OF AMERICA
May 28, 2015

Check	Date			Payee Name	Check Amount
CITYELEC.CHK - City Electric					
1354	05/13/2015			**CITY OF INDUSTRY**	$116,100.00
	Invoice	Date	Description	Amount	
	5/13/15	05/13/2015	TRANSFER FUNDS-ELECTRIC	$116,100.00	
CITYGEN.CHK - City General					
24260	05/13/2015			**CIVIC RECREATIONAL INDUSTRIAL**	$115,000.00
	Invoice	Date	Description	Amount	
	5/13/15	05/13/2015	TRANSFER FUNDS-CRIA A/P	$115,000.00	
PARKCIT.CHK - Parking Citation Checking					
530	05/05/2015			**NUNEZ, GLORIA**	$10.00
	Invoice	Date	Description	Amount	
	5/5/15	05/05/2015	REFUND-CITATION #ID120031	$10.00	
531	05/19/2015		VOIDED CHECK		$0.00

Checks	Status	Count	Transaction Amount
	Total	**4**	**$231,110.00**

CITY OF INDUSTRY
WELL FARGO REFUSE
May 28, 2015

Check	Date			Payee Name	Check Amount
REFUSE - Refuse Account					
4149	05/07/2015			**CITY OF INDUSTRY DISPOSAL CO.**	$638.23
	Invoice	Date	Description	Amount	
	5/7/15	05/07/2015	REFUND-VV ACCT #075094	$638.23	
4150	05/07/2015			**CONAM BUILDING CO.**	$458.96
	Invoice	Date	Description	Amount	
	5/7/15	05/07/2015	REFUND-ACCOUNT #087258	$458.96	
4151	05/07/2015			**CABRAL ROOFING**	$881.34
	Invoice	Date	Description	Amount	
	05/07/15	05/07/2015	REFUND-ACCT #086623	$881.34	
4152	05/07/2015			**Q PET SHOP**	$706.46
	Invoice	Date	Description	Amount	
	05/07/15	05/07/2015	REFUND-ACCOUNT #086714	$706.46	
4153	05/07/2015			**REPUBLIC SERVICES NATIONAL**	$1,357.92
	Invoice	Date	Description	Amount	
	5/7/15	05/07/2015	REFUND-ACCT #083494	$1,357.92	

Checks	Status	Count	Transaction Amount
	Total	**5**	**$4,042.91**

CITY OF INDUSTRY
WELLS FARGO VOIDED CHECK
May 28, 2015

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
61638	05/14/2015		VOIDED-INCORRECT AMOUNT	**L A COUNTY REGISTRAR-RECORDER/COUNTY CLERK**	($150.00)
	Invoice	Date	Description	Amount	
	DP15-4	04/29/2015	FEE-NOTICE OF EXEMPTION	($75.00)	
	DP-14-9	05/05/2015	FEE-NOTICE OF DETERMINATION	($75.00)	

Check	Status	Count	Transaction Amount
	Total	**1**	**($150.00)**

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
61714	05/11/2015			**AVANT-GARDE, INC**	$2,067.50
	Invoice	Date	Description	Amount	
	3681	04/17/2015	PROJECT MGMT FOR CITY BRIDGES	$1,165.00	
	3682	04/17/2015	PROGRAM MGMT-AZUSA AVE BRIDGE	$902.50	
61715	05/11/2015			**GLOBAL CAPACITY**	$1,702.58
	Invoice	Date	Description	Amount	
	49235625	05/01/2015	INTERNET SVC-JUN 2015	$1,702.58	
61716	05/11/2015			**L A COUNTY REGISTRAR-**	$75.00
	Invoice	Date	Description	Amount	
	DP15-4-A	04/29/2015	FEE-NOTICE OF EXEMPTION	$75.00	
61717	05/11/2015			**L A COUNTY REGISTRAR-**	$75.00
	Invoice	Date	Description	Amount	
	DP14-9-A	05/05/2015	FEE-NOTICE OF DETERMINATION	$75.00	
61718	05/11/2015			**MONTANA BAIL BONDS, INC**	$19,440.00
	Invoice	Date	Description	Amount	
	5/11/15	05/11/2015	SETTLEMENT AGREEMENT FOR LEASE AT 137	$19,440.00	
61719	05/11/2015			**TELEPACIFIC COMMUNICATIONS**	$5,212.86
	Invoice	Date	Description	Amount	
	66416950-0	04/30/2015	INTERNET SVC-METRO SOLAR/CITY HALL	$5,212.86	
61720	05/12/2015			**AT & T**	$8.80
	Invoice	Date	Description	Amount	
	2015-00001385	05/01/2015	05/01-05/31/15 SVC - CITY WHITE PAGES	$8.80	
61721	05/12/2015			**GAS COMPANY, THE**	$431.80
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	1135HATCH-MAY15	05/05/2015	04/02-05/01/15 SVC - 1135 HATCHER AVE	$16.14
	2015-00001386	05/05/2015	04/02-05/01/15 SVC - 710 NOGALES ST	$14.30
	2015-00001387	05/06/2015	04/01-05/01/15 SVC - 1 INDUSTRY HILLS PKWY UNIT	$385.22
	2015-00001388	05/07/2015	04/06-05/05/15 SVC - 1 INDUSTRY HILLS PKWY	$16.14
61722	05/12/2015		**SO CALIFORNIA EDISON COMPANY**	$24,173.12
	Invoice	Date	Description	Amount
	2015-00001389	05/06/2015	04/03-05/05/15 SVC - 208 S WADDINGHAM WAY CP	$136.59
	15660STAFF-MAY15	05/07/2015	03/30-04/29/15 SVC - 15660 STAFFORD ST	$1,789.06
	2015-00001390	05/07/2015	04/03-05/05/15 SVC - 15625 STAFFORD ST	$4,430.57
	1135HATCH-MAY15	05/08/2015	04/07-05/07/15 SVC - 1135 HATCHER AVE	$419.27
	2015-00001391	05/09/2015	04/01-05/01/15 SVC - 208 S WADDINGHAM WAY	$17,269.20
	2015-00001392	05/09/2015	04/07-05/07/15 SVC - VARIOUS SITES	$128.43
61723	05/12/2015		**SUBURBAN WATER SYSTEMS**	$568.67
	Invoice	Date	Description	Amount
	180060559450	05/04/2015	04/03-05/04/15 SVC - NE CNR VALLEY/STIMS	$568.67
61724	05/12/2015		**VERIZON**	$1,237.22
	Invoice	Date	Description	Amount
	2015-00001393	04/28/2015	04/28-05/27/15 SVC - ELECTRIC MODEM	$61.67
	2015-00001394	04/28/2015	04/28-05/27/15 SVC - ELECTRIC MODEM	$38.35
	2015-00001395	04/28/2015	04/28-05/27/15 SVC - ELECTRIC MODEM	$54.36
	2015-00001396	05/01/2015	05/01-05/31/15 SVC - GENERATOR SITE-TELEMETRY	$54.36
	2015-00001397	05/01/2015	05/01-05/31/15 SVC - GENERATOR SITE-TELEMETRY	$57.19
	2015-00001398	05/01/2015	05/01-05/31/15 SVC - VARIOUS SITES	$971.29
61725	05/12/2015		**VERIZON WIRELESS - LA**	$776.83
	Invoice	Date	Description	Amount
	9744676495	04/26/2015	03/27-04/26/15 SVC - VARIOUS WIRELESS	$776.83

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
61726	05/12/2015			**VERIZON WIRELESS - LA**	$114.03
	Invoice	Date	Description	Amount	
	9744676496	04/26/2015	03/27-04/26/15 SVC - MOBILE BROADBAND	$114.03	
61727	05/12/2015			**WEX BANK**	$362.57
	Invoice	Date	Description	Amount	
	40709450	04/30/2015	FUEL-CITY VEHICLES	$362.57	
61728	05/18/2015			**EXXON MOBIL**	$1,004.32
	Invoice	Date	Description	Amount	
	72006767505	05/08/2015	FUEL-SECURITY VEHICLES	$1,004.32	
61729	05/18/2015			**NOBLE AMERICAS ENERGY**	$20,308.50
	Invoice	Date	Description	Amount	
	151280004449651	05/08/2015	WHOLESALE GAS-APR 2015	$820.12	
	151310004453429	05/11/2015	WHOLESALE USE-APR 2015	$19,488.38	
61730	05/18/2015			**PUENTE HILLS TOYOTA**	$149,207.25
	Invoice	Date	Description	Amount	
	PHT-3B	04/30/2015	PUENTE HILLS MESSAGE BOARD LEASE	$149,207.25	
61731	05/18/2015			**RICOH USA, INC.**	$3,469.35
	Invoice	Date	Description	Amount	
	45647339	05/09/2015	COPIER LEASE-HR	$303.21	
	45634080	05/09/2015	COPIER LEASE-MAY 2015	$3,166.14	
61732	05/18/2015			**SHELL**	$731.82
	Invoice	Date	Description	Amount	
	8000073489505	05/06/2015	FUEL-CITY VEHICLES	$731.82	
61733	05/19/2015			**AT & T**	$225.00

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	Invoice	Date	Description	Amount	
	8958687610	05/01/2015	05/01-05/31/15 SVC - METROLINK	$225.00	
61734	05/19/2015			**AT & T MOBILITY**	$179.86
	Invoice	Date	Description	Amount	
	2015-00001402	05/07/2015	05/08-06/07/15 SVC - TIM SPOHN	$179.86	
61735	05/19/2015			**GAS COMPANY, THE**	$329.33
	Invoice	Date	Description	Amount	
	2015-00001403	05/11/2015	04/08-05/07/15 SVC - 15625 STAFFORD ST APT A	$15.22	
	2015-00001404	05/11/2015	04/08-05/07/15 SVC - 15625 STAFFORD ST APT B	$16.14	
	2015-00001405	05/11/2015	04/08-05/07/15 SVC - 15633 RAUSCH RD	$215.64	
	2015-00001406	05/11/2015	04/08-05/07/15 SVC - 15651 STAFFORD ST	$82.33	
61736	05/19/2015			**PAETEC COMMUNICATIONS**	$725.28
	Invoice	Date	Description	Amount	
	58418884	05/10/2015	PHONE SVC-MAY 2015	$725.28	
61737	05/19/2015			**SO CALIFORNIA EDISON COMPANY**	$3,973.42
	Invoice	Date	Description	Amount	
	2015-00001410	05/06/2015	04/01-05/01/15 SVC - VARIOUS SITES	$1,904.27	
	1123AHATCH-MAY15	05/08/2015	04/07-05/07/15 SVC - 1123 HATCHER AVE STE A	$191.97	
	2015-00001411	05/08/2015	04/01-05/01/15 SVC - NOGALES ST/SAN JOSE AVE	$615.49	
	2015-00001412	05/12/2015	04/01-05/01/15 SVC - GALE AVE/L STREET	$36.50	
	2015-00001413	05/13/2015	04/01-05/05/15 SVC - 133 N AZUSA AVE	$411.30	
	2015-00001414	05/13/2015	03/16-05/08/15 SVC - VALLEY BLVD U-VARIOUS SITES	$684.49	
	2015-00001415	05/13/2015	04/13-05/12/15 SVC - 575 BALDWIN PARK AVE U	$64.91	
	2015-00001416	05/14/2015	04/14-05/13/15 SVC - 490 7TH U	$64.49	
61738	05/19/2015			**VERIZON**	$385.39
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	2015-00001407	05/04/2015	05/04-06/03/15 SVC - GENERATOR SITE-TELEMETRY	$57.19	
	2015-00001408	05/04/2015	05/04-06/03/15 SVC - ELECTRIC MODEM	$61.67	
	2015-00001409	05/07/2015	05/07-06/06/15 SVC - GENERATOR SITE-TELEMETRY	$24.74	
	841 7TH-MAY15	05/10/2015	05/10-06/09/15 SVC - 841 7TH AVE	$96.52	
	2015-00001417	05/10/2015	05/10-06/09/15 SVC - GENERATOR SITE-TELEMETRY	$145.27	
61739	05/19/2015		**VERIZON BUSINESS**		$136.33
	Invoice	Date	Description	Amount	
	HATCH-00659258	05/10/2015	04/01-04/30/15 SVC - HATCHER - WIRELESS SVC	$26.42	
	00659259	05/10/2015	04/01-04/30/15 SVC - VARIOUS SITES	$109.91	
61740	05/19/2015		**WALNUT VALLEY WATER DISTRICT**		$5,606.76
	Invoice	Date	Description	Amount	
	1967012	05/11/2015	03/31-04/30/15 SVC - IRR 820 FAIRWAY DR	$119.95	
	1967064	05/11/2015	03/31-04/30/15 SVC - LEMON AVE N OF CURRIER RD	$74.52	
	1967098	05/11/2015	03/31-04/30/15 SVC - BREA CYN RD & OLD RANCH RD	$58.92	
	1967114	05/11/2015	03/31-04/30/15 SVC - FERRERO & GRAND EAST	$840.67	
	1967132	05/11/2015	03/31-04/30/15 SVC - BAKER PKWY METER #1	$402.59	
	1967133	05/11/2015	03/31-04/30/15 SVC - BAKER PKWY METER #2	$358.29	
	1967139	05/11/2015	03/31-04/30/15 SVC - GRAND AVE CROSSING	$268.27	
	1967140	05/11/2015	03/31-04/30/15 SVC - GRAND AVE CROSSING	$461.18	
	1967142	05/11/2015	03/31-04/30/15 SVC - 22002 VALLEY BLVD	$475.44	
	1967159	05/11/2015	03/31-04/30/15 SVC - 21350 VALLEY-MEDIAN	$93.24	
	1967160	05/11/2015	03/31-04/30/15 SVC - GRAND CROSSING EAST	$40.20	
	1967161	05/11/2015	03/31-04/30/15 SVC - GRAND CROSSING WEST	$68.28	
	1967162	05/11/2015	03/31-04/30/15 SVC - BAKER PKWY & GRAND N/W	$1,742.35	
	1967169	05/11/2015	03/31-04/30/15 SVC - E/S GRAND S/O BAKER	$155.83	
	1967175	05/11/2015	03/31-04/30/15 SVC - BREA CYN N OF RR TRKS	$264.77	
	1967176	05/11/2015	03/31-04/30/15 SVC - BREA CYN N OF CURRIER	$47.93	
	1967178	05/11/2015	03/31-04/30/15 SVC - 60 FWY INTERCHANGE	$38.57	
	1967841	05/12/2015	04/02-05/04/15 SVC - PUMP STN N/W CHERYL	$23.04	

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CITY.WF.CHK - City General Wells Fargo					
	1967861	05/12/2015	04/02-05/04/15 SVC - PUMP STN BREA CYN	$18.29	
	1968082	05/12/2015	04/02-05/04/15 SVC - NOGALES PUMP STN	$54.43	
61741	05/28/2015			**AIR-BREE, INC**	$9,575.00
	Invoice	Date	Description	Amount	
	14162	04/17/2015	INSTALL MINI A/C SYSTEM-CITY HALL SERVER	$9,575.00	
61742	05/28/2015			**ALVAKA NETWORKS**	$18,000.17
	Invoice	Date	Description	Amount	
	154601	04/30/2015	ADD'L NET MAINT-APR 2015	$5,220.00	
	154461	05/01/2015	NETWORK MAINT-JUN 2015	$6,020.00	
	154489	05/01/2015	NETWORK MAINT-JUN 2015	$6,540.17	
	154582NP	04/30/2015	TRIP CHARGE	$220.00	
61743	05/28/2015			**ARAMARK REFRESHMENT SERVICE,**	$90.00
	Invoice	Date	Description	Amount	
	9485739	05/19/2015	COFFEE/OFFICE SUPPLIES	$90.00	
61744	05/28/2015			**BLAKE AIR CONDITIONING**	$306.00
	Invoice	Date	Description	Amount	
	34738	05/18/2015	A/C MAINT-CITY HALL	$306.00	
61745	05/28/2015			**BOYS' CLUB OF SAN GABRIEL**	$4,300.00
	Invoice	Date	Description	Amount	
	2706	04/30/2015	GRAFFITI REMOVAL-APR 2015	$4,300.00	
61746	05/28/2015			**BURKE, WILLIAMS & SORENSEN,**	$172,081.18
	Invoice	Date	Description	Amount	
	188774	05/11/2015	PROF SVC-APR 2015	$154,296.18	
	188773	05/11/2015	RETAINER - APR 2015	$17,785.00	

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CITY.WF.CHK - City General Wells Fargo					
61747	05/28/2015			**BURKE, WILLIAMS & SORENSEN,**	$10,610.00
	Invoice	Date	Description	Amount	
	05/13/15	05/13/2015	PROF SVC-MAY 2015	$10,610.00	
61748	05/28/2015			**CALICO BUILDING SERVICES, INC**	$724.75
	Invoice	Date	Description	Amount	
	1006507	03/24/2015	REPAIR SEWER LINE-HOMESTEAD	$600.00	
	1006506	03/25/2015	REPLACED SLOAN HANDLE-15660 STAFFORD	$124.75	
61749	05/28/2015			**CASC ENGINEERING AND**	$3,218.45
	Invoice	Date	Description	Amount	
	33309	03/31/2015	NPDES ENG SVC-FOLLOW'S CAMP	$3,218.45	
61750	05/28/2015			**CHEM PRO LABORATORY, INC**	$269.00
	Invoice	Date	Description	Amount	
	589252	04/23/2015	WATER TREATMENT-APR 2015	$269.00	
61751	05/28/2015			**CIHIGOYENETCHE, GROSSBERG &**	$1,160.00
	Invoice	Date	Description	Amount	
	49725	05/04/2015	LEGAL-COVAN VS CITY	$1,160.00	
61752	05/28/2015			**CITY OF INDUSTRY DISPOSAL CO.**	$2,362.08
	Invoice	Date	Description	Amount	
	2121034	04/30/2015	MO SVC-CITY RESIDENCES	$2,362.08	
61753	05/28/2015			**CITY OF INDUSTRY-MEDICAL**	$4,000.00
	Invoice	Date	Description	Amount	
	REG 5/28/15	05/20/2015	TRANSFER FUNDS	$4,000.00	
61754	05/28/2015			**CITY OF INDUSTRY-PAYROLL ACCT**	$60,000.00
	Invoice	Date	Description	Amount	

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CITY.WF.CHK - City General Wells Fargo					
	P/R 5/15/15	05/14/2015	PAYROLL REIMBURSEMENT 5/15/15	$60,000.00	
61755	05/28/2015			**CITY OF INDUSTRY-REFUSE**	$8,320.33
	Invoice	Date	Description	Amount	
	2121761-A	05/01/2015	DISP SVC-205 N HUDSON	$184.24	
	2121761-B	05/01/2015	DISP SVC-841 7TH SVE	$184.24	
	2121183	04/30/2015	DISP SVC-HADDICKS IMPOUND YD	$754.96	
	2122126	05/01/2015	DISP SVC-CITY BUS STOPS	$4,376.33	
	2121499	05/01/2015	DISP SVC-TRES HERMANOS	$138.38	
	2121142	04/30/2015	DISP SVC-TONNER CYN	$454.18	
	2121141	04/30/2015	DISP SVC-1123 HATCHER	$1,849.58	
	2121498	05/01/2015	DISP SVC-CITY HALL	$299.47	
	2128871	05/01/2015	DISP SVC-TONNER CYN	$78.95	
61756	05/28/2015			**CITY OF LA PUENTE**	$20,000.00
	Invoice	Date	Description	Amount	
	07/03/15	04/17/2015	CONTRIBUTION-LA PUENTE JULY 3RD EVENT	$20,000.00	
61757	05/28/2015			**CITY OF SOUTH EL MONTE**	$2,000.00
	Invoice	Date	Description	Amount	
	1067	05/14/2015	COALITION SR60 PROJ-JUN 2015	$2,000.00	
61758	05/28/2015			**CNC ENGINEERING**	$192,457.36
	Invoice	Date	Description	Amount	
	43335	05/14/2015	66KV ELECTRICAL SUBSTATION FACILITY	$964.60	
	43336	05/14/2015	ON-CALL STREET MAINTENANCE PROGRAM	$2,797.87	
	43337	05/14/2015	WALNUT DR SOUTH WIDENING	$10,472.54	
	43338	05/14/2015	CLARK AVE WIDENING	$24,944.20	
	43339	05/14/2015	COI STREET SWEEPING	$964.60	
	43340	05/14/2015	2014-2015 SLURRY SEAL	$2,983.61	
	43341	05/14/2015	GENERAL ENG SVC-CIP	$50,363.67	

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CITY.WF.CHK - City General Wells Fargo			
43342	05/14/2015	GENERAL ENG SVC 4/27-5/10/15	$48,186.74
43343	05/14/2015	TONNER CYN PROPERTY	$2,998.21
43344	05/14/2015	COLIMA ROAD AND ALBATROSS RD WIDEDNING	$894.91
43345	05/14/2015	PUENTE VALLEY OPERABLE UNIT PROJECT	$1,019.72
43346	05/14/2015	EXPANSION/UPGRADES TO RECLAIMED WATER	$78.44
43347	05/14/2015	TRES HERMANOS IMPROVEMENTS	$1,073.78
43348	05/14/2015	CITY ADMIN OFFICES-15625 STAFFORD ST	$597.31
43349	05/14/2015	IMC BLDG AND CITY COUNCIL CHAMBERS	$156.88
43350	05/14/2015	HOMESTEAD MUSEUM MAINT	$313.76
43351	05/14/2015	SAN JOSE AVE WIDENING	$476.47
43352	05/14/2015	RESURFACING-VARIOUS STREETS	$3,294.48
43353	05/14/2015	LOS ANGELES SUB QUIET ZONE	$627.52
43354	05/14/2015	TRAFFIC SIGNAL AT DON JULIAN/SIXTH	$650.84
43355	05/14/2015	TRAFFIC SIGNAL IMPROVEMENTS-NELSON/SUNSET	$325.42
43356	05/14/2015	LAUNDRY BLDG SETTLEMENT ISSUES	$156.88
43357	05/14/2015	INDUSTRY HILLS FUEL TANKS DISPENSING	$754.19
43358	05/14/2015	PACIFIC PALMS REPAIRS-PARKING LOT LIGHTING	$156.88
43359	05/14/2015	PROPERTY MGMT-CITY OWNED PROPERTIES	$2,423.08
43360	05/14/2015	FISCAL YEAR BUDGET	$3,856.82
43361	05/14/2015	STORM DRAIN IN AJAX AVE	$3,059.16
43362	05/14/2015	FOLLOW'S CAMP PROPERTY	$585.12
43363	05/14/2015	VARIOUS ASSIGNMENTS-SA TO THE IUDA	$11,045.49
43364	05/14/2015	FOOTHILL TRANSIT PARKING STRUCTURE	$78.44
43365	05/14/2015	GALE AVE /JELLICK AVE T/S IMPROVEMENTS	$78.44
43366	05/14/2015	NEW TRAFFIC SIGNAL AT VALLEY/ALDERTON	$901.80
43367	05/14/2015	CIVIC-FINANCIAL CENTER LANDSCAPING	$156.88
43368	05/14/2015	BICYCLE MASTER PLAN	$190.01
43369	05/14/2015	CITY MAINT YARD-1123 HATCHER AVE	$470.64
43370	05/14/2015	CITY OF INDUSTRY MUNICIPAL CODE COMPLIANCE	$784.40
43371	05/14/2015	SEWER ATLAS FOR THE CITY OF INDUSTRY	$313.76
43372	05/14/2015	COI PAVEMENT MGMT SYSTEM	$1,138.97

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CITY.WF.CHK - City General Wells Fargo					
	43373	05/14/2015	FULLERTON RD GRADE SEPARATION STUDY	$2,353.20	
	43374	05/14/2015	ALAMEDA CORRIDOR EAST RELATED PROJECTS	$3,416.66	
	43375	05/14/2015	FAIRWAY DR GRADE SEPARATION	$801.89	
	43376	05/14/2015	NOGALES GRADE SEPARATION	$549.08	
	062015	06/01/2015	MEALS/WHEELS RENT-JUN 2015	$5,000.00	
61759	05/28/2015			**CONSOLIDATED ELECTRICAL DIST.**	$8.28
	Invoice	Date	Description	Amount	
	3301-494782	05/05/2015	PARTS FOR WATER HEATER-CITY HALL	$8.28	
61760	05/28/2015			**CORELOGIC INFORMATION**	$192.50
	Invoice	Date	Description	Amount	
	81469112	04/30/2015	GEOGRAPHIC PKG-APR 2015	$192.50	
61761	05/28/2015			**DEPT OF ANIMAL CARE & CONTROL**	$2,587.63
	Invoice	Date	Description	Amount	
	5/15/15	05/15/2015	SHELTER COSTS-APR 2015	$2,587.63	
61762	05/28/2015			**DRAGON FIRE PROTECTION**	$668.30
	Invoice	Date	Description	Amount	
	36076	04/30/2015	SVC-CITY HALL/15660 STAFFORD	$668.30	
61763	05/28/2015			**EASYLINK SERVICES**	$55.50
	Invoice	Date	Description	Amount	
	07634191505	05/02/2015	FAX SVC-APR 2015	$55.50	
61764	05/28/2015			**ENCO UTILITY SERVICES**	$5,109.50
	Invoice	Date	Description	Amount	
	0113-0028MR	05/08/2015	METER READING SVC-APR 2015	$2,263.50	
	0612-00035S	05/08/2015	METER SYSTEM MONITORING-APR 2015	$2,846.00	

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CITY.WF.CHK - City General Wells Fargo					
61765	05/28/2015			**FEDERAL EXPRESS CORP.**	$60.19
	Invoice	Date	Description	Amount	
	5-025-52026	05/08/2015	MESSENGER SVC	$60.19	
61766	05/28/2015			**FRAZER, LLP**	$82,035.00
	Invoice	Date	Description	Amount	
	137602	04/30/2015	COI-ACCTG SVC 4/16-4/30/15	$40,725.00	
	137692	04/30/2015	COI-CONSULTING SVC FOR SPRIL 2015	$41,310.00	
61767	05/28/2015			**FUEL PROS, INC.**	$160.90
	Invoice	Date	Description	Amount	
	0000020546	03/24/2015	INDUSTRY HILLS FUEL STN MAINT	$160.90	
61768	05/28/2015			**G.M. SAGER CONSTRUCTION CO.,**	$8,275.00
	Invoice	Date	Description	Amount	
	33667	04/10/2015	REPLACE CONCRETE-HOMESTEAD	$1,350.00	
	33705	04/17/2015	INSTALL ADA DETECTABLE-METROLINK STN	$6,925.00	
61769	05/28/2015			**GRAND CENTRAL RECYCLING &**	$1,970.01
	Invoice	Date	Description	Amount	
	2138343	04/30/2015	SOLID WASTE-APR 2015	$1,970.01	
61770	05/28/2015			**INDUSTRY SECURITY SERVICES**	$33,195.31
	Invoice	Date	Description	Amount	
	14-14231	05/15/2015	SECURITY SVC 5/8-5/14/15	$3,364.80	
	14-14221	05/15/2015	SECURITY SVC 5/8-5/14/15	$13,246.00	
	14-14161	05/08/2015	SECURITY SVC 5/1-5/7/15	$13,219.71	
	14-14171	05/08/2015	SECURITY SVC 5/1-5/7/15	$3,364.80	
61771	05/28/2015			**INTERNATIONAL LINE BUILDERS**	$1,256.24
	Invoice	Date	Description	Amount	

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CITY.WF.CHK - City General Wells Fargo					
	776903	04/29/2015	POWER OUTAGE-FACILITY MAINT	$1,256.24	
61772	05/28/2015			**INTERTIE**	$11,756.90
	Invoice	Date	Description	Amount	
	1663	05/08/2015	ENERGY CONSULTING-METRO SOLAR	$10,875.00	
	1662	05/06/2015	REIMBURSE FOR TRAVEL EXPENSE	$881.90	
61773	05/28/2015			**JANUS PEST MANAGEMENT**	$580.00
	Invoice	Date	Description	Amount	
	133592	05/01/2015	SVC-HOMESTEAD	$580.00	
61774	05/28/2015			**KIMLEY-HORN & ASSOCIATES, INC.**	$7,154.10
	Invoice	Date	Description	Amount	
	6432845	01/31/2015	PUENTE AVE-TRAFFIC REVIEW	$650.46	
	6432848	01/31/2015	TRAFFIC REVIEW-NOGALES AVE	$1,388.93	
	6548955	02/28/2015	TRAFFIC REVIEW-NOGALES AVE	$2,915.26	
	6548957	02/28/2015	TRAFFIC ENG SVC	$1,363.14	
	6624908	03/31/2015	TRAFFIC REVIEW-PUENTE AVE	$836.31	
61775	05/28/2015			**KLEINFELDER, INC.**	$11,935.00
	Invoice	Date	Description	Amount	
	001056807	04/20/2015	NOGALES/FULLERTON RD GRADE SEPARATION	$11,935.00	
61776	05/28/2015			**L A COUNTY DEPT OF PUBLIC**	$8,892.10
	Invoice	Date	Description	Amount	
	IN150001035	05/06/2015	PILOT ROUTINE MAINT	$4,819.01	
	IN150001055	05/13/2015	ACCID-ROSE HILLS @ SAN GABRIEL RVR	$4,073.09	
61777	05/28/2015			**L A COUNTY REGISTRAR-**	$75.00
	Invoice	Date	Description	Amount	
	DP15-8	05/13/2015	FEE-NOTICE OF EXEMPTION	$75.00	

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CITY.WF.CHK - City General Wells Fargo					
61778	05/28/2015			**L A COUNTY SHERIFF'S**	$667,606.07
	Invoice	Date	Description	Amount	
	154117NH	05/06/2015	SHERIFF CONTRACT-APR 2015	$667,606.07	
61779	05/28/2015			**LA PUENTE VALLEY COUNTY**	$286.48
	Invoice	Date	Description	Amount	
	BS;04/15	04/23/2015	WATER MONITORING-BOY SOCUTS RESERVOIR	$286.48	
61780	05/28/2015			**LANGUAGE NETWORK, INC.**	$364.50
	Invoice	Date	Description	Amount	
	20150578	05/19/2015	ELECTION NOTICE	$364.50	
61781	05/28/2015			**LE PEW INDUSTRIAL, INC.**	$2,865.00
	Invoice	Date	Description	Amount	
	1844042215	04/22/2015	INSPECTION OF SEPTIC TANKS-TONNER CYN	$2,865.00	
61782	05/28/2015			**LOCKS PLUS**	$190.00
	Invoice	Date	Description	Amount	
	32729	05/07/2015	REPAIR LOCK-CITY HALL	$190.00	
61783	05/28/2015			**MARIPOSA LANDSCAPES, INC**	$12,870.00
	Invoice	Date	Description	Amount	
	68270	04/17/2015	HOMELESS CAMP CLEANUP-VALLEY BL/605 FWY	$2,200.00	
	68271	04/17/2015	BRUSH CLEARANCE-RIM VIEW PLACE AND	$7,570.00	
	68272	04/17/2015	HOMELESS CAMP CLEANUP-BALDWIN PK	$3,100.00	
61784	05/28/2015			**MX GRAPHICS, INC.**	$291.03
	Invoice	Date	Description	Amount	
	6888	05/05/2015	BLUEPRINT SVC-JN 6201	$98.10	
	6892	05/06/2015	BLUEPRINT SVC-JN 6201	$15.48	

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CITY.WF.CHK - City General Wells Fargo						
	6856	05/01/2015	BLUEPRINT SVC-JN 6201		$177.45	
61785	05/28/2015			**PITNEY BOWES, INC.**		$103.75
	Invoice	Date	Description		Amount	
	8554990-MY15	05/13/2015	POSTAGE MACHINE-MAY 2015		$103.75	
61786	05/28/2015			**PLACEWORKS**		$14,286.03
	Invoice	Date	Description		Amount	
	56192	04/30/2015	INDUSTRY CLIMATE ACTION PLAN		$10,407.48	
	56170	04/30/2015	VERIZON/VERIZON CELL TOWER		$126.25	
	56171	04/30/2015	ORANGE COUNTY CONTAINER COMPANY		$3,299.80	
	56177	04/30/2015	STAFF SERVICES		$452.50	
61787	05/28/2015			**POST ALARM SYSTEMS**		$256.25
	Invoice	Date	Description		Amount	
	780585	05/04/2015	MONITORING SVC-JUN 2015		$256.25	
61788	05/28/2015			**ProcureIT USA, LLC**		$1,879.28
	Invoice	Date	Description		Amount	
	PITI5871	05/05/2015	COMPUTER SUPPLIES		$1,879.28	
61789	05/28/2015			**RICHARDS, WATSON & GERSHON**		$8,282.86
	Invoice	Date	Description		Amount	
	201427	04/30/2015	SPECIAL COUNSEL LEGAL ASSIGNMENTS		$8,282.86	
61790	05/28/2015			**RICKABUS, LEWIS S & GRACE M**		$3,500.00
	Invoice	Date	Description		Amount	
	JUNE 2015	05/12/2015	LEASE OF STORAGE		$3,500.00	
61791	05/28/2015			**ROBINSON'S FLOWERS**		$455.02
	Invoice	Date	Description		Amount	

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CITY.WF.CHK - City General Wells Fargo					
	2340	05/01/2015	FLOWERS AND DELIVERY	$455.02	
61792	05/28/2015			**SAGE ENVIRONMENTAL GROUP**	$8,110.00
	Invoice	Date	Description	Amount	
	518	04/21/2015	WALNUT DR SOUTH WIDENING	$8,110.00	
61793	05/28/2015			**SAN GABRIEL VALLEY NEWSPAPER**	$4,716.44
	Invoice	Date	Description	Amount	
	0010601639	11/28/2014	NOTICE OF PUBLIC HEARING	$618.24	
	0010648806	03/30/2015	NOTICE OF PUBLIC HEARING	$258.40	
	0010648807	03/30/2015	NOTICE OF PUBLIC HEARING	$258.40	
	0010650400	04/02/2015	NOTICE OF AVAILABILITY	$366.04	
	0010651371	04/06/2015	NOTICE OF SEALED BID FOR PROJ #424	$626.86	
	0010660801	04/29/2015	PUBLIC NOTICE OF ORDINANCE #790	$254.26	
	0010660805	04/29/2015	PUBLIC NOTICE OF ORDINANCE #789	$283.24	
	0010660812	04/29/2015	PUBLIC NOTICE OF ORDINANCE #788	$303.94	
	0010661799	05/01/2015	NOTICE OF PUBLIC HEARING	$297.04	
	0010664214	05/07/2015	NOTICE OF AVAILABILITY	$366.04	
	0010669682	05/19/2015	NOTICE OF PUBLIC HEARING	$780.04	
	0010669350	05/19/2015	PUBLIC NOTICE OF ORDINANCE #790	$303.94	
61794	05/28/2015			**SIGN DEPOT, INC.**	$450.96
	Invoice	Date	Description	Amount	
	3589	05/11/2015	REPAIR CITY MONUMENT LETTERS-	$450.96	
61795	05/28/2015			**SNOWDEN ELECTRIC COMPANY,**	$3,178.00
	Invoice	Date	Description	Amount	
	15-0206	04/30/2015	MAINT SVC-METRO SOLAR	$3,178.00	
61796	05/28/2015			**SO CAL INDUSTRIES**	$84.90
	Invoice	Date	Description	Amount	

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CITY.WF.CHK - City General Wells Fargo						
	181577	05/08/2015	RR RENTAL-TONNER CYN		$84.90	
61797	05/28/2015			**SOUTH COAST A.Q.M.D.**		$120.84
	Invoice	Date	Description		Amount	
	2835157	05/05/2015	AQMD FEE FOR 2014-2015		$120.84	
61798	05/28/2015			**SPOHN, TIM**		$35.00
	Invoice	Date	Description		Amount	
	5/18/15	05/18/2015	REIMBURSE FOR TRAVEL EXPENSE		$35.00	
61799	05/28/2015			**STAPLES BUSINESS ADVANTAGE**		$517.78
	Invoice	Date	Description		Amount	
	8034279811	05/02/2015	OFFICE SUPPLIES		$393.47	
	8033634241-CR	03/14/2015	CREDIT		($9.25)	
	8034169537	04/25/2015	OFFICE SUPPLIES		$65.33	
	8034084031	04/18/2015	OFFICE SUPPLIES		$68.23	
61800	05/28/2015			**STEPHEN G. WHITE, MAI**		$8,500.00
	Invoice	Date	Description		Amount	
	05/01/15	05/01/2015	APPRAISAL SVC-PROPERTIES #10/12		$5,000.00	
	05/15/15	05/15/2015	APPRAISAL SVC-PROPERTIES #59/60		$3,500.00	
61801	05/28/2015			**SUPERIOR COURT OF CALIFORNIA,**		$3,652.50
	Invoice	Date	Description		Amount	
	APRIL 2015	05/12/2015	PARKING CITATIONS REPORT-APR 2015		$3,652.50	
61802	05/28/2015			**THE 20/20 NETWORK**		$5,000.00
	Invoice	Date	Description		Amount	
	1447	04/30/2015	MEDIA CONSULTING-APR 2015		$5,000.00	
61803	05/28/2015			**THRALL, RANCE**		$14,580.00

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	Invoice	Date	Description	Amount	
	MAY 2015	05/12/2015	MAINTENANCE SVC-MAY 2015	$14,580.00	
61804	05/28/2015			**TRIMARK ASSOCIATES, INC.**	$1,726.67
	Invoice	Date	Description	Amount	
	EB11004	05/01/2015	MAINT SVC-METRO SOLAR	$1,726.67	
61805	05/28/2015			**U.S. BANK**	$4,600.00
	Invoice	Date	Description	Amount	
	3659306	04/24/2015	COI ADMIN FEES-2008 SALES TAX BOND	$2,300.00	
	3959720	04/24/2015	IPFA ADMIN FEES-2010 REF LEASE BOND	$2,300.00	
61806	05/28/2015			**UNDERGROUND SERVICE ALERT OF**	$46.50
	Invoice	Date	Description	Amount	
	420150153	05/01/2015	DIG ALERTS	$46.50	
61807	05/28/2015			**WASTE SYSTEMS TECHNOLOGY,**	$15,210.00
	Invoice	Date	Description	Amount	
	COI-50415	05/04/2015	COMMERCIAL WASTE PROGRAM	$15,210.00	
61808	05/28/2015			**WEATHERITE SERVICE**	$613.30
	Invoice	Date	Description	Amount	
	L162750	05/08/2015	A/C MAINT-IMC	$152.00	
	L162772	05/08/2015	A/C MAINT-15660 STAFFORD/15559 RAUSCH	$461.30	
61809	05/28/2015			**WESTERN ARBORISTS, INC**	$6,300.00
	Invoice	Date	Description	Amount	
	12065	05/08/2015	TREE PRUNING	$6,300.00	
61810	05/28/2015			**WILLDAN ENGINEERING**	$7,962.00
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
May 28, 2015

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
00613228	04/30/2015	ENGINEERING SVC-VARIOUS		$7,962.00

Checks	Status	Count	Transaction Amount
	Total	97	$1,726,611.53

CITY COUNCIL

ITEM NO. 5.2

Industry Property and Housing Management Authority

Proposed Budget

Fiscal Year 2015-2016

INDUSTRY PROPERTY AND HOUSING MANAGEMENT AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2015-2016

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INDUSTRY PROPERTY AND HOUSING MANAGEMENT AUTHORITY
PROJECTED CASH AND INVESTMENT AVAILABLE BALANCES
PROPOSED ANNUAL BUDGET 2015-2016

	PROJECTED AVAILABLE BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PRINCIPAL COLLECTIONS ON INVESTMENT IN BONDS AND NOTES RECEIVABLE 2015-2016	PROPOSED EXPENSE 2015-2016	TRANSFERS IN FROM OTHER FUNDS 2015-2016	TRANSFERS OUT TO OTHER FUNDS 2015-2016	PROJECTED AVAILABLE BALANCE JUNE 30, 2016
160 INDUSTRY PROPERTY HOUSING AUTHORITY	$ 1,389,990	$ 219,700	$ -	$ (866,400)	$ -	$ -	$ 743,290
PROJECTED ENDING CASH AND INVESTMENT BALANCES	$ 1,389,990	$ 219,700	$ -	$ (866,400)	$ -	$ -	$ 743,290

INDUSTRY PROPERTY AND HOUSING MANAGEMENT AUTHORITY
PROPOSED ANNUAL BUDGET
REVENUES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
REVENUES							
4300.02	INTEREST INCOME	$ 8,500	$ 8,500	$ 4,484	$ 5,000	$ 2,971	$ 4,600
4340	RENTAL INCOME	208,000	208,000	208,400	215,010	163,650	215,100
	TOTAL REVENUES	$ 216,500	$ 216,500	$ 212,884	$ 220,010	$ 166,621	$ 219,700

INDUSTRY PROPERTY AND HOUSING MANAGEMENT AUTHORITY
PROPOSED ANNUAL BUDGET
EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
EXPENDITURES							
5012	GENERAL INSURANCE	$ 6,800	$ 6,800	$ 4,032	$ 6,000	$ 6,031	$ 9,300
5018	OFFICE SUPPLIES	150	150	646	1,000	134	300
5120.03	AUDIT SERVICES	10,200	10,200	9,900	11,000	7,827	4,200
5130	PLANNING, SURVEY AND DESIGN	-	-	-	-	4,128	6,400
5640	ADVERTISING AND PRINTING	-	-	-	-	1,379	2,200
5730	UTILITIES	1,500	1,500	1,287	2,000	680	1,100
5740	PROPERTY TAXES	11,000	24,500	45,934	47,000	45,554	50,000
5900	GENERAL ENGINEERING	-	-	-	-	2,301	3,600
8510	PROPERTY MAINTENANCE	447,400	447,400	175,754	439,000	163,850	270,400
CAPITAL EXPENDITURES							
8515	HOUSING IMPROVEMENTS	-	8,000	36,947	11,000	134,084	515,000
9010	FURNITURE & FIXTURES	10,000	10,000	-	-	2,485	3,900
	TOTAL EXPENDITURES	$ 487,050	$ 508,550	$ 274,500	$ 517,000	$ 368,453	$ 866,400

Capital Improvement Projects:

There are two (2) capital improvement projects budgeted in 2015-2016 which are as follows:

1) Cleaning and repair of sewer systems for Lake Loop	$ 30,000
2) House remodeling and upgrades	485,000
Total	$ 515,000

CITY COUNCIL

ITEM NO. 5.3

Industry Public Utilities Commission

Proposed Budget

Fiscal Year 2015-2016

INDUSTRY PUBLIC UTILITIES COMMISSION - WATER
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2015-2016

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INDUSTRY PUBLIC UTILITIES COMMISSION - WATER
PROJECTED CASH AND INVESTMENT AVAILABLE BALANCES
PROPOSED BUDGET 2015 - 2016

		PROJECTED AVAILABLE BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PRINCIPAL COLLECTIONS ON INVESTMENT IN BONDS AND NOTES RECEIVABLE 2015-2016	PROPOSED EXPENSE 2015-2016	TRANSFERS IN FROM OTHER FUNDS 2015-2016	TRANSFERS OUT TO OTHER FUNDS 2015-2016	PROJECTED AVAILABLE BALANCE JUNE 30, 2016
560	INDUSTRY PUBLIC UTILITIES COMMISSION - RECLAIMED WATER	$ 5,592,667	$ 894,400	$ -	$ (733,300)	$ -	$ -	$ 5,753,767
561	INDUSTRY PUBLIC UTILITIES COMMISSION - CITY WATER SALES	604,972	1,973,400	-	(1,998,800)	-	-	579,572
	PROJECTED ENDING CASH AND INVESTMENT BALANCE	$ 6,197,639	$ 2,867,800	$ -	$ (2,732,100)	$ -	$ -	$ 6,333,339

INDUSTRY PUBLIC UTILITIES COMMISSION - WATER
PROPOSED ANNUAL BUDGET
REVENUES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-2014	ACTUAL 2013-2014	ADOPTED BUDGET 2014-15	ACTUAL 2014-2015	PROPOSED BUDGET 2015-16
REVENUES-RECLAIMED WATER							
4115	RECLAIMED WATER	$ 355,000	$ 641,800	$ 1,093,038	$ 627,000	$ 569,695	$ 876,000
4300.01	BANK INTEREST INCOME	-	-	-	13,000	-	-
4300.02	INVESTMENT INTEREST INCOME	200	7,200	12,681	-	9,281	14,300
4355	OTHER INCOME	13,800	13,800	17,309	11,000	2,637	4,100
4410	CITY WATER SALES	200,000	200,000	362,782	350,000	-	-
	TOTAL	$ 569,000	$ 862,800	$ 1,485,810	$ 1,001,000	$ 581,613	$ 894,400
REVENUES-CITY WATER SALES							
	WATER SALES	$ -	$ -	$ -	$ -	$ -	$ 1,259,800
	SERVICE CHARGES	-	-	-	-	-	589,100
	CUSTOMER CHARGES	-	-	-	-	-	18,100
	FIRE SERVICE	-	-	-	-	-	66,400
	CONTAMINATION REIMBURSEMENT	-	-	-	-	-	40,000
	TOTAL	$ -	$ -	$ -	$ -	$ -	$ 1,973,400
	TOTAL REVENUE	$ 569,000	$ 862,800	$ 1,485,810	$ 1,001,000	$ 581,613	$ 2,867,800

Note:
In prior year's the City Water Sales budget was presented as a net number (revenues less expenses) in general ledger account number 4410.
For fiscal year 2015-2016 we will be presenting the water sales and expenditures and separate line items in the budget instead of a net number.

INDUSTRY PUBLIC UTILITIES COMMISSION - WATER
PROPOSED ANNUAL BUDGET
EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-2014	ACTUAL 2013-2014	ADOPTED BUDGET 2014-15	ACTUAL 03/31/15	PROPOSED BUDGET 2015-2016
EXPENDITURES-RECLAIMED WATER							
5011	BOARD SALARIES	$ 14,500	$ 14,500	$ 14,740	$ 16,000	$ 11,055	$ 15,200
5012	GENERAL INSURANCE	18,000	18,000	15,340	16,000	14,854	15,300
5015	PAYROLL TAXES	1,000	1,000	1,128	2,000	846	1,200
5025	MISCELLANEOUS	300	300	222	1,000	-	-
5110	ACCOUNTING FEES	400	400	491	600	413	600
5120.03	AUDIT SERVICES	11,500	11,500	8,910	12,300	8,498	13,100
5130	PLAN, SURVEY AND DESIGN	3,000	3,000	(9,339)	34,000	1,490	2,300
5205	CONSTRUCTION COSTS	-	220,000	-	197,000	-	-
5730	UTILITIES	200,000	200,000	242,751	213,000	216,707	333,200
5740	PROPERTY TAXES	6,350	6,350	6,337	6,600	6,368	9,800
5900	GENERAL ENGINEERING	34,500	34,500	(27,225)	1,000	-	-
6200	CONTRACT LABOR	37,500	37,500	65,871	226,000	30,688	54,000
9060	RECLAIMED WATER SYSTEM	105,000	105,000	179,975	248,000	281,506	288,600
	TOTAL	$ 432,050	$ 652,050	$ 499,201	$ 973,500	$ 572,425	$ 733,300
EXPENDITURES-CITY WATER SALES							
	SALARIES AND BENEFITS	$ -	$ -	$ -	$ -	$ -	$ 529,300
	PURCHASED WATER	-	-	-	-	-	510,600
	OTHER OPERATING COSTS	-	-	-	-	-	542,000
	NON OPERATING EXPENSES	-	-	-	-	-	416,900
	TOTAL	$ -	$ -	$ -	$ -	$ -	$ 1,998,800
	TOTAL EXPENDITURES	$ 432,050	$ 652,050	$ 499,201	$ 973,500	$ 572,425	$ 2,732,100

Capital Improvement Projects:

There are three (3) capital improvement projects budgeted in the City of Industry's 2015-2016 budget which are as follows

1)	Relocation of service meters and hydrants	$ 200,000
2)	Homestead recycled water line extensions	120,000
3)	Other recycled water line extensions	120,000
	Totals	$ 440,000

CITY COUNCIL

ITEM NO. 5.4

Industry Public Facilities Authority Proposed Budget

Fiscal Year 2015-2016

INDUSTRY PUBLIC FACILITIES AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2015-16

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INDUSTRY PUBLIC FACILITIES AUTHORITY
PROJECTED CASH AND INVESTMENT AVAILABLE BALANCES
PROPOSED BUDGET 2015-2016

	PROJECTED AVAILABLE BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PRINCIPAL COLLECTIONS ON INVESTMENT IN BONDS AND NOTES RECEIVABLE 2015-2016	PROPOSED EXPENSE 2015-2016	TRANSFERS IN FROM OTHER FUNDS 2015-2016	TRANSFERS OUT TO OTHER FUNDS 2015-2016	NON CASH ITEMS	PROJECTED AVAILABLE BALANCE JUNE 30, 2016
440 INDUSTRY PUBLIC FACILITIES AUTHORITY	$ 848,139	$ 5,192,850	$ 11,775,000	$ (17,350,420)	$ 11,200	$ -	$ 373,150	$ 849,919
PROJECTED ENDING CASH AND INVESTEMENT BALANCES	$ 848,139	$ 5,192,850	$ 11,775,000	$ (17,350,420)	$ 11,200	$ -	$ 373,150	$ 849,919

INDUSTRY PUBLIC FACILITIES AUTHORITY
PROPOSED ANNUAL BUDGET
REVENUES
FISCAL YEAR 2015-16

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 03/31/15	PROPOSED BUDGET 2015-16
REVENUES							
4300.03	INTEREST INCOME	$ 7,566,450	$ 7,566,450	$ 6,347,525	$ 4,874,450	$ 2,437,408	$ 4,255,150
4420	LEASE INCOME	950,700	950,700	939,763	938,000	943,388	937,700
	TOTAL REVENUES	$ 8,517,150	$ 8,517,150	$ 7,287,288	$ 5,812,450	$ 3,380,796	$ 5,192,850

INDUSTRY PUBLIC FACILITIES AUTHORITY
PROPOSED ANNUAL BUDGET
EXPENDITURES
FISCAL YEAR 2015-16

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
EXPENDITURES							
5120.01	PROFESSIONAL SERVICES	$ -	$ -	$ -	$ -	$ 2,750	$ 2,800
5120.03	AUDIT SERVICES	15,000	15,000	11,880	13,000	10,018	4,100
5710	LEASE OBLIGATION	373,144	373,144	373,144	373,144	373,144	373,150
5790	MISCELLANEOUS	300	300	133	200	-	-
9450.16	2005 GO BOND - PRINCIPAL	965,000	965,000	965,000	-	-	-
9450.17	2007 TAX ALLOCATION REVENUE BOND - PRINCIPAL	11,920,000	11,920,000	11,920,000	12,235,000	-	12,590,000
9450.18	2010 REFUNDING LEASE BOND - PRINCIPAL	705,000	705,000	705,000	730,000	730,000	750,000
9451.16	2005 GO BOND - INTEREST	1,338,400	1,338,400	1,338,316	-	-	-
9451.17	2007 TAX ALLOCATION REVENUE BOND -INTEREST	4,329,400	4,329,400	4,329,387	3,897,288	1,948,644	3,438,480
9451.18	2010 REFUNDING LEASE BOND - INTEREST	235,063	235,063	235,062	213,538	213,538	187,590
9452	BOND ISSUANCE COSTS	-	-	446,881	-	21,500	-
9750	FISCAL AGENT FEES	5,500	5,500	7,625	7,100	2,800	4,300
	TOTAL EXPENSES	$ 19,886,807	$ 19,886,807	$ 20,332,428	$ 17,469,270	$ 3,302,394	$ 17,350,420

CITY COUNCIL

ITEM NO. 5.5

Staff Report

To: Kevin Radecki, City Manager
John Ballas, City Engineer

From: Greg B. Galindo, General Manager

Date: May 19, 2015

Subject: Materials Purchase for Phase 1 of the 16" Waterline Relocation Located at Valley Blvd and Workman Mill Road to Support the ACE Puente Avenue Grade Separation Project

---

SUMMARY

Purpose - Authorize the purchase of materials for the 16" ACP waterline relocation work (Phase 1), to support the ACE Puente Avenue Grade Separation Project.

Recommendation - Authorize the LPVCWD's General Manager to proceed with the purchase of materials as detailed in the quote from S&J Supply for a not to exceed price of $21,000.

Fiscal Impact - The Industry Public Utilities - Water Operations 2014-2015 Fiscal Year Budget appropriates $100,000 for Phase 1 of the 16" ACP waterline relocation.

Discussion

The ACE Puente Avenue Grade Separation Project requires a number of utility relocations to be completed to make way for the designed underpass at Valley Blvd and Puente Avenue (Workman Mill Road). The Industry Public Utilities (IPU) Water System has an existing 16" ACP waterline in Valley Blvd and Workman Mill Road. This waterline is required to be relocated to allow room for relocations of the County's storm drain and sewer lines that are in close proximity.

As the contracted manager and operator of the IPU Water System, District Staff engaged Civiltec Engineers to design the relocation of the 16" ACP waterline. The relocation will require two phases of work. Phase 1 includes the abandonment of a portion of the 16" waterline. This abandonment will allow for other utility relocation work to proceed without the danger of failure of the 16" waterline during construction. The customers of the IPU served by this waterline will experience only temporary interruption of service during the Phase 1 work. Once the other utility relocation work is complete, Phase 2 of the relocation work will be performed. Phase 2 includes reconstructing the 16" waterline, using 16" ductile iron pipe, along a similar alignment and placing the waterline back into service. The plans for Phase 1 are enclosed for your reference.

The City has a current agreement with W.A. Rasic Construction to perform on-call water system construction work within the Industry Public Utilities Water System. The Phase 1 construction work (Labor and equipment) will be completed in accordance with the provisions of this agreement. The

estimated cost for labor and equipment is $70,000. Also required to complete the Phase 1 work is materials which are not covered under the on-call services agreement. In support of this project, District staff requested quotes from three waterworks suppliers in the area. Three quotes were provided, which are enclosed for your reference. Below is a summary of the quotes.

Quote	S&J Supply	United Waterworks	Western Waterworks
Materials	$18,493.81	$19,375.51	$21,777.95
Tax	$1,664.44	$1,743.80	$1,960.02
Total	$20,158.25	$21,119.31	$23,737.97

S&J Supply located in Whittier, CA provided the lowest quote of the three. District staff has verified these numbers to be accurate and we recommend purchasing these materials from S&J Supply. Work on Phase 1 is scheduled to begin the second week of June 2015.

If you have any questions on the information provided or would like additional information, please contact me at your earliest convenience.

Respectfully Submitted,

Greg B. Galindo

General Manager

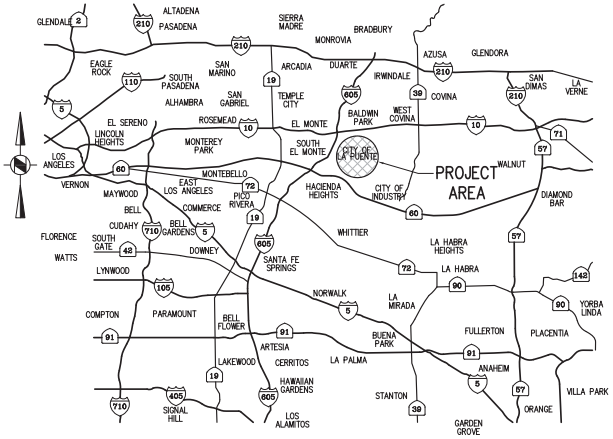
Attachments

- Waterworks Suppliers' Material Quotes
- 16" ACP waterline relocation Phase 1 Plans

LA PUENTE VALLEY COUNTY WATER DISTRICT

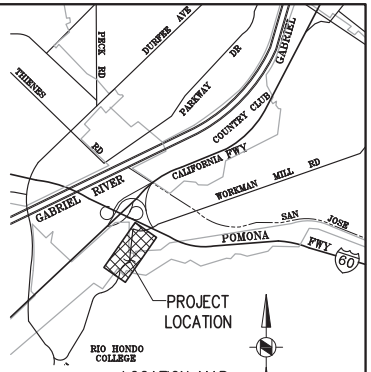
CONSTRUCTION DRAWINGS FOR THE

PROPOSED PUENTE GRADE SEPARATION
16" WATER MAIN RELOCATION
PHASE 1



VICINITY MAP

NOT TO SCALE

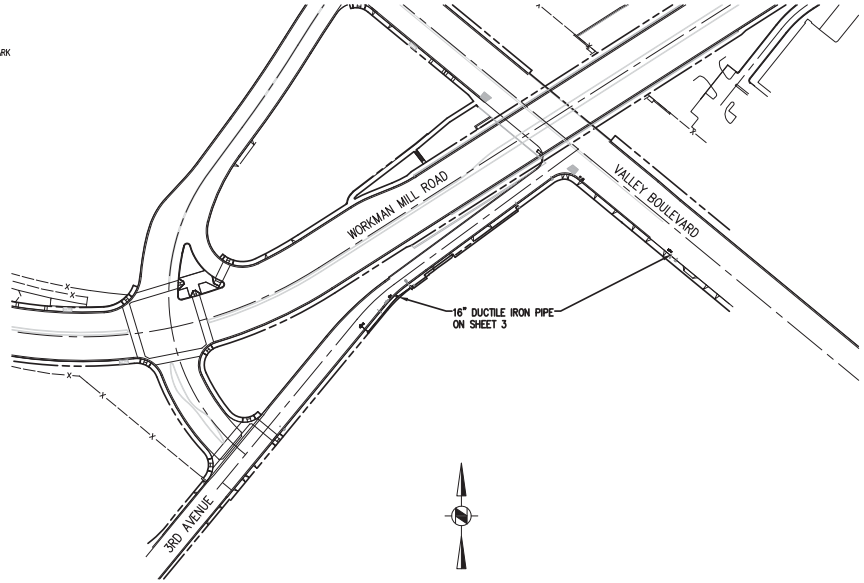


LOCATION MAP

NOT TO SCALE

BEST MANAGEMENT PRACTICES FOR CONSTRUCTION ACTIVITIES NOTE:

1. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.
2. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
3. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
4. NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND OTHER ACTIVITY SHALL BE CONTAINED AT THE PROJECT SITE.
5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND. ("GREEN WASTE" OR SOLID WASTE, BUT NOT DIRT, GENERATED WITHIN CITY OF INDUSTRY MUST BE DEPOSITED IN COVERED RECEPTACLE & DISPOSED OF BY GRAND CENTRAL RECYCLING, AT CONTRACTORS EXPENSE).
7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
8. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.



INDEX MAP

SCALE: 1"=100'

LIST OF DRAWINGS

SHEET No.	DESCRIPTION
SHEET 1	TITLE SHEET, VICINITY MAP, AND LOCATION MAP
SHEET 2	GENERAL NOTES AND LEGEND
SHEET 3	PIPING LAYOUT PLAN AND DETAILS
SHEET 4	GENERAL DETAILS

Know what's **below.** **Call** before you dig.

REFERENCES

NO.	DESCRIPTION	APP.	DATE	NO.	DESCRIPTION	APP.	DATE

REGISTERED PROFESSIONAL ENGINEER DAVID HYUN SONG No. 76613 CIVIL STATE OF CALIFORNIA 3/24/15

APPROVED BY: General Manager

LA PUENTE VALLEY COUNTY WATER DISTRICT

PLANS PREPARED BY:

CIVILTEC engineering inc.

General Civil, Municipal, Water and Wastewater Engineering, Planning, Construction Management and Surveying

118 West Lime Avenue
Monrovia, Ca. 91016
Phone: (626) 357-0588
Fax: (626) 303-7957

LA PUENTE VALLEY COUNTY WATER DISTRICT

16" WATER MAIN RELOCATION – PHASE 1
TITLE SHEET
VICINITY MAP, LOCATION MAP, INDEX MAP AND LIST OF DRAWINGS

DESIGN: DHS/JT	CHECKED: DHS	DRAWN: JT	SCALE: AS SHOWN
DESIGN DATE: MARCH 2015	JOB NO. 2012137.04		SHEET 1 OF 4

X:\2012\2012137.04-LPVCWD-AZ PUENTE AVE GRADE SEPERATION PIPE CROSSINGS\DWG\SHEETS\LAPVCWD PHASE 1\2012137.04 SHTS-TITLE.DWG (04

GENERAL NOTES

1. THIS WATER SYSTEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE PLANS, SPECIFICATIONS, "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" LATEST EDITION ALL WORK SHALL BE SUBJECT TO THE DISTRICT'S WATER INSPECTOR'S ACCEPTANCE AS A CONDITION OF COMPLETION OF WORK BY THE CONTRACTOR. IN ADDITION, ALL TRENCH BACKFILL, A.C. PAVING, AND CONCRETE REPLACEMENT SHALL BE SUBJECT TO THE DISTRICT ENGINEER'S ACCEPTANCE AS A CONDITION OF COMPLETION OF WORK BY THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES, PIPES AND STRUCTURES. THE CONTRACTOR SHALL VERIFY SITE CONDITIONS AND MAKE NECESSARY POT HOLE, NOTIFY THE VARIOUS UTILITIES TO MAKE NECESSARY ARRANGEMENTS FOR ANY RELOCATION OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. ANY DELAY OR INCONVENIENCE CAUSED THE CONTRACTOR BY THE RELOCATION OF VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT, NO EXTRA COMPENSATION WILL BE ALLOWED. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR COST INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES.

3. PRIOR TO CONSTRUCTION OF THE WATER MAIN, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL OBTAIN DISTRICT APPROVAL TO EXPOSE THE EXISTING WATER LINE WHERE CONNECTIONS WILL OCCUR AND VERIFY THEIR ELEVATION AND LOCATION. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS AND/OR DISCREPANCIES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. THE DISTRICT GENERAL WATER MANAGER SHALL BE CONSULTED TO MAKE ANY/ALL REQUIRED INTERPRETATIONS OF THE PLANS, HOWEVER, THIS IN NO WAY RELIEVES THE CONTRACTOR OF HIS RESPONSIBILITY FOR CONSTRUCTING THE PROJECT TO ACCOMPLISH THE INTENT OF THE PLANS. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO A FAILURE TO GIVE SUCH NOTIFICATION.

4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATING WITH OTHER SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH CONSTRUCTION OPERATIONS.

5. ALL CONTRACTOR AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTOR AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATION" OF THE U.S. DEPARTMENT OF LABOR, AND WITH THE STATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS' "CONSTRUCTION SAFETY ORDERS."

6. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER, THE ENGINEER, AND THE DISTRICT AND ITS REPRESENTATIVE, HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.

7. CONTRACTOR SHALL SUBMIT THEIR SURVEY RECORDS TO THE DISTRICT ENGINEER AND "AS- BUILT" WATER PLANS TO THE DISTRICT'S INSPECTOR PRIOR TO FINAL INSPECTION.

8. CONTRACTOR SHALL OBTAIN CONSTRUCTION PERMITS FROM THE DISTRICT, CITY OF LA PUENTE AND CITY OF INDUSTRY PRIOR TO COMMENCING ANY WORK.

9. THE CONTRACTOR SHALL NOTIFY THE DISTRICT, AND THE CITY OF INDUSTRY OFFICES FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION AND AT LEAST TWO (2) WORKING DAYS NOTICE WHEN INSPECTIONS OR ENGINEERING JUDGMENTS BECOME NECESSARY AS SET FORTH IN THE STANDARDS.

10. ALL PERMIT WORK SHALL CONFORM TO PERMIT REQUIREMENTS AT ALL TIMES. THE PLANS, SPECIFICATIONS AND ALL NECESSARY PERMITS REQUIRED BY THE DISTRICT AND THE CITY SHALL BE ON THE JOB SITE AT ALL TIMES.

11. ALL WORK WHICH IS NOT IN THE PUBLIC RIGHT OF WAY SHALL BE DONE AT THE LEAST INCONVENIENCE TO THE PROPERTY OWNER, CONTRACTOR SHALL MINIMIZE DAMAGE TO EXISTING LANDSCAPING. ALL PRIVATE OR PUBLIC WALLS, FENCES, SOILS REMOVED FOR THE CONSTRUCTION OF THIS PIPE LINE SHALL BE REPLACED TO MATCH EXISTING. CONTRACTOR SHALL FILL ALL TURF & LANDSCAPED AREAS TO ORIGINAL GRADE.

12. ALL BACKFILL, COMPACTING, PAVING, CONCRETE RECONSTRUCTION, INCIDENTAL SEWER LINE RECONSTRUCTION, AND TRAFFIC CONTROL SHALL BE INSPECTED BY THE APPROPRIATED DISTRICT OR CITY INSPECTORS. ALL FOLLOWING WORKS SHALL BE INSPECTED BY THE DISTRICT'S INSPECTOR:
    - (A) TRENCHING; BEDDING AND SHADING.
    - (B) PLACING OF PIPE, VALVES, FITTINGS, THRUST BLOCKS.
    - (C) OTHER UNDERGROUND UTILITIES IN PLACE.
    - (D) LEAKAGE TESTING, FLUSHING, DISINFECTION, BACTERIOLOGICAL ANALYSIS AND TIE-IN.
    - (E) VALVE BOXES RAISED TO GRADE AND LINES FLUSHED.
    - (F) FINAL INSPECTION.

    THE CONTRACTOR SHALL NOT PROCEED WITH ANY SUBSEQUENT PHASE OF WORK UNTIL THE PREVIOUS PHASE HAS BEEN INSPECTED AND APPROVED.

13. SCARIFY A.C. PAVING BEFORE TRENCHING. IF CUT LINE IS LESS THAN THREE FEET FROM AN EXISTING CUT LINE, EXPANSION JOINT, OR EDGE, THE EXISTING PAVEMENT SHALL BE REMOVED TO CUT LINE, EXPANSION JOINT, OR EDGE, OR AS DIRECTED BY THE INSPECTOR.

14. TRENCH BACKFILL AND STREET RESURFACING SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND TRENCH DETAIL

15. CONTRACTOR SHALL NOT BACKFILL TRENCH UNTIL THE INSPECTOR HAS OBTAINED AS-BUILT STATIONING ON ALL STRUCTURES. ALL BACKFILL FOR THE ENTIRE PROJECT SHALL BE 3/4" CRUSHED AGGREGATE BASE UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE DISTRICT'S ENGINEER.

16. ANY CONCRETE CURB, GUTTER, OR SIDEWALK REQUIRING REMOVAL FOR WATER MAIN INSTALLATION OR SERVICE CONNECTION SHALL BE REPLACED IN KIND.

17. COMPACTION TEST SHALL BE REQUIRED FOR ALL TRENCH BACKFILL IN ACCORDANCE WITH THE DISTRICT'S STANDARDS. CONTACT THE DISTRICT ENGINEER TO SET TIMES AND LOCATIONS OF TESTS

18. PIPE SHALL BE DUCTILE IRON PIPE, AS NOTED. MINIMUM COVER TO FINISHED SURFACE SHALL BE 36" FOR 8" PIPE AND 48" FOR 10" PIPE OR AS NOTED ON PLANS. WATER MAINS SHALL BE SAND BEDDED AND SHADED TO 12" ABOVE TOP OF PIPE. WHEREVER A WATER LINE ENCOUNTERS AN OBSTRUCTION AND CROSSING OVER WILL RESULT IN LESS THAN 30" OF COVER OVER THE WATER LINE, IT SHALL CROSS UNDER OBSTRUCTION WITH A MINIMUM OF 12 INCHES CLEARANCE.

19. COPPER PIPE SHALL BE TYPE K AS NOTED AND SHALL BE ENCASED WITH A MINIMUM 6-MIL THICK POLYETHYLENE SLEEVE. BURIED COPPER WATER MAINS (NON-SERVICE LATERALS) SHALL BE SAND BEDDED AND SHADED TO 12" ABOVE TOP OF PIPE. ALL JOINTS SHALL BE TIN-SILVER SOLDERED.

20. ALL PIPELINE REALIGNMENT DUE TO OTHER EXISTING UTILITIES SHALL BE APPROVED BY THE DISTRICT'S INSPECTOR. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE DISTRICT'S INSPECTOR.

21. ALL FITTINGS SHALL BE MJ (RESTRAINT TYPE). EXCEPT AT HOT TAPS AND FOR CONNECTIONS TO ACP. ALL SLEEVES SHALL BE STAINLESS STEEL. ALL AS-BUILT DRAWINGS OF EXISTING MAIN AT TIE-INS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL FURNISH ALL FITTINGS NECESSARY FOR ANY DEVIATION OF PIPE ALIGNMENT NOT SHOWN ON THE PLANS.

22. SHUT DOWN OF EXISTING WATER MAINS SHALL BE LIMITED TO SIX (6) HOURS MAXIMUM, UNLESS DIRECTED OTHERWISE BY THE DISTRICT'S INSPECTOR WITH 24 HOUR NOTIFICATION.

23. CONNECTIONS TO EXISTING WATER LINES SHALL BE DONE ONLY IN THE PRESENCE OF THE DISTRICT'S INSPECTOR.

24. ALL BACTI AND PRESSURE TESTS SHALL BE APPROVED BY THE DISTRICT'S INSPECTOR PRIOR TO PLACEMENT OF PERMANENT RESURFACING, DISINFECTION SHALL BE CONDUCTED IN ACCORDANCE WITH WATER CHLORINATION PRINCIPLES AND PRACTICES AWWA NO. M20.

25. ALL CONSTRUCTION ACTIVITIES SHALL BE IN COMPLIANCE WITH NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GUIDELINES AND THE CLEAN WATER ACT.

26. DISCHARGES OF MATERIAL OTHER THAN STORM WATER ARE ALLOWED ONLY WHEN NECESSARY FOR PERFORMANCE AND COMPLETION OF CONSTRUCTION PRACTICES AND WHERE THEY DO NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD; CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION OR NUISANCE; OR CONTAIN A HAZARDOUS SUBSTANCE IN A QUANTITY REPORTABLE UNDER FEDERAL REGULATIONS 40 CFR, PARTS 117 AND 302.

27. POTENTIAL POLLUTANTS INCLUDE, BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, GLUES, LIMES, PESTICIDES, HERBICIDES, WOOD PRESERVATIVES AND SOLVENTS; ASBESTOS FIBERS, PLANT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS, LUBRICANTS AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; FERTILIZERS, VEHICLE/EQUIPMENT WASH WATER AND CONCRETE WASH WATER; CONCRETE, DETERGENT OR FLOATABLE WASTES; WASTES FROM ANY ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING; AND SUPER CHLORINATED POTABLE WATER LINE FLUSHINGS.

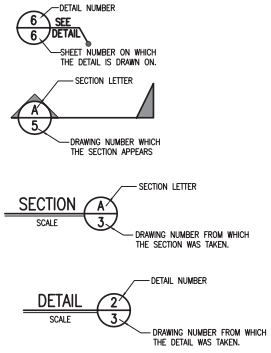
28. DURING CONSTRUCTION, IF DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IT SHALL BE COLLECTED IN A SPECIFIED CONTAINER IN A TEMPORARY AREA ON-SITE, PHYSICALLY SEPARATED FROM POTENTIAL STORM WATER RUN-OFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.

29. WHEN CUTTING AND DISPOSING OF ASBESTOS CONCRETE PIPE, CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO REMOVE PIPE ACCORDING TO STANDARD PROCEDURES AND DISPOSE AT APPROPRIATE APPROVED SITES FOR HAZARDOUS WASTE.

LEGEND

A.C.	ASPHALT CONCRETE
℄	CENTER LINE
C.A.B.	CRUSHED AGGREGATE BASE
CL	CLASS
CMC	CEMENT MORTAR COATED
CML	CEMENT MORTAR LINED
CML & P	CEMENT MORTAR LINED AND PAINTED
DI	DUCTILE IRON
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DWG.	DRAWING
E/O	EAST OF
EX	EXISTING
FE	FLANGED END
FIG.	FIGURE
GA	GAUGE
GB	GRADE BREAK
GPM	GALLON PER MILES
HP	HORSE POWER
INV.	INVERT
MAX.	MAXIMUM
MIN.	MINIMUM
MJ	MECHANICAL JOINT
N/O	NORTH OF
NTS	NOT TO SCALE
OAE	OR APPROVED EQUAL
OC	ON CENTER
OD	OUTSIDE DIAMETER
PE	PLAIN END
PVC	POLY VINYL CHLORIDE
S/O	SOUTH OF
ST	STREET
STA.	STATION
STD.	STANDARD
STL	STEEL
TJ	TYTON JOINT
TRANS.	TRANSITION
TYP.	TYPICAL
V	VELOCITY
W/	WITH
WM	WATER METER
W/O	WEST OF
WV	WATER VALVE
O	PROPOSED WATER LINE IS TO GO OVER EXISTING UTILITY.
U	PROPOSED WATER LINE IS TO GO UNDER EXISTING UTILITY.
	FIRE HYDRANT

A/V	EXIST. AIR AND VACUUM VALVE
B.O.	EXIST. BLOW-OFF
WM	EXIST. WATER SERVICE METER
	EXIST. REDUCER/ENLARGER
	EXIST. END CAP
	EXIST. TEE
	EXIST. PULL BOX
OR	EXISTING VALVES
TSB OR	EXIST. TRAFFIC SIGNAL BOX
	EXIST. STREET LIGHT
EMH	EXIST. ELECTRICAL MANHOLE
SDMH	EXIST. STORM DRAIN MANHOLE
S	EXIST. SEWER MANHOLE
TMH	EXIST. TELEPHONE MANHOLE
MH	EXIST. MANHOLE
FH	EXIST. FIRE HYDRANT
	EXISTING GATE VALVE
P	EXIST. STEEL POST
	EXIST. DRAINAGE GRATE
	EXIST. STREET SIGNS
HV90 1569	EXIST. AERIAL TARGETS
	EXIST. ROCKS
	EXIST. POWER POLE
	EX. BUILDING
2325	EXISTING CONTOUR
(102.78)	EXISTING CONTOUR ELEVATION
(930.00 FS)	EXISTING ELEVATION
(102.78)	EXISTING GRADE
W	EXIST. EDGE OF PAVEMENT
	EXIST. CURB AND GUTTER
X	EXISTING CHAIN LINK FENCE
W	EXISTING WATER MAIN
S	EXISTING SEWER MAIN
G	EXISTING GAS MAIN
E	EXISTING ELECTRICAL LINE
T	EXISTING TELEPHONE LINE
O	EXISTING OIL PIPELINE



Know what's **below.** **Call** before you dig.

REFERENCES

NO.	DESCRIPTION	APP.	DATE	NO.	DESCRIPTION	APP.	DATE

REGISTERED PROFESSIONAL ENGINEER DAVID HYUN SONG No. 76613 CIVIL STATE OF CALIFORNIA
3/24/15

APPROVED BY: General Manager

LA PUENTE VALLEY COUNTY WATER DISTRICT

PLANS PREPARED BY:

CIVILTEC engineering inc.

General Civil, Municipal, Water and Wastewater Engineering, Planning, Construction Management and Surveying

118 West Lime Avenue
Monrovia, Ca. 91016
Phone: (626) 357-0588
Fax: (626) 303-7957

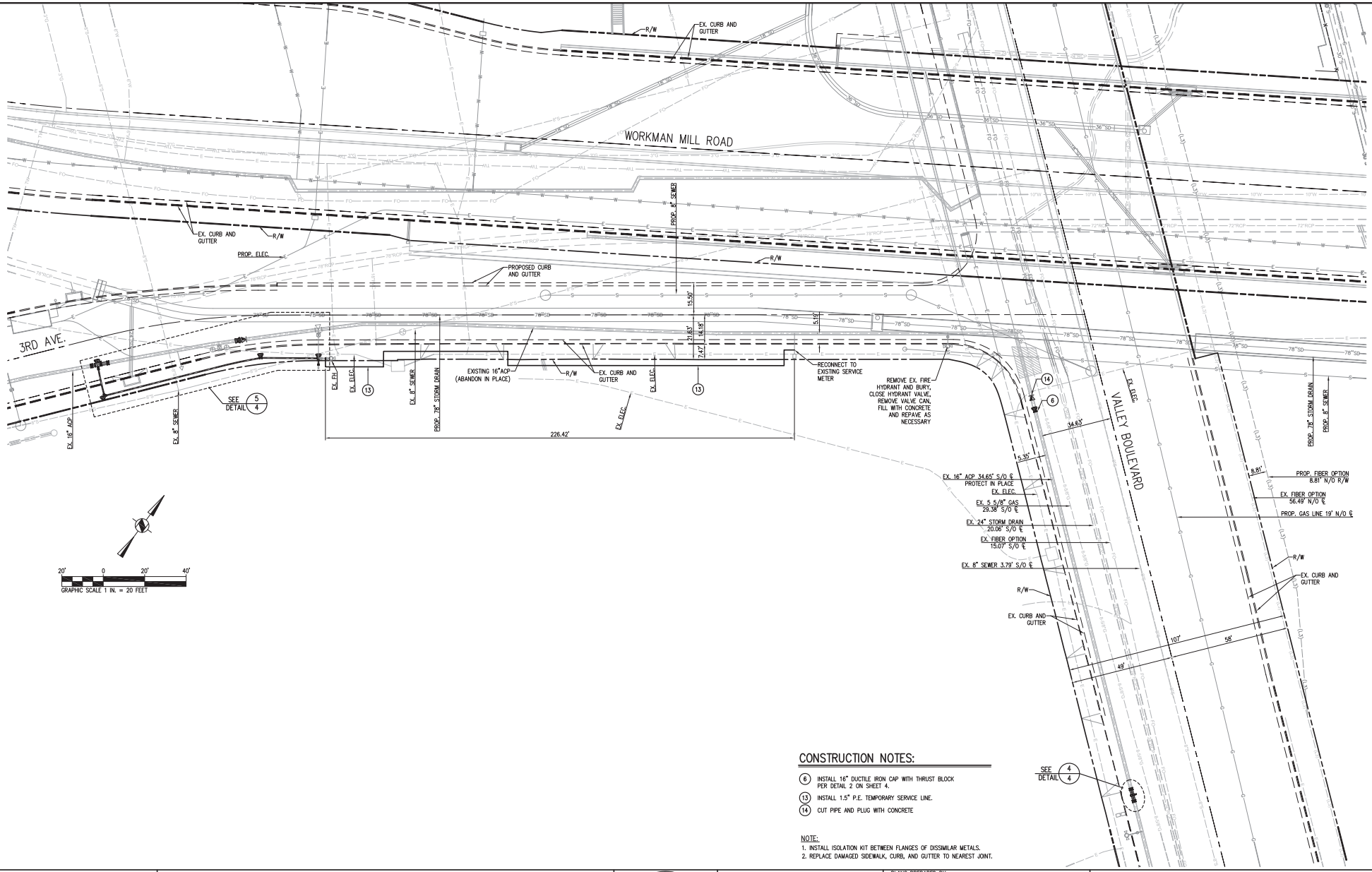
LA PUENTE VALLEY COUNTY WATER DISTRICT

16" WATER MAIN RELOCATION – PHASE 1

GENERAL NOTES AND LEGEND

DESIGN: DHS/JT	CHECKED: DHS	DRAWN: JT	SCALE: AS SHOWN
DESIGN DATE: MARCH 2015	JOB NO. 2012137.04	SHEET 2 OF 4	

X:\2012\2012137.04-LPVCWD-AZ PUENTE AVE GRADE SEPERATION PIPE CROSSINGS\DWG\SHEETS\LAPVCWD PHASE 1\2012137.04 SHT02-GENNOTE.DWG



CONSTRUCTION NOTES:

6. INSTALL 16" DUCTILE IRON CAP WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
13. INSTALL 1.5" P.E. TEMPORARY SERVICE LINE.
14. CUT PIPE AND PLUG WITH CONCRETE

NOTE:
1. INSTALL ISOLATION KIT BETWEEN FLANGES OF DISSIMILAR METALS.
2. REPLACE DAMAGED SIDEWALK, CURB, AND GUTTER TO NEAREST JOINT.

Know what's **below.** **Call** before you dig.

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3/24/15

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LA PUENTE VALLEY COUNTY WATER DISTRICT

16" WATER MAIN RELOCATION – PHASE 1
PIPING LAYOUT PLAN AND DETAILS

DESIGN: DHS/JT	CHECKED: DHS	DRAWN: JT	SCALE: AS SHOWN
DESIGN DATE: MARCH 2015	JOB NO. 2012137.04		SHEET 3 OF 4

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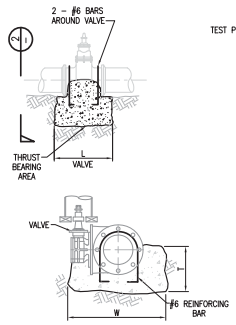


THRUST BEARING AREA (SQUARE FEET)

PIPE SIZE		6"	8"	10"	12"	18"
TEST PRESSURE (PSI)		150	150	150	150	150
BENDS	90°	4.0	7.1	11.1	16.0	36
	45°	2.2	3.8	6.0	8.7	19.5
	22.5°	2.0	2.0	3.1	4.4	9.9
	11.25	2.0	2.0	2.0	2.2	5.0
PLUG		5.7	10.1	15.7	22.6	51
TEE/VALVE		2.8	5.0	7.9	11.3	25.4
CROSS:*		2.8	5.0	7.9	11.3	25.4
REDUCER		2.0	4.0	7.0	10.0	18.2

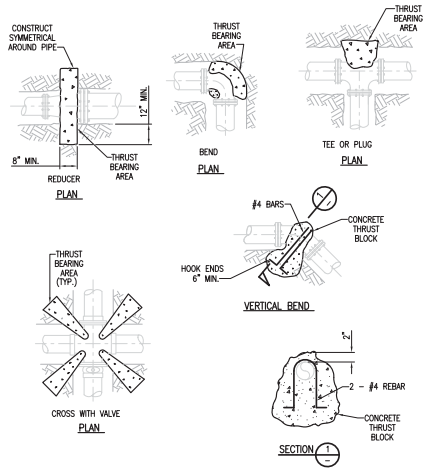
* WITH A VALVE

TABLE(S) BASED ON SOIL BEARING VALUE OF 1500 lb. PER SQUARE FOOT. CALCULATIONS MUST BE SUBMITTED FOR OTHER SOIL BEARING VALUES OR OTHER TEST PRESSURE IN WATER MAIN.

NOTES:

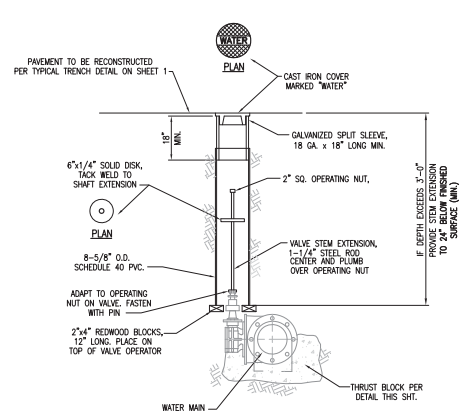
1. THRUST BLOCKS MUST BEAR ON UNDISTURBED SOIL.
2. CONCRETE FOR THRUST & ANCHOR BLOCKS SHALL BE OF CLASS 480-C-2000 IN ACCORDANCE WITH S.S.P.W.C. IT SHALL BE POURED (12" THICK MIN.) AGAINST UNDISTURBED SOIL. P.C.C. SHALL BE KEPT CLEAR OF JOINTS & BOLTS.
3. WHEN BOLTED JOINTS ARE UTILIZED, SET FORMS TO SEPARATE BOLTS FROM P.C.C. TO ASSURE ACCESS TO BOLTS & JOINTS.
4. THRUST BLOCKS WILL BE INSPECTED BY THE WATER COMPANY'S INSPECTOR.

VALVE AND PIPE SIZE	(L) LENGTH	(W) WIDTH	(T) THICKNESS
6"	2'	2'-0"	12"
8"	3'	2'-2"	14"
10"	3'	2'-4"	14"
12"	4'	2'-6"	15"
16"	6'	3'-0"	18"



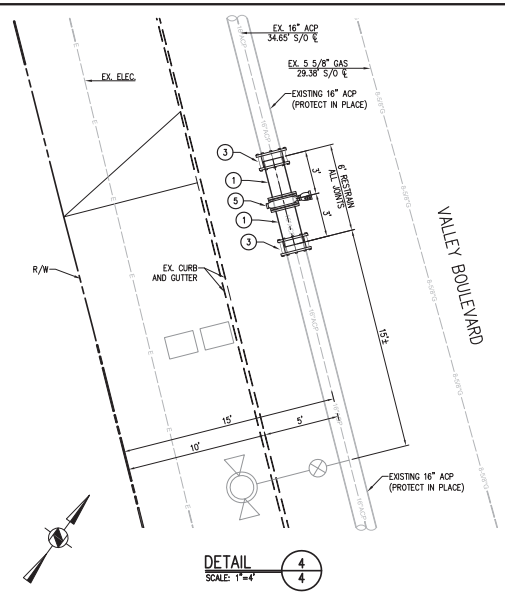
THRUST BLOCK DETAIL 2/4

NOT TO SCALE



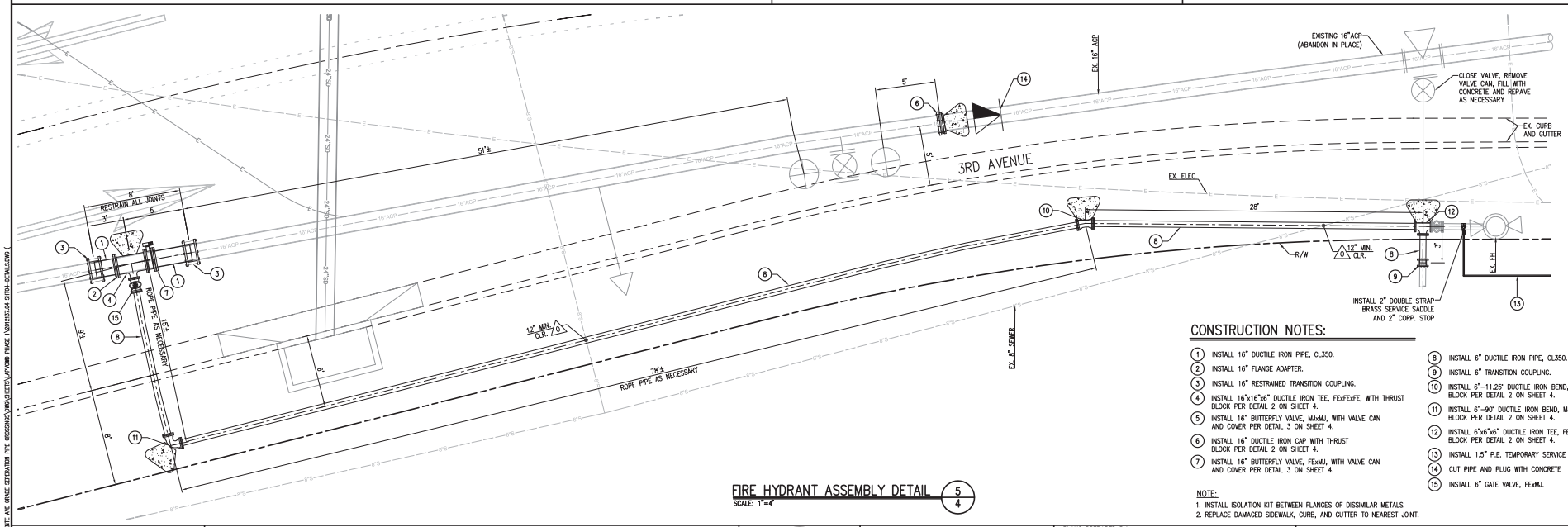
VALVE COVER ASSEMBLY AND STEM EXTENSION 3/4

NOT TO SCALE



DETAIL 4/4

SCALE: 1"=4'



FIRE HYDRANT ASSEMBLY DETAIL 5/4

SCALE: 1"=4'

CONSTRUCTION NOTES:

1. INSTALL 16" DUCTILE IRON PIPE, CL350.
2. INSTALL 16" FLANGE ADAPTER.
3. INSTALL 16" RESTRAINED TRANSITION COUPLING.
4. INSTALL 16"x16"x6" DUCTILE IRON TEE, FExFExFE, WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
5. INSTALL 16" BUTTERFLY VALVE, MJxMJ, WITH VALVE CAN AND COVER PER DETAIL 3 ON SHEET 4.
6. INSTALL 16" DUCTILE IRON CAP WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
7. INSTALL 16" BUTTERFLY VALVE, FExMJ, WITH VALVE CAN AND COVER PER DETAIL 3 ON SHEET 4.
8. INSTALL 6" DUCTILE IRON PIPE, CL350.
9. INSTALL 6" TRANSITION COUPLING.
10. INSTALL 6"-11.25° DUCTILE IRON BEND, MJxMJ, WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
11. INSTALL 6"-90° DUCTILE IRON BEND, MJxMJ, WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
12. INSTALL 6"x6"x6" DUCTILE IRON TEE, FExFExMJ, WITH THRUST BLOCK PER DETAIL 2 ON SHEET 4.
13. INSTALL 1.5" P.E. TEMPORARY SERVICE LINE.
14. CUT PIPE AND PLUG WITH CONCRETE
15. INSTALL 6" GATE VALVE, FExMJ.

NOTE:

1. INSTALL ISOLATION KIT BETWEEN FLANGES OF DISSIMILAR METALS.
2. REPLACE DAMAGED SIDEWALK, CURB, AND GUTTER TO NEAREST JOINT.

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APPROVED BY: General Manager

LA PUENTE VALLEY COUNTY WATER DISTRICT

PLANS PREPARED BY:

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General Civil, Municipal, Water and Wastewater Engineering, Planning, Construction Management and Surveying

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LA PUENTE VALLEY COUNTY WATER DISTRICT

16" WATER MAIN RELOCATION – PHASE 1

GENERAL DETAILS

DESIGN: DHS/JT	CHECKED: DHS	DRAWN: JT	SCALE: AS SHOWN
DESIGN DATE: MARCH 2015	JOB NO. 2012137.04		SHEET 4 OF 4

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S & J Supply Co., Inc.
pipeline materials

S & J SUPPLY COMPANY, INC.
13105 FLORENCE AVE
SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

Quotation

EXPIRATION DATE	QUOTE NUMBER
05/24/2015	S100051977

S & J SUPPLY COMPANY, INC.
13105 FLORENCE AVE
SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

QUOTE TO:

BIDDING CONTRACTOR - SFS
SANTA FE SPRINGS, CA 90670

SHIP TO:

BIDDING CONTRACTOR - SFS
LA PUENTE WATER
VALLEY AND WORKMAN MILL RD.
LA PUENTE, CA 91748

CUSTOMER NUMBER	CUSTOMER PO NUMBER	JOB NAME / REF NUMBER	SALESPERSON
3254	LA PUENTE WATER		HOUSE ACCOUNT

WRITER	SHIP VIA	TERMS	SHIP DATE	FREIGHT ALLOWED
DEBRA DURAN	OT OUR TRUCK	Net 30 Days	04/24/2015	Yes

ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
1ea	IFT166 16" X 6" DI FLG TEE CL IMP	895.000/ea	895.00
2ea	DS160600FF 16" X 6' 0" DI FLGXFLG SPOOL CL	1289.000/ea	2578.00
2ea	PBVFE16 16" PRATT FLG BFV EL OL	2099.000/ea	4198.00
2ea	REC4001927 16" ROMAC EC400 END CAP CPLG 19.27 W/ ALLOY B&N 2" IP TAP	1245.000/ea	2490.00
4ea	SB441S16 16" SB 441 SLV 55146-045	365.400/ea	1461.60
4ea	SB441ERB16 16" SB 441 BLUE END RING 21371-045 17.40-17.80	0.000/ea	0.00
4ea	SB441ERG16 16" SB 441 GRAY END RING 21372-045 18.46-19.20	0.000/ea	0.00
4ea	SB441G1780 16" SB 441 17.40-17.80 GSKT 33832-069 BLUE	0.000/ea	0.00
4ea	SB441G1920 16" SB 441 18.90-19.20 GSKT 33834-069 GRAY	0.000/ea	0.00
40ea	SB441B105 5/8" X 10-1/2" SB 441 TRACK BOLT 90275 OVAL HEAD 10BC 12BC	0.000/ea	0.00
40ea	SB441N 5/8" SB 441 HVY HEX NUT BLACK 100025-005 4BC 6BC 8BC 10BC 12BC	0.000/ea	0.00
6ea	NARG16 16" 150# NON ASB RING GSKT 1/16TH	9.600/ea	57.60
6ea	BNSP16 16" PLT 150# B&N SET 16PCS 1" X 4-1/2"	28.000/ea	168.00

** Continued on Next Page *

Subtotal	
S&H Charges	
Amount Due	

S & J Supply Co., Inc.
pipeline materials
25th Anniversary

S & J SUPPLY COMPANY, INC.
13105 FLORENCE AVE
SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

Quotation

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SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

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SANTA FE SPRINGS, CA 90670

SHIP TO:

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LA PUENTE WATER
VALLEY AND WORKMAN MILL RD.
LA PUENTE, CA 91748

CUSTOMER NUMBER	CUSTOMER PO NUMBER	JOB NAME / REF NUMBER	SALESPERSON
3254	LA PUENTE WATER		HOUSE ACCOUNT

WRITER	SHIP VIA	TERMS	SHIP DATE	FREIGHT ALLOWED
DEBRA DURAN	OT OUR TRUCK	Net 30 Days	04/24/2015	Yes

ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
1ea	KGVMFLC5156 6" KNDY C515 DI MJXFLG RWGV VLV OL L/A W/ SS T316 TRIM, 2" OPT NUT, NDZ STEM & BROWN EPOXY	620.000/ea	620.00
1ea	IMJ96 6" DI MJ 90 ELL CL L/A IMP	62.300/ea	62.30
1ea	IMJ16 6" DI MJ 11-1/4 ELL CL L/A IMP	48.400/ea	48.40
108ft	DIP350TJ6 6" CL350 TJ DIP CL ACL / AC	10.900/ft	1177.20
1ea	DS060600FF 6" X 6' 0" DI FLGXFLG SPOOL CL	256.200/ea	256.20
1ea	KGVFC5156 6" KNDY C515 DI FLG RWGV OL W/ SS T316 TRIM, 2" OPT NUT, NDZ STEM & BROWN EPOXY	620.000/ea	620.00
2ea	SB4616 6" SB 461 6.54-7.65 QUNTM CPLG W/ EPOXY ALLOY B&N 4 B&N 10-1/2" BOLT LENGTH	110.000/ea	220.00
1ea	IMJFA6 6" DI MJXFLG ADPT CL L/A IMP	49.950/ea	49.95
1ea	AY382662 6" X 2" IP 3826 DS BRS SDL	94.600/ea	94.60
1ea	AY73131B2 2" 73131B NO LEAD MIPXMIP BALL CORP	146.800/ea	146.80
1ea	IBRNLBR215 2" X 1-1/2" BRS BELL RED NO LEAD IMP	19.450/ea	19.45

** Continued on Next Page *

Subtotal	
S&H Charges	
Amount Due	

S & J Supply Co., Inc.
pipeline materials

S & J SUPPLY COMPANY, INC.
13105 FLORENCE AVE
SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

Quotation

EXPIRATION DATE	QUOTE NUMBER
05/24/2015	S100051977

S & J SUPPLY COMPANY, INC.
13105 FLORENCE AVE
SANTA FE SPRINGS, CA 90670
562-944-7433
Fax 562-944-7224

QUOTE TO:

BIDDING CONTRACTOR - SFS
SANTA FE SPRINGS, CA 90670

SHIP TO:

BIDDING CONTRACTOR - SFS
LA PUENTE WATER
VALLEY AND WORKMAN MILL RD.
LA PUENTE, CA 91748

CUSTOMER NUMBER	CUSTOMER PO NUMBER	JOB NAME / REF NUMBER	SALESPERSON
3254	LA PUENTE WATER		HOUSE ACCOUNT

WRITER	SHIP VIA	TERMS	SHIP DATE	FREIGHT ALLOWED
DEBRA DURAN	OT OUR TRUCK	Net 30 Days	04/24/2015	Yes

ORDER QTY	DESCRIPTION	UNIT PRICE	EXT PRICE
1ea	AY74701B2215 1-1/2" 74701B-22 NO LEAD CCXCTS BALL CORP **NOTE** OLD STYLE THREAD ONLY - 11-1/2 PITCH THREAD.	100.150/ea	100.15
3ea	AY747582215 1-1/2" 74758-22 NO LEAD CTS CPLG	52.150/ea	156.45
6ea	E1106DEC 6" EBAA MEGA LUG KIT F/ DI	38.000/ea	228.00
8ea	AY6133T15 1-1/2" 6133T CTS SS INSERT	1.650/ea	13.20
300ft	PPCTS15100 1-1/2" X 100' CL200 CTS POLY PIPE SDR 9	1.770/ft	531.00
1ea	IFT6 6" DI FLG TEE CL IMP	160.650/ea	160.65
9ea	NARG6 6" 150# NON ASB RING GSKT 1/16TH	2.000/ea	18.00
9ea	BNSP68 6" - 8" PLT 150# B&N SET 8PCS 3/4" X 3-1/4"	8.000/ea	72.00
9ea	UFLG6 6" US FIELD LOK GSKT	58.250/ea	524.25
1ea	BID SALES TAX	1527.010/ea	1527.01

THIS IS ONLY S & J SUPPLY COMPANY, INC. INTERPRETATION OF WHAT IS NEEDED TO DO THE JOB. PLEASE VERIFY ALL MATERIALS AND QUANTITIES.
****
QUOTE DOES NOT INCLUDE APPLICABLE SALES TAX UNLESS NOTED

Subtotal	18493.81
S&H Charges	0.00
Amount Due	18493.81

UNITED
WATER WORKS INC.

Santa Ana
1313 E. Hunter Ave
Santa Ana, CA 92705
(714) 542-0711

Perris
2282 Goetz Rd
Perris, CA 92571
(951) 657-9573

Coachella
85-998 Jones Court
Coachella, CA 92236
(760) 398-0553

Quotation

EXPIRATION DATE	QUOTE NUMBER
06/08/2015	S100019388

QUOTE TO:

QUOTESA
QUOTE
SANTA ANA, CA 92705

SHIP TO:

QUOTESA
LA PUENTE VALLEY COUNTY WATER
LA PUENTE, CA 91744

PAGE NUMBER	PO NUMBER	JOB NAME	SALESPERSON
1 of 2	LA PUENTE VALLEY		SANTA ANA HOUSE

WRITER	SHIP VIA	TERMS	SHIP DATE
Dimas Avila	OT OUR TRUCK	NET 30 DAYS	04/30/2015

ORDER QTY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXT PRICE
		*		
		LA PUENTE VALLEY QUOTE		
1ea	MISC	NONSTOCK FOR QUOTES	966.216/ea	966.22
		16 X 6 DI FLG X FLG TEE C110		
2ea	MISC	NONSTOCK FOR QUOTES	1229.545/ea	2459.09
		16" X 6' DI FLG X FLG DI SPOOL		
2ea	FBFV16-PIRWD	16" PRATT IRWD FLG BFV	2662.800/ea	5325.60
2ea	MISC	NONSTOCK FOR QUOTES	818.386/ea	1636.77
		16" BOLTED END CAP COUPLING ACP		
		19.27 OD		
4ea	MISC	NONSTOCK FOR QUOTES	516.375/ea	2065.50
		16" BOLTED FLEX COUPLING 17.54 OD		
		RB AC X 17.40 DI OD		
6ea	NARG16	16 " NON ASB RING GAS 1/16"	10.247/ea	61.48
6ea	NBAF16	16" NB CAD	34.375/ea	206.25
1ea	MJRW06LA	6" AVK MJ RW 316 DI	743.688/ea	743.69
1ea	MJ9006LF	6" MJ 90 ELL C153 DI L/A	70.813/ea	70.81
1ea	MJ2206LF	6" MJ 22 1/2 ELL C153 DI	52.670/ea	52.67
		L/A		
162FT	C350T06	6" CL 350 TYTON D.I.P.	14.844/FT	2404.80
9ea	6FLG	6" FIELD LOK GASKET SBR	83.898/ea	755.08
1ea	MISC	NONSTOCK FOR QUOTES	259.091/ea	259.09
		6" DI FLG X FLG SPOOL 6'0 LENGTH		
1ea	FRW06	6" FLG RW 316 DI GATE VALVE	810.227/ea	810.23
2ea	FC2W-6	6" ULTRA-FLEX COUP	126.375/ea	252.75

** Continued on Next Page *

Subtotal	
S&H Charges	
Amount Due	

UNITED
WATER WORKS INC.

Santa Ana
1313 E. Hunter Ave
Santa Ana, CA 92705
(714) 542-0711

Perris
2282 Goetz Rd
Perris, CA 92571
(951) 657-9575

Coachella
85-998 Jones Court
Coachella, CA 92236
(760) 398-0553

Quotation

EXPIRATION DATE	QUOTE NUMBER
06/08/2015	S100019388

QUOTE TO:

QUOTESA
QUOTE
SANTA ANA, CA 92705

SHIP TO:

QUOTESA
LA PUENTE VALLEY COUNTY WATER
LA PUENTE, CA 91744

PAGE NUMBER	PO NUMBER	JOB NAME	SALESPERSON
2 of 2	LA PUENTE VALLEY		SANTA ANA HOUSE

WRITER	SHIP VIA	TERMS	SHIP DATE
Dimas Avila	OT OUR TRUCK	NET 30 DAYS	04/30/2015

ORDER QTY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXT PRICE
1ea	MJFA06LF	6" MJ X FLG ADPT C153 DI L/A	56.767/ea	56.77
1ea	202B-750-IP7	6 X 2" IP D/S BRZ SADDLE	110.858/ea	110.86
1ea	FB500-7	2" MIP X MIPT BALL CORP STOP	135.864/ea	135.86
1ea	730-251NL	2" X 1 1/2" BRS BELL RED NO LE 0000000879	17.750/ea	17.75
1ea	936-015	1-1/2" COPPER MIPT ADAPT	7.688/ea	7.69
3ea	929-015	1-1/2" COPPER COUP C X C	3.580/ea	10.74
6ea	UFR1400-DA-6-U	6" PKGD ACC KIT FOR DI DOM	35.369/ea	212.22
8ea	INSERT-74	1 1/2" INSERT STIFFENER	2.580/ea	20.64
300ea	SDR9150	1 1/2" SDR 9 CTS POLY	2.443/ea	732.95

SALES TAX NOT INCLUDED
QUOTATION PRICING EXPIRES AS NOTED ABOVE

Subtotal	19375.51
S&H Charges	0.00
Amount Due	19375.51

WESTERN WATER WORKS SUPPLY CO
5671 GATES ST
CHINO, CA - 91710
PHONE: (909)597-7000 FAX: (909)597-7050

PROPOSAL

QUOTE DATE	EXPIRATION DATE	QUOTE NO.
04/23/15	05/23/15	375193-00
	JOB ID	PAGE NO.
	VALLEY BL/WORKMAN	1

CUST #: **12040**

BILL TO: **LA PUENTE VALLEY COUNTY WATER**
P O BOX 3136
LA PUENTE, CA 91744-0136

SHIP TO: **LA PUENTE VALLEY COUNTY WATER**
15629 HUDSON
LA PUENTE, CA 91744

INSTRUCTIONS	SHIP POINT	VIA	SHIPPED	TERMS
ATTN: KEITH BOWMAN	01 - CHINO, CA	OUR TRUCK		NET 30 DAYS

LN	PRODUCT AND DESCRIPTION	ORDERED	BO	SHIPPED	UM	PRICE	UM	DISCOUNT	NET AMOUNT
	-								
	DRIVER PLEASE NOTE: PLEASE CALL 20 MIN PRIOR TO DELIVERY TO								
	MEET AT YARD								
	RAY (626)841-1353								
	KEITH (626)890-0847								
	-								
	DELIVERY HOURS 8:00AM-4:00PM M-F								
	-								
	**********								
	ALL BRASS SERVICE LINE MATERIAL TO BE FORD ONLY UNLESS NEED								
	DICTATES OTHERWISE								
	**********								
	-								
2	133629#	1			EA	944.00	EA	0.00	944.00
	TEE 16X6 FE C110 CL-ND								
3	16FF60#	2			EA	1217.00	EA	0.00	2434.00
	16 FLG x 6'-0" DI SPOOL								
4	PBVF16E	2			EA	2135.00	EA	0.00	4270.00
	16 LS FLG BUTTERFLY VLV INT EPOXY OL								
6	EC400-1927#	2			EA	1813.00	EA	0.00	3626.00
	18 19.27 OD 1/4X7 STL FABRICATED PERMANENT END								
	CAP CPLG W/2" IP TAP & TEST PLUG SHOP COAT STD ALLOY B/N 150								
	PSI								
8	202-1970178000#	4			EA	1130.00	EA	0.00	4520.00
	RC501-19.70 X 17.80 COUPLING SHOP COAT SBR S								
9	JM60-16	6			EA	4.65	EA	0.00	27.90
	16 RING GASKET 1/16 NON-ASBESTOS								
10	BN16	6			SET	20.15	SET	0.00	120.90
	16 B/N SET 150# FLG								
11	GVFM-06	1			EA	604.00	EA	0.00	604.00
	6 FLGXMJ RW GATE VLV OL NDZ STEM 316 B/N								
12	DIMJ-9006	1			EA	69.00	EA	0.00	69.00
	6 DI SSB MJ 90								
13	DIMJ-1106	1			EA	53.00	EA	0.00	53.00
	6 DI SSB MJ 11-1/4								
14	DITP350-06#	162			FT	14.05	FT	0.00	2276.10
	6 CL 350 DI TJ PIPE W/GASKET								

Continued

In accordance with California law AB1953 "Lead Free" initiative, beginning June 15, 2009
we will no longer accept returns for 85/5/5/5 brass products.

WeAreLeadFree.net

This price is valid for 30 days after the quote date.
Thank you for the opportunity to provide this quote.
NOTE: This price does not include tax, shipping or installation.

WESTERN WATER WORKS SUPPLY CO
5671 GATES ST
CHINO, CA - 91710
PHONE: (909)597-7000 FAX: (909)597-7050

PROPOSAL

QUOTE DATE	EXPIRATION DATE	QUOTE NO.
04/23/15	05/23/15	375193-00
	JOB ID	PAGE NO.
	VALLEY BL/WORKMAN	2

CUST #: **12040**

BILL TO: **LA PUENTE VALLEY COUNTY WATER**
P O BOX 3136
LA PUENTE, CA 91744-0136

SHIP TO: **LA PUENTE VALLEY COUNTY WATER**
15629 HUDSON
LA PUENTE, CA 91744

INSTRUCTIONS	SHIP POINT	VIA	SHIPPED	TERMS
ATTN: KEITH BOWMAN	01 - CHINO, CA	OUR TRUCK		NET 30 DAYS

LN	PRODUCT AND DESCRIPTION	ORDERED	BO	SHIPPED	UM	PRICE	UM	DISCOUNT	NET AMOUNT
15	FLG-06	9			EA	53.00	EA	0.00	477.00
	6 FIELD LOK GASKET								
16	6FF60	1			EA	253.00	EA	0.00	253.00
	6 FLG X 6'-0" SPOOL								
17	GVFF-06	1			EA	626.00	EA	0.00	626.00
	6 FLG RW GATE VLV OL NDZ STEM 316 B/N								
18	207-07600760710#	2			EA	130.00	EA	0.00	260.00
	XR501-7.60 X 7.60 X 7 FE EPOXY L&C SBR STANDAR								
19	DIMJFA-06	1			EA	55.00	EA	0.00	55.00
	6 DI SSB MJXFLG ADAPTER								
20	202B-750-IP7	1			EA	108.00	EA	0.00	108.00
	6X2 IP BRZ SADDLE 690-750								
21	FB500-7	1			EA	186.00	EA	0.00	186.00
	2 BALLCORP MIPXMIP								
22	36RC1020014L#	1			EA	18.35	EA	0.00	18.35
	2 X1 1/2 125 R CPLG BRZ NL								
23	C84-66	1			EA	40.00	EA	0.00	40.00
	1-1/2 CPLG MIPXPJ CTS								
24	C44-66	3			EA	58.00	EA	0.00	174.00
	1-1/2 CPLG PJ CTS								
25	UFR1400-DA-6	6			EA	31.00	EA	0.00	186.00
	6 MJ RESTRAINT W/ACC DI PIPE								
26	54	8			EA	1.75	EA	0.00	14.00
	1-1/2 INSERT CTS								
27	SDR90151T	300			FT	0.70	FT	0.00	210.00
	1-1/2X100 PE CTS TUBING								
28	FFT-0606	1			EA	178.00	EA	0.00	178.00
	6X6 DI FLG TEE								
29	JM60-06	9			EA	0.90	EA	0.00	8.10
	6 RING GASKET 1/16 NON-ASBESTOS								
30	BN6-8	9			SET	4.40	SET	0.00	39.60
	6-8 B/N SET 150# FLG								
27	Lines Total						Total		21777.95
							Taxes		1960.02

Continued

In accordance with California law AB1953 "Lead Free" initiative, beginning June 15, 2009
we will no longer accept returns for 85/5/5/5 brass products.

WeAreLeadFree.net

This price is valid for 30 days after the quote date.
Thank you for the opportunity to provide this quote.
NOTE: This price does not include tax, shipping or installation.

WESTERN WATER WORKS SUPPLY CO
5671 GATES ST
CHINO, CA - 91710
PHONE: (909)597-7000 FAX: (909)597-7050

PROPOSAL

QUOTE DATE	EXPIRATION DATE	QUOTE NO.
04/23/15	05/23/15	375193-00
	JOB ID	PAGE NO.
	VALLEY BL/WORKMAN	3

CUST #: **12040**

BILL TO: **LA PUENTE VALLEY COUNTY WATER**
P O BOX 3136
LA PUENTE, CA 91744-0136

SHIP TO: **LA PUENTE VALLEY COUNTY WATER**
15629 HUDSON
LA PUENTE, CA 91744

INSTRUCTIONS	SHIP POINT	VIA	SHIPPED	TERMS
ATTN: KEITH BOWMAN	01 - CHINO, CA	OUR TRUCK		NET 30 DAYS

LN	PRODUCT AND DESCRIPTION	ORDERED	BO	SHIPPED	UM	PRICE	UM	DISCOUNT	NET AMOUNT

Invoice Total **23737.97**

This proposal DOES NOT INCLUDE potential freight, fuel surcharges, and/or expediting fees from our vendors.

Delivering *Smooth Running Jobs* from
Start to Finish® through our *People, Products, and Systems*

Last Page

In accordance with California law AB1953 "Lead Free" initiative, beginning June 15, 2009
we will no longer accept returns for 85/5/5/5 brass products.

WeAreLeadFree.net

This price is valid for 30 days after the quote date.
Thank you for the opportunity to provide this quote.
NOTE: This price does not include tax, shipping or installation.

CITY COUNCIL

ITEM NO. 5.6

CITY OF INDUSTRY

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

MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: John Ballas JDB

DATE: May 21, 2015

SUBJECT: **Repainting of the Azusa Avenue Bridge over Valley Blvd. and the Union Pacific Railroad, Project No. 5342 (004), Bridge No. 53C0289**

In June of 2013, the City secured a federal grant in the amount of $5,226,442 for the repainting of the Azusa Avenue Bridge through the Local Highway Bridge Program administered by the Local Assistance Division of Caltrans District 7. It has been determined that this grant is sufficient to pay for preliminary design services in addition to the repainting contract itself. The federal contribution for the repainting contract is $3,929,871 with $589,481 for construction engineering, $289,493 for preliminary engineering, and $417,596 as contingency.

On April 6, 2015, Caltrans approved the expenditure of $289,493 for preliminary engineering with a contribution of $37,507 in City general funds. Attached is the Authorization/Agreement Summary issued by Caltrans and commonly known as an E76 for the preliminary engineering phase to begin. The Disadvantage Business Enterprise (DBE) goals established by the City for this project were approved by Caltrans on March 12, 2015. The Annual Anticipated Disadvantaged Business Enterprise Participation Level calculation has been determined to be 7.82 percent.

The next step is for the City to solicit proposals for professional services to prepare the necessary painting plans, specifications and cost estimates for the contract itself. The Quality Based Selection process will be implemented in review and final determination of the firm to be retained. It is anticipated that the existing bridge coating may contain lead which would require special steps be taken to capture this material as the steel structure is prepared to be re-painted. As in the past, when repainting of Valley Blvd over Old Valley Blvd., tarps will be placed underneath each section that is being scraped and sanded. The City will seek out those firms with expertise in this type of work.

The project schedule milestones dates are:

- City Council Approval to Release Engineering Request For Proposals — May 28, 2015
- Finalize and Release Request for Proposal (Publish Notice Inviting Bids) — June 08, 2015
- Pre-proposal Conference — June 23, 2015
- Proposals Due — July 13, 2015
- Shortlist Consultants and Conduct Interviews — August 05, 2015
- Contract Award — August 27, 2015

Staff, therefore, recommends that the City Council approve the solicitation of proposals for the preliminary engineering phase. The resulting agreement for professional services will be presented to the Council for approval at a later date.

JDB:mk

AUTHORIZATION / AGREEMENT SUMMARY - (E-76)

FEDERAL AID PROGRAM **CALIFORNIA DEPARTMENT OF TRANSPORTATION**

DLA LOCATOR: 07-LA-0-IDY
PREFIX: BHLSP
PROJECT NO: 5342(004)
SEQ NO: 1
STATE PROJ NO: 0713000353L-N
AGENCY: INDUSTRY
ROUTE:
TIP DATA
MPO: SCAG
FSTIP YR: 14/15
STIP REF: 209-2000-3279
DISASTER NO:
BRIDGE NO'S: 53C0289

PROJECT LOCATION:
AZUSA AVE. OVER CHESTNUT ST. SAN JOSE CREEK, UPRR, ARENTH AVE & VALLEY BLVED
TYPE OF WORK:
BRIDGE PAINTING , STATE BRIDGE NO. 53C0289, LO
FED RR NO'S:
PUC CODES:
PROJ OVERSIGHT: DELEGATED/LOCAL ADMIN
ENV STATUS / DT:
RW STATUS / DT:
INV RTE:
BEG MP:
END MP:

PREV AUTH / AGREE DATES:
PE:
R/W:
CON:
SPR:
MCS:
OTH:

PROG CODE	LINE NO	IMPV TYPE	FUNC SYS	URBAN AREA	URB/RURAL	DEMO ID
M2E1	10	15	P	MAP21 LOS ANGELES-LONG BEACH-	URBAN	

FUNDING SUMMARY

PHASE		PROJECT COST	FEDERAL COST	AC COST
	PREV. OBLIGATION	$0.00	$0.00	$0.00
PE	THIS REQUEST	$327,000.00	$289,493.00	$0.00
	SUBTOTAL	$327,000.00	$289,493.00	$0.00
	PREV. OBLIGATION	$0.00	$0.00	$0.00
R/W	THIS REQUEST	$0.00	$0.00	$0.00
	SUBTOTAL	$0.00	$0.00	$0.00
	PREV. OBLIGATION	$0.00	$0.00	$0.00
CON	THIS REQUEST	$0.00	$0.00	$0.00
	SUBTOTAL	$0.00	$0.00	$0.00
	TOTAL:	$327,000.00	$289,493.00	$0.00

STATE REMARKS

03/26/2015 SEQ 1: This seq is to authorize PE $289,493 M2E1. Lump Sum Finance Letter.
Note: Environmental documents and process should be completed prior to Final design.(pse)
Azusa Avenue over Valley Bl/Arenth aV/SPRR. 1 Mile N Pomona Fway Bridge Painting 53C0289. NAA
03/26/2015 Agreement End Date: 09/30/2015

FEDERAL REMARKS

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST: PRE
FOR: PREL ENG'G
DOCUMENT TYPE: AAGR

PREPARED IN FADS BY: BHUIYAN, MD ON 03/25/2015 897-2732
REVIEWED IN FADS BY: ULAT, ALICIA ON 03/30/2015 653-4150
SUBMITTED IN FADS BY: ABDIN, NAHED ON 03/30/2015 FOR CALTRANS
PROCESSED IN FADS BY: FOGLE, JERILYNN ON 04/01/2015 FOR FHWA
APPROVED IN FMIS BY: TREMAINE R. WRIGHT-AKLIN ON 04/06/2015

SIGNATURE HISTORY FOR PROJECT NUMBER 5342(004) AS OF 04/07/2015

FHWA FMIS 4.0 SIGNATURE HISTORY

MOD #	SIGNED BY	SIGNED ON
0	JERILYNN FOGLE	04/03/2015
	OMAR A. ELKASSED	04/03/2015
	TREMAINE R. WRIGHT-AKLIN	04/06/2015

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

DOCUMENT TYPE	SIGNED BY	SIGNED ON
AUTH/AGREE	ABDIN, NAHED	03/30/2015

CITY COUNCIL

ITEM NO. 5.7

RESOLUTION NO. CC 2015-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, DELEGATING AUTHORITY TO THE CITY TREASURER AND ACTING CITY TREASURER TO INVEST CITY FUNDS

THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. FINDINGS. The City Council finds as follows:

A. Under Resolution No. 2142, the City Council has designated the Assistant City Treasurer as the Acting City Treasurer during any period of time when the City Treasurer is unavailable to perform the duties of the Treasurer.

B. Under Article VII, Section 700 of the Charter of the City of Industry, the City Council may prescribe the functions of all offices.

C. Under Government Code Section 53607, the City Council is authorized to delegate its authority to invest City funds for a one year period to the City Treasurer and Acting City Treasurer, who will then assume full responsibility for those transactions until the designation of authority is revoked or expires, at which time the City Council may renew the delegation of authority.

D. The City Council finds that it is in the best interest of the City to delegate the authority to invest City funds to the City Treasurer and Acting City Treasurer pursuant to Government Code Section 53607.

SECTION 2. DELEGATION OF INVESTMENT AUTHORITY. The City Council hereby delegates its authority to invest City funds for a one-year period commencing July 1, 2015 to the City Treasurer, and, to the Acting City Treasurer during any period of time when the Treasurer is unavailable to perform such duties. The City Treasurer will report monthly to the City Council compliance of the investment portfolio with the City's Investment Policy. Subject to review, the City Council may annually renew the delegation of the authority to the City Treasurer and Acting City Treasurer pursuant to Government Code Section 53607.

SECTION 3. CERTIFICATION. The City Clerk is directed to certify the adoption of this Resolution and enter it into the book of original Resolutions.

PASSED, APPROVED, and ADOPTED this 28th day of May 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

APPROVED AS TO FORM:

_____
Michele R. Vadon, City Attorney

CITY COUNCIL

ITEM NO. 5.8

CITY OF INDUSTRY

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

MEMORANDUM

Date: May 28, 2015
To: Mayor and Members of the City Council
From: Troy Helling, Senior Planner
Subject: Fireworks Sales

The City of Industry Municipal Code, Section 15.28 allows up to 20 permits for groups to sell Safe and Sane Fireworks. The City received a total of 20 applications this year and pursuant to Section 15.28.090 of the City of Industry Municipal Code, the following is a list of the 20 applications of which staff recommends City Council approval.

1) Friends of Industry Sheriff's Station
2) Workman High School Athletic Boosters
3) Bassett High School Olympian Booster
4) Wilson High School Athletics Boosters
5) Rowland High School Huddle Club
6) La Puente High School Athletics
7) Nogales High School Regiment Boosters
8) Los Altos High School Quarterback Club
9) Bishop Amat Memorial High School
10) Lyle Olsen Memorial Foundation
11) West Covina Youth Pony Baseball
12) Southland Christian High School
13) Cory Lidle Foundation
14) Knights of Columbus # 6028
15) Bassett Education Foundation
16) North View Vikings Baseball
17) Praise Chapel, La Puente
18) A Place of Hope
19) Kiwanis Club of Hacienda Heights
20) San Gabriel Valley YMCA

CITY COUNCIL

ITEM NO. 6.1

Staff Report

To: Kevin Radecki, City Manager
John Ballas, City Engineer

From: Greg B. Galindo, General Manager

Date: May 19, 2015

Subject: Mandatory Water Conservation Measures for the City of Industry Waterworks System

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SUMMARY

Purpose - Declare Emergency Water Shortage Conditions and Set Mandatory Water Conservation Measures for the City of Industry Waterworks System.

Recommendation - Adopt Resolution No. CC 2015 - 9 with an effective Date of June 1, 2015.

Fiscal Impact - Mandatory water conservation measures will result in a reduction of water sales revenue and also a reduction of water production assessment expenses. The 2015-16 Industry Public Utilies Water Operations Budget accounts for a 20 to 25 percent reduction in water sales.

Background

In January 2014, the Governor of the State of California declared a statewide drought emergency and called on all Californians to reduce their water usage by 20 percent. In March 2014, the Upper San Gabriel Valley Municipal Water District and the Main San Gabriel Basin Watermaster both adopted resolutions calling for all local water suppliers to assist their customers in reducing water usage by 20 percent.

In July 2014, the State Water Resources Control Board (State Board) approved an emergency regulation to ensure water agencies, their customers and state residents increase water conservation in urban settings or face possible fines or other enforcement. Those water conservation regulations required water suppliers, serving 3,000 or fewer connections or that supply 3,000 or fewer acre-feet annually, must require customers to limit outdoor irrigation to no more than two days per week or implement another mandatory conservation measure to achieve a comparable reduction in water consumption by the people it serves relative to the amount consumed in 2013. In response to this, in August 2014, the City Council adopted Resolution No. CC 2014-24 declaring emergency water conservation restrictions and adopting the State Board regulations on the delivery and consumption of water for public use within the City of Industry Waterworks System (CIWS). These restrictions were to stay in place for 270 days (end of May 2015) or until otherwise directed by the State Board.

Notices to the CIWS Customers informing them of the new restrictions were sent out at the end of August 2014. Staff began surveying the CIWS service area for water use violations. Staff provided numerous reminder notices of the water use restrictions and 17 first violation notices since the regulations ave been in place. The water use restrictions do appear to be effective based upon water

production data for the months since the restrictions were put into place as compared to 2013. A summary of this production data is provided below.

	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
CIWS 2013-14	151.67	137.26	110.83	99.84	111.45	93.30	97.59	801.94
CIWS 2014-15	139.31	129.19	103.11	71.15	93.94	83.66	99.78	720.14
AF Difference	-12.36	-8.07	-7.72	-28.69	-17.51	-9.64	2.19	-81.80
% Difference	-8%	-6%	-7%	-29%	-16%	-10%	2%	-10%

The District has continually promoted water use efficiency / water conservation by the CIWS Customers, through public outreach tools such as our website and direct mailers. In 2013, the District also instituted the Ultra High Efficiency Toilet Program as part of the CIWS conservation program.

Discussion

On March 17, 2015, the State Water Resources Control Board adopted an expanded drought-related emergency regulation to ensure water suppliers, their customers, and state residents to increase water conservation in urban settings. On April 1, 2015 the Governor signed Executive Order B-29-15, which directed the State Board to implement mandatory water reductions in cities and towns across California to reduce water usage by 25 percent. To comply with the Executive Order the State Board has adopted new water conservation regulations. A summary of the adopted regulations is enclosed for your reference.

In Response, District Staff drafted a resolution that updates the CIWS Emergency Water Conservation Restrictions to comply with the newly adopted regulations. Enclosed for consideration is the Resolution that declares an emergency water condition and sets mandatory water conservation measures for the City of Industry Waterworks System designed to comply with the State Board's regulations. Since, the CIWS is considered a small potable water supplier, the proposed regulations will require the City to take action to achieve 25% conservation or restrict outdoor irrigation to no more than two days a week as set forth in the Resolution.

If you have any questions on the information provided, please feel free to contact me.

Respectfully Submitted,

Greg B. Galindo

General Manager

Attachments

- State Board Mandatory Conservation Regulations Fact Sheet
- Resolution No. CC 2015 - 9

Media Release

State Water Board Adopts 25 Percent Mandatory Water Conservation Regulation

For Immediate Release
May 5, 2015

Contact: George Kostyrko
gkostyrko@waterboards.ca.gov

SACRAMENTO – With emergency drought conditions persisting throughout California, the State Water Resources Control Board Tuesday adopted an emergency regulation requiring an immediate 25 percent reduction in overall potable urban water use statewide in accordance with Gov. Jerry Brown's April 1 Executive Order.

The Governor's Executive Order required, for the first time in the state's history, mandatory conservation for all residents and directed several state agencies, including the State Water Board, to take immediate action to safeguard the state's remaining potable urban water supplies in preparation for a possible fifth year of drought.

A 25 percent savings in potable urban water use amounts to more than 1.2 million acre-feet of water over the next nine months, or nearly as much water as is currently in Lake Oroville.

Tuesday's action follows the release of water production figures for the month of March which registered only a slight increase from the amount of water saved in the prior month. The amount of water conserved in March 2015, as compared to March 2013 was 3.6 percent, up less than one percent from February's results.

Since the State Water Board adopted its initial emergency urban conservation regulation in July 2014, voluntary statewide conservation efforts have reached 9 percent overall – far short of the 20 percent Governor Brown called for in 2014. To see how various regions and communities have done conserving water, please visit this link here.

"This is the drought of the century, with greater impact than anything our parents and grandparents experienced, and we have to act accordingly," said Felicia Marcus, Chair of the State Water Resources Control Board.

"Today we set a high but achievable bar, with the goal of stretching urban California's water supply. We have to face the reality that this drought may continue and prepare as if that's the case. If it rains and snows next winter, we celebrate. If the drought continues, we'll be glad we took difficult but prudent action today. It's the responsible thing to do."

Conservation Standard

The emergency regulation identifies how much water communities must conserve based on their average residential water use, per person per day, last summer. Every person should be able keep indoor water use to no more than 55 gallons per day. For the most part, the amount of water that each person uses in excess of this amount is water that is applied to lawns and other ornamental landscapes.

On average, 50 percent of total residential use is outdoors, in some cases up to 80 percent. To save water now, during this drought emergency, the regulation targets these outdoor uses. Communities that are approaching, at or below the indoor target, are assigned a modest conservation standard while communities that use water well above the indoor target will be asked to do much more.

To reduce water use by 25 percent statewide, the regulation adopted by the Board this week places each urban water supplier into one of eight tiers which are assigned a conservation standard, ranging between four percent and 36 percent. Each month, the State Water Board will compare every urban water suppliers' water use with their use for the same month in 2013 to determine if they are on track for meeting their conservation standard. Local water agencies will determine the most cost effective and locally appropriate way to achieve their standard. The State Water Board will be working closely with water suppliers to implement the regulations and improve local efforts that are falling short.

"This likely will result in all communities significantly cutting back on outdoor watering, particularly ornamental landscapes surrounding homes, institutions, and businesses, resulting in many golden landscapes statewide," said Marcus. "This will be a heavy lift for some, but we believe that the regulatory strategy adopted today is doable – in fact, many communities that have focused on conserving water have already achieved significant conservation without losing their landscapes."

Residential customers of water suppliers with a conservation standard of 36 percent currently use between 216 and 614 gallons of water per person per day during the months of July, August, and September. Reducing their water use by 36 percent will still leave these residents with a minimum of 137 and up to 393 gallons of water per person per day; far more than the accepted standard of 55 gallons per person per day for indoor use. The difference between 55 gallons per person per day and 137 – 393 gallons per person per day means that these residents will still have water available for outdoor irrigation. Communities using less than 65 gallons per person per day will be required to reduce their overall water use by 8 percent.

"Over the longer term, we have many ways to extend our precious water resources, particularly in urban areas — conservation, recycling, stormwater capture, and desalination in appropriate cases have great promise. Many communities have done a lot already, or have ambitious goals that we hope to help them achieve. In the short run however, conservation is the cheapest, fastest and smartest way to become more resilient in the face of drought today and climate change in the future," said Marcus.

Summary of New Requirements

- The conservation savings for all urban water suppliers (serving more than 3,000 connections) are allocated across nine tiers of increasing levels of residential gallons per capita per day (R-GPCD) water use to reduce water use by 25 percent statewide and will take effect June 1st. For specific information on the tiers and the suppliers in each tier, please visit here.
- Smaller water suppliers (serving fewer than 3,000 connections) must either reduce water use by 25 percent, or restrict outdoor irrigation to no more than two days per week. These smaller urban suppliers, that collectively serve less than 10 percent of Californians, must submit a report on December 15, 2015 to demonstrate compliance.
- Commercial, Industrial and Institutional properties that are not served by a water supplier (or are self-supplied, such as by a groundwater well) also must either reduce water use by 25 percent or restrict outdoor irrigation to no more than two days per week. No reporting is required but these properties must maintain documentation of their water use and practices.
- The new prohibitions in the Executive Order apply to all Californians and will take effect immediately upon approval of the regulation by the Office of Administrative Law. These include:
    - Irrigation with potable water of ornamental turf on public street medians; and
    - Irrigation with potable water outside of newly constructed homes and buildings not in accordance with emergency regulations or other requirements established by the Building Standards Commission and the Department of Housing and Community Development.
- These are in addition to the existing restrictions that prohibit:
    - Using potable water to wash sidewalks and driveways;
    - Allowing runoff when irrigating with potable water;
    - Using hoses with no automatic shutoff nozzles to wash cars;
    - Using potable water in decorative water features that do not recirculate the water;
    - Irrigating outdoors during and within 48 hours following measureable rainfall; and
    - Restaurants serving water to their customers unless the customer requests it.
- Additionally, hotels and motels must offer their guests the option to not have their linens and towels laundered daily and prominently display this option in each guest room.

Enforcement

In addition to other powers, local agencies can fine property owners up to $500 a day for failure to implement the water use prohibitions and restrictions. The State Water Board can issue informational orders, conservation orders or cease and desist orders to water suppliers for failure to meet their conservation standard. Water agencies that violate cease and desist orders are subject to a civil liability of up to $10,000 a day.

Next Steps

Following Board adoption, the regulation will be submitted to the Office of Administrative Law, which has 10 days to approve or deny the regulation. If approved by the Office of Administrative Law, the regulation will take effect immediately and remain in effect for 270 days from that date.

For more information, please visit the Emergency Water Conservation website.

To learn more about the state's drought response, visit Drought.CA.Gov.

Every Californian should take steps to conserve water. Find out how at SaveOurWater.com.

RESOLUTION NO. CC 2015-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY DECLARING EMERGENCY WATER SHORTAGE CONDITIONS AND ADOPTING MANDATORY WATER CONSERVATION MEASURES CONSISTENT WITH THOSE IMPOSED BY THE STATE WATER RESOURURCES CONTROL BOARD ON THE DELIVERY AND CONSUMPTION OF WATER FOR PUBLIC USE

WHEREAS, the City of Industry ("City") provides water service to residents and businesses both within and immediately adjacent to the geographical boundaries of the City (the "Industry Waterworks"); and

WHEREAS, the Industry Waterworks system is operated and managed by the La Puente Valley County Water District, for the City; and

WHEREAS, article X, section 2 of the California Constitution declares that waters of the State are to be put to beneficial use and that waste, unreasonable use, or unreasonable method of use of water be prevented, and that water be conserved for the public welfare; and

WHEREAS, conservation of current water supplies and minimization of the effects of water supply shortages that are the result of drought are essential to the public health, safety and welfare; and

WHEREAS, due to continued critically inadequate snowfall and rainfall in California and other portions of the western United States, opposition to the development and construction of water supply facilities and legal restrictions on the flow of State Water Project water to Southern California, California is experiencing shortages in water supplies; and

WHEREAS, in Southern California, imported water supplies from the State Water Project continue to be significantly curtailed and groundwater supplies are limited in nature; and

WHEREAS, the San Gabriel Valley is experiencing a fourth consecutive historically dry year; and

WHEREAS, the Main San Gabriel Groundwater Basin, which the City relies upon as its primary source of water to meet its customers' needs, is at a historic low level as measured at the Key Well; and

WHEREAS, on April 1, 2015, Governor Edmund G. Brown, Jr. issued Executive Order No. B-29-15 proclaiming a continued state of emergency drought conditions under the California Emergency Services Act and directed the State Water Resources Control Board ("SWRCB") to implement emergency water conservation regulations to achieve a reduction in urban water supply use by 25%; and

WHEREAS, Water Code section 1058.5 grants the State Water Resources Control Board ("SWRCB") the authority to adopt emergency regulations in certain drought years in order to: "prevent the waste, unreasonable use, unreasonable method of use, or unreasonable method of diversion, of water, to promote water recycling or water conservation;" and

WHEREAS, on May 5, 2015, the SWRCB adopted emergency water conservation regulations ("Emergency Regulations"), which, among other things, require an immediate 25 percent reduction in overall potable urban water use statewide in accordance with the Governor's Executive Order; and

WHEREAS, California Water Code sections 375 and following empower any public entity which supplies water at retail or wholesale to adopt and enforce mandatory water conservation measures within its boundaries to reduce the quantity of water used by those within its service area after holding a public hearing and making appropriate findings of necessity for the adoption of said mandatory water conservation measures; and

WHEREAS, Water Code section 375, subdivision (c) defines "public entity" to include a city, county, special district, water authority, or any other municipal public corporation or district; and

WHEREAS, the City is required to comply with State law, including the Emergency Regulations adopted by the SWRCB, codified at Title 23 of the California Code of Regulations and is authorized pursuant thereto to implement these requirements; and

WHEREAS the City must comply with the SWRCB Emergency Regulations by taking actions to mandate reduction of water use within its service area; and

WHEREAS, on May 28, 2015, the City held a public hearing and made appropriate findings of necessity and desire to comply with the SWRCB Emergency Regulations by taking actions to mandate reduction of water use within its service area.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF INDUSTRY RESOLVES AS FOLLOWS:

SECTION 1. **Recitals**. The City Council finds that all the recitals set forth above are true and correct and are included herein as a material part of this Resolution.

SECTION 2. Determination of Need for Water Conservation Measures. The City Council, in accordance with the foregoing findings, hereby declares that the regulations and restrictions on delivery and consumption of water within its service area as set forth in Section 4 below (Mandatory Water Conservation Measures) are necessary, in the sound discretion of the City Council, to conserve water supplies for the greatest public benefit with particular regard to domestic use, sanitation, and fire protection.

SECTION 3. Authorization to Implement Restrictions on Water Consumption: The City Council hereby authorizes the manager and operator of the Industry Waterworks system, the

La Puente Valley County Water District ("District"), to take specific steps to implement the water conservation measures set forth in this Resolution.

SECTION 4. Mandatory Conservation Measures. The General Manager of the District is directed to take all steps necessary to advise the Industry Waterworks' customers of the following mandatory water conservation measures and to enforce them in accordance with applicable law:

a. **Outdoor Landscapes**: Unless recycled water is utilized, the following restrictions apply to the irrigation of outdoor landscapes:

i. No ornamental landscape, lawn or other turf area may be watered more often than two (2) days per week (for the purposes of this regulation, a week is deemed to commence at 12:01 a.m. on Sunday morning and end at midnight on the following Saturday night) and is prohibited between the hours of 9 a.m. and 6 p.m.

ii. No ornamental landscape, lawn or other turf area may be watered on a day with measurable rainfall (0.01 inches of rain or greater) or within 48 hours thereafter.

iii. Parks and schools are prohibited from watering their athletic fields more often than three (3) days per week and between the hours of 9 a.m. and 6 p.m.

iv. Watering of ornamental landscapes, lawns, or other turf on public street medians is prohibited.

v. Watering of landscapes, lawns, or other turf outside of newly constructed homes and buildings must be done in a manner consistent with regulations or other requirements established by the California Building Standards Commission and the Department of Housing and Community Development.

b. **General Restrictions**: The following restrictions apply to all end-users of potable water:

i. No users may cause or allow water to run off landscape areas into adjoining streets, sidewalks, or other paved areas due to incorrectly directed or maintained sprinklers or excessive watering.

ii. The application of potable water to driveways, sidewalks, patios, parking areas or other paved surfaces is prohibited.

iii. Washing of motor vehicles, trailers, boats and other types of equipment must be done only with a hand-held nozzle or other device that causes the water hose to cease dispensing water immediately when not in use (except as to reclaimed wastewater or by a commercial car wash using recycled water).

iv. No potable water may be used to clean, fill or maintain levels in decorative fountains, ponds, lakes or other similar aesthetic structures unless such water is part of a recirculating system.

v. All water users must promptly upon discovery repair all leaks from indoor and outdoor plumbing fixtures.

vi. No restaurant, hotel, cafe, cafeteria or other public place in the District's service area where food is sold, served or offered for sale, may serve drinking water to any customer unless expressly requested.

vii. Operators of hotels and motels must provide guests with the option of choosing not to have towels and linens laundered daily, and notice of this option must be prominently displayed in each guestroom using clear and easily understood language.

viii. The use of water from fire hydrants is limited to fire fighting and related activities and other uses of potable water for municipal purposes is limited to activities necessary to maintain the public health, safety, and welfare.

c. **Exemptions**: The following uses are exempt from the restrictions of this Section 4:

i. Watering of athletic fields is permitted at any time if reasonably necessary for the health and safety of the individuals using the athletic field.

ii. Modified watering schedules approved in advance by the City to accommodate public use.

iii. Maintenance activities requiring potable water use approved in advance by the City.

iv. Ongoing water system improvement projects utilizing construction meters in accordance with City policy or regulations.

SECTION 5. Duration of Water Emergency: These water conservation measures will remain in effect until otherwise directed by the SWRCB or this Resolution is amended or repealed by the City Council.

SECTION 6. Violation: Any violation of the water conservation measures set forth in Section 4 may be punished as an infraction as set forth in Section 1.08.070(A) of the Industry Municipal Code. As the manager and operator of the Industry Waterworks system, the District is authorized to implement and enforce the water conservation measures set forth herein, and any violation thereof will result in the following warnings, penalties, and restrictions imposed by the District on behalf of the City:

a. **First Violation**. The District will issue a written door-hanger notification and cause it to be personally placed at the customer's address where the violation occurred.

b. **Second Violation.** The District will issue a written door-hanger notification and cause it to be personally placed at the customer's address where the violation occurred, and also send a written letter by United States mail notifying the customer of the repeat violation as well as the penalties that may be imposed for any subsequent violations.

c. **Third Violation.** The District will issue a written door-hanger notification and cause it to be personally placed at the customer's address where the violation occurred, send a written letter by United States mail notifying the customer of the repeat violation, and issue a citation fine in the amount of $100.00 pursuant to Section 1.08.070(A)(1) of the Industry Municipal Code.

d. **Fourth Violation.** The District will issue a written door-hanger notification and cause it to be personally placed at the customer's address where the violation occurred, send a written letter by United States mail notifying the customer of the repeat violation, and issue a citation fine in the amount of $200.00 pursuant to Section 1.08.070(A)(2) of the Industry Municipal Code, and install a flow restricting device of two gallons per minute (2 gpm) capacity for services up to one and one-half inch size (1.5"), and comparatively sized restrictors for larger service, on the customer's service where the violation occurred, for a period of not less than seventy-two hours.

e. **Fifth and Subsequent Violations.** The District will provide the same notices and impose the same penalty measures as for a Fourth Violation and may, at the discretion of the General Manager of the District, discontinue water service to that customer at the premises at which the violation occurred.

SECTION 7. Appeal: Decisions made by the District under the regulations set forth in this Resolution may be appealed in accordance with the procedures set forth in Chapter 13.03 of the City of Industry Municipal Code relating to the Industry Waterworks System.

SECTION 8. Severability: If any portion of this Resolution is found to be unconstitutional or invalid, the City Council hereby declares that it would have enacted the remainder of this Resolution regardless of the absence of any such valid part.

SECTION 9. Effective Date: This Resolution will take effect on June 1, 2015 and rescinds and supersedes Resolution No. CC 2014-24.

SECTION 10. The City Council exercises its independent judgment and finds that the provisions of this Resolution are exempt from the provisions of the California Environmental Quality Act as an action to mitigate emergency conditions and as a rate setting measure pursuant to Public Resources Code §21080(b)(4) and (8).

<u>SECTION 11</u>. The City Clerk is directed to certify to the adoption of this Resolution and cause it to be published in accordance with Water Code section 376.

PASSED, APPROVED, and ADOPTED this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

CITY COUNCIL

ITEM NO. 7.1

CITY OF INDUSTRY

TO: Mayor Spohn and Members of the City Council

FROM: Kevin Radecki, City Manager

SUBJECT: ACTION ON CRIA BUDGET

DATE: May 21, 2015

SUMMARY

The City has annually approved a budget for the Civic-Recreational-Industrial Authority ("CRIA"). This budget allows CRIA to operate the Industry Hills Expo Center and to undertake other work related to its purpose. City Staff recommends that rather than approving a budget for CRIA at this time, the City Council instead direct Staff to study the available options for decreasing the City's subsidy of CRIA and to return to the Council with a recommendation.

DISCUSSION

The City has determined via a third-party analysis that CRIA's operation of the Expo Center has been subsidized by the City at a rate of between $700,000 and $1,200,000 per year over the last decade. While the Expo Center's revenues have increased every year during that time, they have not been sufficient to cover the cost of operating the facilities. As of the end of March, Fiscal Year 2014-2015 CRIA revenues from the Expo Center were approximately $814,351 and expenditures on the Expo Center were approximately $1,487,476. Rather than ask the Council to approve another year of the City subsidizing CRIA's operations, City Staff would like to review the options for the operation of CRIA's facilities and return to the Council with a recommendation and, if appropriate, a revised budget.

FISCAL IMPACT

The CRIA budget for Fiscal Year 2015-2016, as proposed, would run a deficit of approximately $1,100,000. This amount would be subsidized by the City from general fund revenues. Deferring the budget adoption would allow CRIA to operate on a month-to-month basis but not to incur any extraordinary costs.

RECOMMENDATION

It is recommended that the City Council refrain from adopting the CRIA budget for Fiscal Year 2015-2016 and direct Staff to study the available options for decreasing the City's subsidy of CRIA and to return to the Council with a recommendation.

Civic-Recreational Industrial Authority Proposed Budget

Fiscal Year 2015-2016

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2015-2016

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CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
PROJECTED CASH AND INVESTMENT AVAILABLE BALANCES
FISCAL YEAR 2015-2016

	PROJECTED AVAILABLE BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PROPOSED EXPENSE 2015-2016	TRANSFERS IN FROM OTHER FUNDS 2015-2016	TRANSFERS OUT TO OTHER FUNDS 2015-2016	PROJECTED AVAILABLE BALANCE JUNE 30, 2016
360 CIVIC RECREATIONAL INDUSTRIAL AUTH	$ 169,654	$ 420	$ (500,500)	$ 1,082,500	$ (582,000)	$ 170,074
361 EXPO CENTER	243,238	1,485,200	(2,068,000)	582,000	-	242,438
PROJECTED ENDING CASH AND INVESTMENT BALANCES	$ 412,892	$ 1,485,620	$ (2,568,500)	$ 1,664,500	$ (582,000)	$ 412,512

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
PROPOSED REVENUES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA REVENUES						
4300.01 BANK INTEREST INCOME	$ 810	$ 810	$ 3	$ 10	$ 3	$ 10
4300.02 INVESTMENT INTEREST	-	-	358	400	262	410
TOTAL	$ 810	$ 810	$ 361	$ 410	$ 265	$ 420
EXPO SPEEDWAY						
8142 BAR SALES	$ 60,700	$ 60,700	$ 77,906	$ 65,800	$ 38,454	$ 70,800
8165 CONCESSION SALES	36,200	36,200	50,713	50,300	30,396	54,500
8156 VENDOR FEE	1,600	1,600	2,109	1,300	774	1,900
8157 PARKING FEES	12,900	12,900	26,487	15,400	11,985	22,900
4440 MISCELLANEOUS INCOME	-	-	645	-	652	1,300
4510 MERCHANDISE INCOME	5,700	5,700	24,996	8,100	7,771	15,700
8140 RIDER PRIZE MONEY	27,500	27,500	70,125	40,300	23,411	51,000
8149 BACK GATE ADMISSION- SPEEDWAY	-	-	-	-	-	-
8150 SPEEDWAY - GENERAL ADMISSION	63,700	63,700	128,214	69,900	35,561	68,200
8179 SPEEDWAY SPONSORSHIPS	15,300	15,300	21,170	17,200	10,430	22,900
EXPO BANQUET						
8141 BANQUET RENTALS	243,200	243,200	230,343	213,100	166,689	254,800
8142 BAR SALES	230,000	230,000	236,636	245,800	159,783	249,900
8164 SECURITY REVENUE	49,700	49,700	47,671	46,800	25,941	43,400
8165 CONCESSION SALES	2,000	2,000	936	1,200	1,321	1,600
8168 EQUIPMENT RENTAL - BANQUET	800	800	874	800	350	700
8180 RENTER CERT OF INSURANCE	-	-	-	8,500	-	8,800
4440 MISCELLANEOUS INCOME	12,800	12,800	13,384	9,400	13,348	9,200
EXPO GRAND ARENA						
8142 BAR SALES	234,100	234,100	144,990	148,500	61,681	179,200
8164 SECURITY REVENUE	50,900	50,900	18,033	14,600	3,106	14,700
8165 CONCESSION SALES	138,300	138,300	90,603	108,500	64,787	111,700
8168 EQUIPMENT RENTAL - BANQUET	11,000	11,000	5,600	5,900	3,870	7,000
4444 MISCELLANEOUS ARENA INCOME	15,600	15,600	10,672	11,300	2,424	4,600
8035 SHOW BARN STALL RENTAL	43,000	43,000	34,892	41,200	11,707	44,900
8042 LIGHTING	10,800	10,800	10,503	12,400	6,323	11,000
8044 AUDIO/VIDEO TECH SUPPORT	2,500	2,500	940	4,000	-	300
8045 RV PARKING	8,400	8,400	8,815	8,900	7,185	9,800
8046 GROUND PREP FEE	2,900	2,900	3,080	3,100	715	1,900
8151 ARENA RENTALS	59,700	59,700	86,733	75,400	62,073	107,700
8153 SHAVINGS SALES	20,300	20,300	16,809	19,300	13,594	15,900
8155 CLEAN UP & TEAR DOWN FEES	5,900	5,900	8,041	18,800	1,475	6,600
8156 VENDOR FEE	7,600	7,600	6,491	6,100	4,621	6,200
8157 PARKING FEES	81,400	81,400	50,163	44,300	37,138	72,400
8158 OUTDOOR ARENA	5,900	5,900	4,180	3,100	3,200	5,700
8167 FEED SALES	500	500	491	500	206	400
EXPO ADMINISTRATIVE ACCOUNT						
4441 CASH OVER/SHORT	1,900	1,900	84	400	(1,333)	-
4440 MISCELLANEOUS INCOME	8,300	8,300	8,232	8,100	4,713	7,600
TOTAL	$ 1,471,100	$ 1,471,100	$ 1,441,561	$ 1,328,300	$ 814,351	$ 1,485,200
TOTAL REVENUE	$ 1,471,910	$ 1,471,910	$ 1,441,922	$ 1,328,710	$ 814,616	$ 1,485,620

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
PROPOSED EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
EXPENDITURE SUMMARY						
CAPITAL PROJECTS FUND						
ADMINISTRATIVE EXPENDITURES	$ 206,500	$ 206,500	$ 273,617	$ 235,800	$ 345,457	$ 500,500
	$ 206,500	$ 206,500	$ 273,617	$ 235,800	$ 345,457	$ 500,500
INDUSTRY HILLS EXPO CENTER						
GENERAL EXPENDITURES	$ 795,700	$ 795,700	$ 1,517,758	$ 731,400	$ 562,601	$ 611,500
SPEEDWAY (EQ)	152,000	152,000	385,174	229,700	119,693	276,200
FACILITY EXPENDITURES	352,300	352,300	310,743	283,400	217,649	305,800
GRAND ARENA EXPENDITURES	729,300	729,300	489,392	466,400	272,436	439,800
ADMINISTRATIVE EXPENDITURES	414,800	414,800	454,646	424,100	315,097	434,700
	$ 2,444,100	$ 2,444,100	$ 3,157,713	$ 2,135,000	$ 1,487,476	$ 2,068,000
TOTAL EXPENSES	$ 2,650,600	$ 2,650,600	$ 3,431,330	$ 2,370,800	$ 1,832,933	$ 2,568,500

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
SCHEDULE OF TRANSFERS
FISCAL YEAR 2015-2016

		TRANSFERS IN	TRANSFERS OUT
1)	CRIA - CAPITAL PROJECTS	$ 1,082,500	$ -
	CITY GENERAL FUND	-	(1,082,500)
2)	CRIA - EXPO CENTER	582,000	-
	CRIA- CAPITAL PROJECTS	-	(582,000)
		$ 1,664,500	$ (1,664,500)

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
PROPOSED EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA ADMINISTRATION CITY							
5011	BOARD SALARIES	$ 32,800	$ 32,800	$ 34,751	$ 37,000	$ 24,530	$ 37,800
5015	PAYROLL TAXES	3,000	3,000	2,659	3,000	1,877	2,900
5120.01	PROFESSIONAL SERVICES	-	-	10,631	15,000	5,662	8,800
5120.02	LEGAL SERVICES	39,000	39,000	45,169	30,000	46,111	70,900
5120.03	AUDIT SERVICES	15,000	15,000	12,100	15,000	12,100	10,300
5120.04	ACCOUNTING SERVICES	40,000	40,000	25,115	20,000	20,730	31,900
5130	PLANNING, SURVEY AND DESIGN	-	-	15,680	-	40,546	62,400
5900	GENERAL ENGINEERING	1,000	1,000	30,980	29,000	29,396	45,200
8510	PROPERTY MAINTENANCE	39,000	39,000	55,510	45,000	115,900	178,200
5570	PRINTING AND PHOTOGRAPHS	500	500	207	300	-	-
5025	MISCELLANEOUS	200	200	374	500	356	600
5012	GENERAL INSURANCE AND BONDING	36,000	36,000	40,441	41,000	44,473	45,600
5640	ADVERTISING AND PRINTING	-	-	-	-	3,776	5,900
	TOTAL	$ 206,500	$ 206,500	$ 273,617	$ 235,800	$ 345,457	$ 500,500

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
EXPO CENTER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA GENERAL ACCOUNT						
5120 OUTSIDE SERVICES	$ 113,700	$ 113,700	$ 104,970	$ 102,000	$ 80,410	$ 109,200
5550 REPAIR AND MAINTENANCE	3,800	3,800	2,411	900	330	2,000
5620 VEHICLE EXPENSES	32,000	32,000	34,284	33,900	28,554	35,700
5630 INSURANCE & BOND	14,300	14,300	26,560	13,100	12,069	12,100
5720 TELEPHONE	2,600	2,600	149	200	-	-
5750 SUPPLIES	12,300	12,300	11,309	10,000	12,782	17,800
6220 CONTRACT LABOR	155,200	155,200	116,621	104,100	75,465	102,800
8040 UTILITIES	138,300	138,300	146,809	150,800	111,079	161,700
8510 PROPERTY MAINTENANCE	320,600	320,600	321,860	315,300	241,023	167,900
9010 FURNITURE, EQUIPMENT & FIXTURES	2,900	2,900	1,327	1,100	889	2,300
6325 DEPRECIATION	-	-	751,458	-	-	-
TOTAL	$ 795,700	$ 795,700	$ 1,517,758	$ 731,400	$ 562,601	$ 611,500

Capital Improvement Projects Budgeted In the City of Industry's 2015-2016 Budget

There are three (3) capital improvement projects budgeted in the City of Industry's 2015-2016 budget for Industry Hills and the Expo Center which are as follows

1) Complex sewer line replacements and upgrades	$ 175,000
2) Grand Arena Painting	425,000
3) Roadway and parking lot resurfacing	960,000
Total	$ 1,560,000

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
EXPO CENTER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA SPEEDWAY						
5560 EQUIPMENT RENTAL	$ 500	$ 500	$ 4,250	$ -	$ -	$ -
5630 INSURANCE & BOND	8,500	8,500	5,544	17,500	4,027	19,900
5750 SUPPLIES	10,000	10,000	25,797	31,100	11,138	21,000
5753 CONCESSION SUPPLIES	17,600	17,600	27,840	-	13,665	28,100
5754 BAR SUPPLIES	1,600	1,600	-	-	-	-
5756 AUDIO/VIDEO	2,300	2,300	49	500	-	5,200
5757 PROMOTIONAL EXPENSES	20,500	20,500	69,199	25,200	18,663	41,500
5761 COST OF ALCOHOL	18,900	18,900	17,928	20,100	9,580	17,100
5781 MERCHANDISE	3,600	3,600	21,749	8,700	1,355	8,900
5790 MISCELLANEOUS	-	-	3,447	2,200	-	1,700
5800 CONTRACT LABOR	-	-	6,388	6,400	-	-
6140 SPECIAL SECURITY EXP	10,500	10,500	18,910	16,300	11,831	18,500
6145 RIDER PRIZE MONEY PAYOUT	27,500	27,500	86,324	39,600	24,455	43,400
6220 CONTRACT LABOR - CONCESSIONS	-	-	75,837	37,900	17,825	58,200
6225 OUTSIDE SERVICE	30,500	30,500	19,986	24,200	6,080	10,500
9010 FURNITURE, EQUIPMENT & FIXTURES	-	-	1,926	-	1,074	2,200
TOTAL	$ 152,000	$ 152,000	$ 385,174	$ 229,700	$ 119,693	$ 276,200

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
EXPO CENTER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA BANQUET						
6220 CONTRACT LABOR	$ 155,900	$ 155,900	$ 150,385	$ 121,600	$ 107,705	$ 12,900
5550 REPAIR AND MAINTENANCE	1,000	1,000	-	-	-	-
5560 EQUIPMENT RENTAL	200	200	24	100	-	100
6120 SECURITY	47,300	47,300	-	45,900	-	39,900
5630 INSURANCE & BOND	-	-	-	8,500	8,700	8,700
8510 PROPERTY MAINTENANCE	6,800	6,800	9,364	8,500	7,006	6,700
5757 PROMOTIONAL EXPENSES	36,900	36,900	8,630	12,300	6,821	8,900
5790 MISCELLANEOUS	8,100	8,100	9,256	800	1,275	1,700
6140 SPECIAL SECURITY EXP	-	-	46,922	-	26,229	146,500
5750 SUPPLIES	12,700	12,700	12,640	13,700	8,617	11,500
5753 CONCESSION SUPPLIES	-	-	503	500	605	800
5754 BAR SUPPLIES	1,500	1,500	2,000	1,600	482	1,100
5761 COST OF ALCOHOL	72,100	72,100	70,369	68,700	39,814	67,000
9010 FURNITURE, EQUIPMENT & FIXTURES	9,800	9,800	650	1,200	10,395	-
TOTAL	$ 352,300	$ 352,300	$ 310,743	$ 283,400	$ 217,649	$ 305,800

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
EXPO CENTER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA GRAND ARENA						
5560 EQUIPMENT RENTAL	$ 2,000	$ 2,000	$ 819	$ 900	$ 631	$ 900
5750 SUPPLIES	17,500	17,500	16,363	14,800	9,400	15,100
5753 CONCESSION SUPPLIES	81,200	81,200	47,581	54,700	28,648	53,900
5754 BAR SUPPLIES	1,500	1,500	763	800	-	100
5756 AUDIO/VIDEO	34,800	34,800	15,990	10,600	10,512	18,700
5757 PROMOTIONAL EXPENSES	38,400	38,400	10,254	13,800	7,909	10,000
5761 COST OF ALCOHOL	64,200	64,200	34,173	35,000	16,336	44,600
5762 COST OF SHAVINGS	17,100	17,100	13,429	15,100	10,471	12,000
5763 COST OF FEED	700	700	586	500	194	600
5780 BAD DEBT EXPENSE	21,600	21,600	-	17,300	-	-
5790 MISCELLANEOUS	16,500	16,500	12,949	13,300	13,660	14,100
5800 CONTRACT LABOR - CONCESSIONS	82,500	82,500	55,702	59,000	43,058	57,400
6140 SPECIAL SECURITY EXP	74,500	74,500	30,092	24,200	13,775	34,200
6220 CONTRACT LABOR	187,800	187,800	165,227	127,800	97,924	139,500
6225 OUTSIDE SERVICE	30,600	30,600	16,384	14,900	7,280	15,400
8169 RV/VENDOR SPACES	-	-	-	-	-	12,600
8510 PROPERTY MAINTENANCE	40,400	40,400	67,098	61,200	2,034	10,700
9010 FURNITURE, EQUIPMENT & FIXTURES	18,000	18,000	1,982	2,500	10,604	-
TOTAL	$ 729,300	$ 729,300	$ 489,392	$ 466,400	$ 272,436	$ 439,800

CIVIC- RECREATIONAL-INDUSTRIAL AUTHORITY
PROPOSED ANNUAL BUDGET
EXPO CENTER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CRIA ADMIN ACCOUNT						
5120 OUTSIDE SERVICES	$ -	$ -	$ 15,960	$ 16,000	$ 16,629	$ 100
5120.01 PROFESSIONAL SERVICES	3,800	3,800	-	-	-	16,700
5530 COMPUTER SOFTWARE & SUPPLIES	6,300	6,300	6,713	14,300	3,303	5,900
5550 REPAIR AND MAINTENANCE	1,200	1,200	3,543	3,000	7,849	8,700
5560 EQUIPMENT RENTAL	800	800	648	800	2,825	2,500
5610 TRAVEL AND MEETINGS	4,500	4,500	5,251	5,300	4,354	5,400
5640 ADVERTISING AND PRINTING	3,500	3,500	238	300	-	300
5690 DUES, SUBSCRIPTIONS, BOOKS, ETC	1,100	1,100	745	400	475	900
5720 TELEPHONE	19,800	19,800	19,673	21,800	12,757	17,100
5731 POSTAGE	2,700	2,700	6,873	4,900	5,206	7,600
5750 SUPPLIES	32,400	32,400	33,299	26,500	17,177	26,400
5770 BANK FEES	12,000	12,000	13,647	13,800	5,822	7,500
5790 MISCELLANEOUS	600	600	1,649	1,500	534	1,300
5805 LEGAL & ACCOUNTING	25,900	25,900	12,785	10,100	-	9,000
6220 CONTRACT LABOR	297,800	297,800	324,986	303,300	237,626	323,800
9010 FURNITURE, EQUIPMENT & FIXTURES	2,400	2,400	8,636	2,100	540	1,500
TOTAL	$ 414,800	$ 414,800	$ 454,646	$ 424,100	$ 315,097	$ 434,700

CITY COUNCIL

ITEM NO. 7.2

FRAZER, LLP
Certified Public Accountants and Consultants

MEMORANDUM

To: **Kevin Radecki – City Manager**

From: **Dean Yamagata – Contracted Finance Manager**

Date: **May 7, 2015**

Subject: **2015-2016 Appropriations Limit**

The City of Industry is required to annually establish it appropriations limit for the upcoming fiscal year. The 2015-2016 Appropriations Limit has been calculated by using the California Per Capita Income Increase and the County of Los Angeles population growth adjustment factors. The 2015-2016 growth rate has been calculated to be 1.0467% which increases the appropriations limit to $460,672,587.

The Appropriations Limit must be adopted by City Council resolution. A notice should be posted as to the availability of the documentation used in determining the appropriations limit. The resolution maybe adopted no sooner than 15 days after the date of posting on the notice. This resolution setting the appropriation limit should be placed on the May 28, 2015 City Council Agenda.

We have attached the following documents:

1) Notice Of Availability Of Documents Used in Determining the Appropriations Limit
2) Draft Resolution
3) Calculation
4) Supporting Documentation

NOTICE OF AVAILABILITY OF DOCUMENTATION USED IN DETERMINATION OF PROPOSED APPROPRIATION LIMIT FOR THE 2015-2016 FISCAL YEAR PURSUANT TO ARTICLE XIIIB OF THE CALIFORNIA CONSTITUTION

Please take notice that the documentation used in the determination of the proposed appropriations limit for the City of Industry for 2015-2016 fiscal year pursuant to Article XIIIB of the California Constitution is on file and available for public review in the Office of the City Clerk, City Administrative Offices, 15625 E. Stafford Street, City of Industry, California.

The proposed appropriations limit for 2015-2016 fiscal year will be considered by the City Council at their regular meeting of May 28, 2015 at 9:00 a.m. in the Council Chambers, located at 15651 E. Stafford Street, City of Industry, California.

Dated: May 11, 2015

Cecelia Dunlap
Deputy City Clerk

RESOLUTION NO. CC 2015-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY ESTABLISHING THE 2015-2016 APPROPRIATIONS LIMITATION AND SELECTING THE GROWTH IN THE CALIFORNIA PER CAPITA INCOME AND COUNTY POPULATION GROWTH ADJUSTMENT FACTORS FOR THE CITY PURSUANT TO ARTICLE XIIIB OF THE CALIFORNIA CONSTITUTION

THE CITY OF INDUSTRY HEREBY FINDS, DETERMINES, RESOLVES AND ORDERS AS FOLLOWS:

SECTION 1. The appropriations limit of the City of Industry for the 2015-2016 fiscal year is hereby established at $460,672,587 pursuant to Article XIIIB of the California Constitution.

SECTION 2. The appropriations limit is calculated by using the California Per Capita Income Increase and County of Los Angeles population growth adjustment factors.

PASSED, APPROVED AND ADOPTED this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

CITY OF INDUSTRY
APPROPRIATIONS LIMITS CALCULATION
FISCAL YEAR 2015-2016

		AMOUNT
A.	LAST YEAR'S LIMIT	$ 440,119,028
B.	ADJUSTMENT FACTORS	
	1. Population % (City or County population Growth)	1.0082
	2. Inflation % (Calif. Per Capita Income or Increase in Non-residental (assessed valuation due to new construction)	1.0382
	Total Adjustment %	1.0467
C.	ANNUAL ADJUSTMENT $	20,553,559
D.	OTHER ADJUSTMENTS:	
	Assumed Responsibility - Booking Fees	
	Property Tax Collections	-
	(Lost Responsibility)	-
	(Transfer to Private)	-
	(Transfer to Fees)	-
	Sub-total	-
E.	TOTAL ADJUSTMENTS	20,553,559
F.	CURRENT YEAR'S LIMIT	$ 460,672,587

DEPARTMENT OF FINANCE
OFFICE OF THE DIRECTOR

EDMUND G. BROWN JR. • GOVERNOR
STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ WWW.DOF.CA.GOV

May 2015

Dear Fiscal Officer:

Subject: Price and Population Information

Appropriations Limit
The California Revenue and Taxation Code, section 2227, mandates the Department of Finance (Finance) to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2015, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2015-16. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2015-16 appropriations limit. Attachment B provides city and unincorporated county population percentage change. Attachment C provides population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts
Some special districts must establish an annual appropriations limit. Consult the Revenue and Taxation Code section 2228 for further information regarding the appropriations limit. Article XIII B, section 9(C), of the State Constitution exempts certain special districts from the appropriations limit calculation mandate. The Code and the California Constitution can be accessed at the following website: http://leginfo.legislature.ca.gov/faces/codes.xhtml.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this issue should be referred to their respective county for clarification, or to their legal representation, or to the law itself. No state agency reviews the local appropriations limits.

Population Certification
The population certification program applies only to cities and counties. Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2015**.

Please Note: Prior year's city population estimates may be revised.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

MICHAEL COHEN
Director
By:

KEELY M. BOSLER
Chief Deputy Director

Attachment

May 2015

Attachment A

A. **Price Factor**: Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2015-16 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2015-16	3.82

B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2015-16 appropriation limit.

2015-16:

Per Capita Cost of Living Change = 3.82 percent
Population Change = 0.93 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.82 + 100}{100} = 1.0382$

Population converted to a ratio: $\frac{0.93 + 100}{100} = 1.0093$

Calculation of factor for FY 2015-16:

$1.0382 \times 1.0093 = 1.0479$

Fiscal Year 2015-16

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2014 to January 1, 2015 and Total Population, January 1, 2015

County City	Percent Change 2014-2015	--- Population Minus Exclusions --- 1-1-14	 1-1-15	Total Population 1-1-2015
Los Angeles				
Agoura Hills	0.64	20,635	20,767	20,767
Alhambra	0.95	84,736	85,545	85,545
Arcadia	0.41	57,526	57,761	57,761
Artesia	0.41	16,695	16,763	16,849
Avalon	0.47	3,822	3,840	3,840
Azusa	2.11	48,405	49,425	49,425
Baldwin Park	0.39	76,749	77,047	77,047
Bell	0.41	35,987	36,135	36,135
Bellflower	0.42	77,777	78,106	78,106
Bell Gardens	0.45	42,685	42,875	42,875
Beverly Hills	0.40	34,693	34,833	34,833
Bradbury	0.46	1,082	1,087	1,087
Burbank	0.46	105,595	106,084	106,084
Calabasas	1.08	23,953	24,212	24,212
Carson	0.51	92,677	93,148	93,148
Cerritos	0.42	49,761	49,968	49,968
Claremont	0.97	35,932	36,282	36,282
Commerce	0.38	13,010	13,060	13,060
Compton	0.39	98,126	98,506	98,506
Covina	0.49	48,640	48,876	48,876
Cudahy	0.49	24,152	24,270	24,270
Culver City	0.44	39,597	39,773	39,773
Diamond Bar	0.43	56,426	56,668	56,668
Downey	0.43	113,417	113,900	113,900
Duarte	0.75	21,677	21,839	21,839
El Monte	0.57	115,118	115,774	115,774
El Segundo	0.57	16,903	17,000	17,000
Gardena	0.51	60,110	60,414	60,414
Glendale	1.67	195,903	199,182	199,182
Glendora	0.29	51,313	51,463	51,463
Hawaiian Gardens	0.57	14,462	14,545	14,545
Hawthorne	1.12	86,685	87,657	87,657
Hermosa Beach	0.07	19,758	19,772	19,772
Hidden Hills	-0.05	1,902	1,901	1,901
Huntington Park	0.43	59,058	59,312	59,312
Industry	0.23	439	440	440
Inglewood	0.43	111,847	112,333	112,333
Irwindale	0.41	1,467	1,473	1,473

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

Fiscal Year 2015-16

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2014 to January 1, 2015 and Total Population, January 1, 2015

County City	Percent Change 2014-2015	--- Population Minus Exclusions --- 1-1-14	1-1-15	Total Population 1-1-2015
La Canada Flintridge	0.23	20,544	20,592	20,592
La Habra Heights	0.31	5,422	5,439	5,439
Lakewood	0.42	81,261	81,601	81,601
La Mirada	0.66	49,198	49,521	49,521
Lancaster	0.65	155,090	156,099	160,784
La Puente	0.48	40,496	40,690	40,690
La Verne	2.48	32,241	33,042	33,042
Lawndale	0.48	33,242	33,403	33,403
Lomita	0.45	20,640	20,733	20,733
Long Beach	0.48	470,501	472,779	472,779
Los Angeles	1.09	3,911,307	3,953,775	3,957,022
Lynwood	0.52	71,012	71,381	71,381
Malibu	0.50	12,871	12,935	12,935
Manhattan Beach	0.36	35,633	35,763	35,763
Maywood	0.41	27,769	27,884	27,884
Monrovia	0.61	37,179	37,406	37,406
Montebello	0.86	63,555	64,104	64,104
Monterey Park	0.42	61,805	62,063	62,063
Norwalk	0.42	105,997	106,439	107,166
Palmdale	0.82	155,734	157,009	157,009
Palos Verdes Estates	0.44	13,670	13,730	13,730
Paramount	0.41	55,076	55,302	55,302
Pasadena	0.40	140,949	141,510	141,510
Pico Rivera	0.44	63,902	64,182	64,182
Pomona	0.49	151,683	152,419	152,419
Rancho Palos Verdes	0.44	42,360	42,547	42,564
Redondo Beach	0.51	67,749	68,095	68,095
Rolling Hills	0.42	1,896	1,904	1,904
Rolling Hills Estates	0.42	8,189	8,223	8,223
Rosemead	0.42	54,786	55,017	55,017
San Dimas	1.84	34,086	34,713	34,713
San Fernando	1.35	24,232	24,558	24,558
San Gabriel	0.46	40,332	40,517	40,517
San Marino	0.50	13,347	13,414	13,414
Santa Clarita	1.91	209,231	213,231	213,231
Santa Fe Springs	1.57	17,311	17,582	17,627
Santa Monica	1.14	92,229	93,283	93,283
Sierra Madre	0.32	11,098	11,133	11,133
Signal Hill	1.49	11,415	11,585	11,585
South El Monte	1.99	20,435	20,841	20,841

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

Fiscal Year 2015-16

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2014 to January 1, 2015 and Total Population, January 1, 2015

County City	Percent Change 2014-2015	--- Population Minus Exclusions --- 1-1-14	1-1-15	Total Population 1-1-2015
South Gate	0.46	96,101	96,547	96,547
South Pasadena	0.58	26,022	26,174	26,174
Temple City	0.34	36,152	36,275	36,275
Torrance	0.44	147,782	148,427	148,427
Vernon	0.82	122	123	123
Walnut	0.44	30,124	30,257	30,257
West Covina	0.48	107,879	108,401	108,401
West Hollywood	2.09	35,090	35,825	35,825
Westlake Village	0.41	8,389	8,423	8,423
Whittier	0.43	86,577	86,948	86,948
Unincorporated	0.45	1,046,288	1,050,987	1,051,872
County Total	0.82	10,044,719	10,126,867	10,136,559

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

CITY COUNCIL

ITEM NO. 7.3

FRAZER, LLP
Certified Public Accountants and Consultants

MEMORANDUM

To: **Mayor and Members of the City Council**

From: **Dean Yamagata**

Date: **May 21, 2015**

Subject: **Proposed 2015-2016 City of Industry Budget**

Recommendation

Approve the 2015-2016 Proposed Budget Document as presented with the exception of the $1,082,500 transfers to Civic-Recreational-Industrial Authority and the $1,560,000 Expo Center Improvements budgeted under Capital Project and adopt resolution # CC 2015-11.

Budget Recap

The Proposed Budget for the fiscal year 2015-2016 adheres to the financial policies of the City of Industry. The General Fund budget is balanced with revenues exceeding expenditures and transfers out by $4.6 million.

There are No "one-time" sources of revenues used to balance the General Fund budget for 2015-2016.

The 2015-2016 revenues and expenditures proposed budget amounts were increased using a 2.5% increase over the estimated actual amounts for the 2014-2015 year. Certain revenue and expenditures amounts were also budgeted based upon known factors that would increase or decrease the amount more than the proposed 2.5% increase.

Expenditures for all Funds for the 2015-2016 operating budget totaled $168,149,865.

Below is a summary of fund groups.

CITY OF INDUSTRY
BUDGET COMPARISON TO PRIOR YEAR
PROPOSED BUDGET 2015-2016

	REVENUES			EXPENDITURES		
	PROPOSED	ADOPTED		PROPOSED	ADOPTED	
	2015-2016	2014-2015	% - CHANGE	2015-2016	2014-2015	% - CHANGE
GENERAL FUND						
REVENUES/EXPENDITURES	$ 52,992,650	$ 57,668,270	-8%	$ 33,298,600	$ 36,097,000	-8%
TRANSFERS OUT, NET OF TRANSFERS IN				15,045,939	8,032,600	87%
TOTAL GENERAL FUND	$ 52,992,650	$ 57,668,270	-8%	$ 48,344,539	$ 44,129,600	10%
SPECIAL REVENUES						
101 STATE GAS TAX	$ 21,100	$ 25,000	-16%	$ 21,000	$ 26,000	-19%
102 MEASURE R	5,100	6,000	-15%	5,000	-	
103 PROP A	14,700	10,500	40%	4,618,000	2,318,700	99%
104 PROP C	7,210	7,010	3%	-	-	
105 AQMD GRANT	-	-		41,500	126,300	-67%
TOTAL SPECIAL REVENUE FUNDS	$ 48,110	$ 48,510	-1%	$ 4,685,500	$ 2,471,000	90%
ENTERPRISE FUND						
360 CIVIC RECREATIONAL INDUSTRIAL AUTH	$ 420	$ 410	2%	$ 500,500	$ 235,800	112%
361 EXPO CENTER	1,485,200	1,328,300	12%	2,068,000	2,135,000	-3%
161 CITY ELECTRIC	5,241,500	4,415,000	19%	4,684,900	3,258,200	44%
560 INDUSTRY PUBLIC UTILITIES - RECLAIMED WATER	894,400	1,001,000	-11%	733,300	973,500	-25%
561 INDUSTRY PUBLIC UTILITIES - CITY WATER	1,973,400	-		1,998,800	-	
160 INDUSTRY PROPERTY HOUSING AUTH	219,700	220,010	0%	866,400	517,000	68%
TRANSFERS IN, NET OF TRANSFERS OUT				(1,082,500)	(1,042,600)	4%
TOTAL ENTERPRISE FUNDS	$ 9,814,620	$ 6,964,720	41%	$ 9,769,400	$ 6,076,900	61%
CAPITAL IMPROVEMENTS FUNDS						
120 CITY CAPITAL IMPROVEMENTS	$ 2,000	$ 2,000	0%	$ 37,558,000	$ 20,390,000	84%
TRANSFERS IN, NET OF TRANSFERS OUT				(37,558,000)	(20,390,000)	84%
TOTAL CAPITAL IMPROVEMENT FUNDS	$ 2,000	$ 2,000	0%	$ -	$ -	
FIDUCIARY FUNDS						
ASSESSMENT DISTRICT 91-1	$ 640,300	$ 639,150	0%	$ 523,500	$ 512,390	2%
TOTAL FIDUCIARY FUNDS	$ 640,300	$ 639,150	0%	$ 523,500	$ 512,390	2%
DEBT SERVICE						
135 TAX OVERRIDE	$ 43,081,800	$ 42,278,000	2%	$ 28,803,137	$ 32,195,046	-11%
140 CITY OF INDUSTRY	37,467,300	38,427,860	-2%	35,078,808	35,153,540	0%
440 INDUSTRY PUBLIC FACILITIES AUTHORITY	5,192,850	5,812,450	-11%	17,350,420	17,469,270	-1%
TRANSFERS OUT, NET OF TRANSFERS IN				23,594,561	13,400,000	76%
TOTAL DEBT SERVICE FUNDS	$ 85,741,950	$ 86,518,310	-1%	$ 104,826,926	$ 98,217,856	7%
BUDGET TOTALS	$ 149,239,630	$ 151,840,960	-2%	$ 168,149,865	$ 151,407,746	11%

General Fund

The General Fund is the main operating fund of the City. We have budgeted total revenues of $52,992,650, $33,298,600 of expenditures and $15,045,939 of net transfers out which represents approximately a $4.6 million increase in fund balance for 2015-2016. We have shown a decrease in Proposed General Fund revenues of 8% over the prior year budget which during the 2014-2015 budget process we had over budgeted the sales tax revenue due in part of the one-time settlement with the City of Fillmore of $4 million. The sales tax revenues for 2015-2016 have been budgeted with no increase during the upcoming year. The remaining budgeted General Fund revenues of increases and decreases generally offset each other in the proposed budget.

The proposed 2015-16 General Fund expenditures decreased by approximately 8% over the prior year as the City had negotiated new contracts for several contracted services at a reduced rate than in prior years. These reductions in expenditures due to the contracted services are being realized in 2014-2015 which offset part of the over budgeted amount of Sales Tax

Revenues. Also in 2015-2016 the General Fund does not have to fund any excess expenditures on behalf of the Successor Agency of the Industry Urban-Development Agency.

Net Transfers Out increased from the prior year budgeted amount as capital projects expenditures for 2015-2016 will be $37.5 million compared to $20.4 million budgeted in the prior year. A portion of the projects budgeted in 2014-2015 were not started during the prior year are included in the 2015-2016 budgeted amount for capital projects.

Special Revenue Funds

The City anticipates receiving minimal Special Revenue funds during 2015-2016. We anticipate spending the remaining Prop A funds on hand at June 30, 2015 of $4.7 million during the 2015-2016 year end.

Enterprise Funds

In 2015-2016 budget we are presenting the City of Industry water activities managed by the La Puente Valley County Water District differently than in the prior year. This year we are presenting the gross revenues and expenditures as opposed to a net amount in prior years. The Enterprise Funds 2015-2016 budgets for the Civic Recreational-Industrial Authority, Industry Public Utilities Commission and Industry Property and Housing Management Authority have been approved by their boards.

Capital Improvement Funds

The City has budgeted approximately $37.5 million in capital projects during 2015-2016. See the Capital Projects Fund budget for a listing of the projects. These expenditures will be funded by transfers from the General Fund.

Fiduciary Funds

The Fiduciary Funds revenue and expenditures is based upon the bond debt service schedules.

Debt Service

The Property Tax revenues will increase slightly due to the increase in assessed property values within the City.

City of Industry
Proposed Budget

Fiscal Year 2015-2016

CITY OF INDUSTRY
ADOPTED ANNUAL BUDGET
FISCAL YEAR 2015-2016

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CITY OF INDUSTRY
ADOPTED ANNUAL BUDGET
FISCAL YEAR 2014-2015

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Facts About the City of Industry

The City was incorporated on June 18, 1957, and has a Council/Manager form of government. Industry is comprised of 12 square miles, 7,728 acres, and 64 miles of city streets. The daytime workforce population is over 65,000 employees at 2,300 plus businesses.

Zoning in the City is 92% industrial and 8% commercial. All Businesses, including professions, stores, trades, services and any other occupation, are required to obtain a use permit to conduct business in the City of Industry.

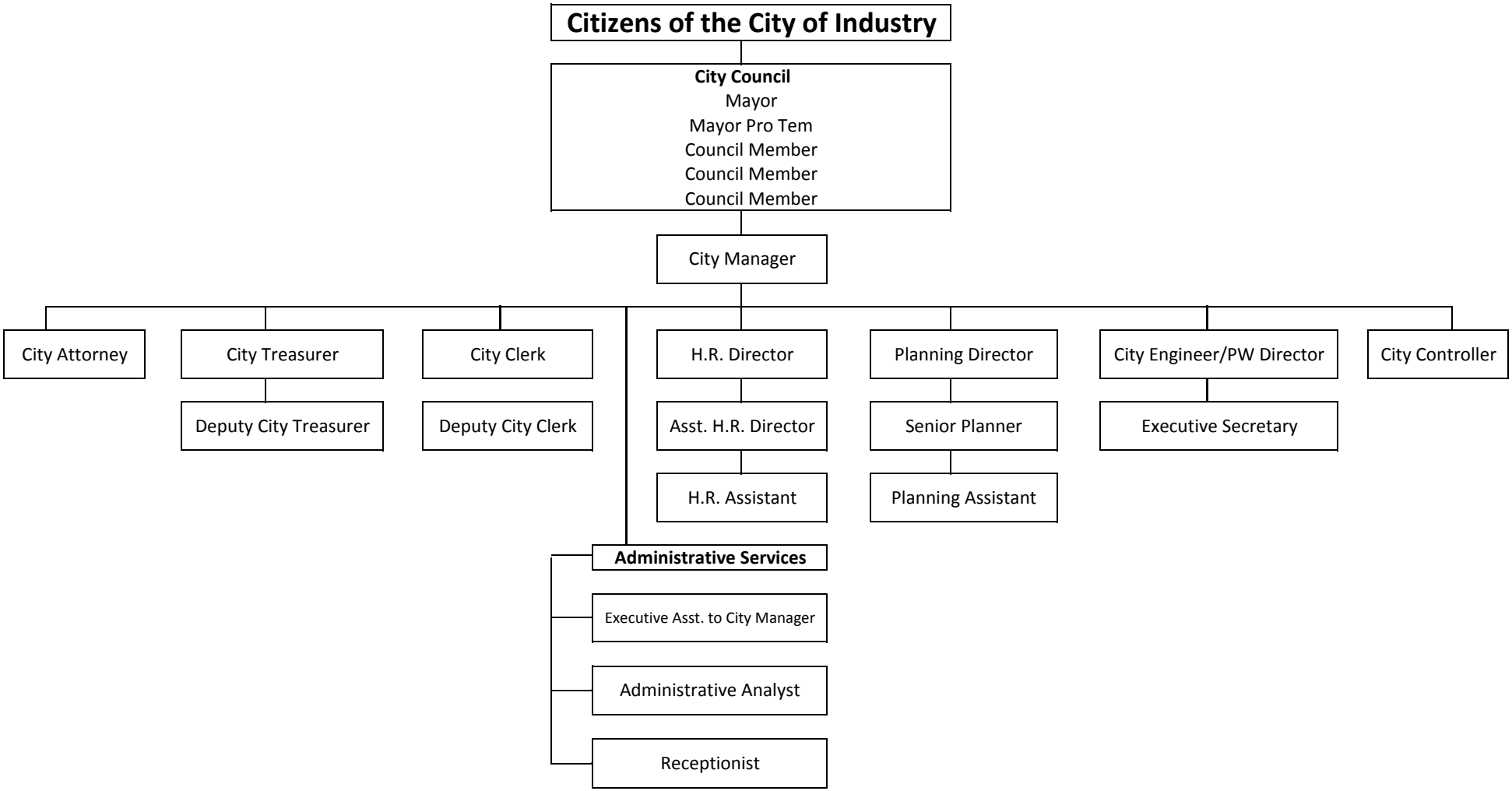
Building permits must be obtained for all new construction, renovations and improvements. The City of Industry does not charge for building permits, but there is a fee charged by Los Angeles County, Building and Safety Department.

The only tax in the City is a property tax. No business license fee, no utility tax, no manufacturing tax and no inventory or floor tax.

Law enforcement and fire stations are provided by Los Angeles County, through a contractual agreement with the City of Industry. Other municipal services such as public works, engineering, building and safety etc. are provided by a similar contract between the City and the County.

The City of Industry is located in the East San Gabriel Valley (part of Los Angeles County) 22 miles from Los Angeles City Hall, 40 miles from LAX, 45 miles to the Ports of Los Angles and Long Beach, 30 miles to the nearest beach and 25 miles to the mountains.

The Industry Chamber of Commerce was formed 1962 and in January of 1970, the Chamber was expanded to include the Industry Manufacturers Council. Today, the Industry Manufacturers Council, a non-profit, action orientated professional business organization, serves the needs of its members and also provides service to the City as its public relations agency.


Citizens of the City of Industry
City Council
Mayor
Mayor Pro Tem
Council Member
Council Member
Council Member
City Manager
City Attorney
City Treasurer
Deputy City Treasurer
City Clerk
Deputy City Clerk
H.R. Director
Asst. H.R. Director
H.R. Assistant
Planning Director
Senior Planner
Planning Assistant
City Engineer/PW Director
Executive Secretary
City Controller
Administrative Services
Executive Asst. to City Manager
Administrative Analyst
Receptionist

REV 4/22/2014

Budget Overview

We look at the budget on a fund-by-fund basis, the following is a summary of the proposed budget as it compares to the prior year's adopted budget.

CITY OF INDUSTRY
BUDGET COMPARISON TO PRIOR YEAR
PROPOSED BUDGET 2015-2016

	REVENUES			EXPENDITURES		
	PROPOSED	ADOPTED		PROPOSED	ADOPTED	
	2015-2016	2014-2015	% - CHANGE	2015-2016	2014-2015	% - CHANGE
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140 CITY OF INDUSTRY	37,467,300	38,427,860	-2%	35,078,808	35,153,540	0%
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TRANSFERS OUT, NET OF TRANSFERS IN				23,594,561	13,400,000	76%
TOTAL DEBT SERVICE FUNDS	$ 85,741,950	$ 86,518,310	-1%	$ 104,826,926	$ 98,217,856	7%
BUDGET TOTALS	$ 149,239,630	$ 151,840,960	-2%	$ 168,149,865	$ 151,407,746	11%

General Fund

The General Fund is the main operating fund of the City. We have budgeted total revenues of $52,992,650, $33,298,600 of expenditures and $15,045,939 of net transfers out which represents approximately a $4.6 million increase in fund balance for 2015-2016. We have shown a decrease in Proposed General Fund revenues of 8% over the prior year budget which during the 2014-2015 budget process we had over budgeted the sales tax revenue due in part of the one-time settlement with the City of Fillmore of $4 million. In addition the 2015-2016 projected sales tax revenues has been budgeted with no increase. The remaining budgeted General Fund revenues of increases and decreases basically offset each other in the proposed budget.

The proposed 2015-16 General Fund expenditures decreased by approximately 8% over the prior year as the City had negotiated new contracts for several contracted services at a reduced rate than in prior years. Some of the reduction in expenditures due to the contracted services is being realized in 2014-2015 which offset part of the over budgeted amount of Sales Tax Revenues. In addition, the General Fund does not have to fund any excess administrative or maintenance expenditures on behalf of the Successor Agency of the Industry Urban-Development Agency.

Net Transfers Out increased from the prior year budgeted amount as capital projects expenditures for 2015-2016 will be $37.5 million compared to $20.4 million budgeted in the prior year. A portion of the projects budgeted in 2014-2015 were not started during the prior year are included in the 2015-2016 budgeted amount for capital projects.

Special Revenue Funds

The City anticipates receiving minimal Special Revenue funds during 2015-2016. We anticipate spending the remaining Prop A funds on hand at June 30, 2015 of $4.7 million during the 2015-2016 year end.

Enterprise Funds

In 2015-2016 budget we are presenting the City of Industry water activities managed by the La Puente Valley County Water District differently than in the prior year. This year we are presenting the gross revenues and expenditures as opposed to a net amount in prior years. The Enterprise Funds 2015-2016 budgets for the Civic Recreational-Industrial Authority, Industry Public Utilities Commission and Industry Property and Housing Management Authority have been approved by their boards.

Capital Improvement Funds

The City has budgeted approximately $37.5 million in capital projects during 2015-2016. See the Capital Projects Fund budget for a listing of the projects. These expenditures will be funded by transfers from the General Fund.

Fiduciary Funds

The Fiduciary Funds revenue and expenditures is based upon the bond debt service schedules.

Debt Service

The Property Tax revenues will increase slightly due to the increase in assessed property values within the City.

Descriptions of Funds

The City of Industry accounts for various revenues and expenditures in a series of funds. Each fund is an autonomous accounting entity, established in accordance with legal and professional accounting standards. Funds are used to segregate the various financial activities of a governmental entity and to demonstrate compliance with specific regulations, restrictions or limitations.

Following is a brief description of funds within the City of Industry.

General Fund

This is the general operating fund for the City, utilized to account for all resources not required to be accounted for in another fund.

Special Revenue Funds

These funds are used to account for the revenue derived from specific taxes or other earmarked revenue sources (other than for major capital projects) that are restricted by law or administrative action to expenditures for specific purposes. Special Revenue funds for the City includes, Gas Tax, Proposition A Taxes, Proposition C Taxes, Measure R Taxes and AQMD Grant fund.

Debt Service Funds

This governmental fund type is used to account for the accumulation of resources for, and the payment of general long-term debt principal and interest.

Capital Projects Funds

These funds were established to account for resources used for the acquisition and construction of capital projects by the City, except those financed by enterprise funds and redevelopment agency funds.

Enterprise Funds

These funds account for the operations and financing of self-supporting activities of a governmental unit that renders services on a user charge basis to the general public, similar to private business enterprises. Enterprise funds of the City include, City Electric, Industry Public Utilities Commission, Industry Property and Housing Management Authority and the Expo Center of the Civic-Recreational-Industrial Authority.

CITY OF INDUSTRY
PROJECTED CASH AND INVESTMENT BALANCES
PROPOSED BUDGET 2015-2016

	PROJECTED CASH AND INVESTMENT BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PRINCIPAL COLLECTIONS ON INVESTMENT IN BONDS AND NOTES RECEIVABLE 2015-2016	EXPENDITURES 2015-2016	TRANSFER IN FROM OTHER FUNDS	TRANSFER OUT TO OTHER FUNDS	NON CASH ITEM	PROJECTED CASH AND INVESTMENT BALANCE JUNE 30, 2016
GENERAL FUND								
100 OPERATIONS	$ 101,446,578	$ 45,492,650	$ -	$ (33,298,600)	$ 23,605,761	$ (38,651,700)	$ (373,150)	$ 98,221,539
100 WELLS CAPITAL	181,990,529	7,500,000	-	-	-	-		189,490,529
	$ 283,437,107	$ 52,992,650	$ -	$ (33,298,600)	$ 23,605,761	$ (38,651,700)	$ (373,150)	$ 287,712,068
SPECIAL REVENUES								
101 STATE GAS TAX	$ -	$ 21,100	$ -	$ (21,000)	$ -	$ -	$ -	$ 100
102 MEASURE R	-	5,100	-	(5,000)	-	-	-	100
103 PROP A	4,708,386	14,700	-	(4,618,000)	-	-	-	105,086
104 PROP C	46,975	7,210	-	-	-	-	-	54,185
105 AQMD GRANT	93,031	-	-	(41,500)	-	-	-	51,531
	$ 4,848,392	$ 48,110	$ -	$ (4,685,500)	$ -	$ -	$ -	$ 211,002
ENTERPRISE FUND								
360 CIVIC RECREATIONAL INDUSTRIAL AUTH	$ 169,654	$ 420	$ -	$ (500,500)	$ 1,082,500	$ (582,000)	$ -	$ 170,074
361 EXPO CENTER	243,238	1,485,200	-	(2,068,000)	582,000	-	-	242,438
161 CITY ELECTRIC	1,987,750	5,241,500	-	(4,684,900)	-	-	-	2,544,350
560 INDUSTRY PUBLIC UTILITIES COMMISSION	5,592,667	894,400	-	(733,300)	-	-	-	5,753,767
561 INDUSTRY PUBLIC UTILITIES COMMISSION	604,972	1,973,400	-	(1,998,800)	-	-	-	579,572
160 INDUSTRY PROPERTY HOUSING AUTH	1,389,990	219,700	-	(866,400)	-	-	-	743,290
	$ 9,988,271	$ 9,814,620	$ -	$ (10,851,900)	$ 1,664,500	$ (582,000)	$ -	$ 10,033,491
CAPITAL IMPROVEMENTS FUNDS								
120 CITY CAPITAL IMPROVEMENTS	$ 832,054	$ 2,000	$ -	$ (37,558,000)	$ 37,558,000	$ -	$ -	$ 834,054
	$ 832,054	$ 2,000	$ -	$ (37,558,000)	$ 37,558,000	$ -	$ -	$ 834,054
FIDUCIARY FUNDS								
ASSESSMENT DISTRICT 91-1	$ 2,343,086	$ 640,300	$ -	$ (523,500)	$ -	$ -	$ -	$ 2,459,886
	$ 2,343,086	$ 640,300	$ -	$ (523,500)	$ -	$ -	$ -	$ 2,459,886
DEBT SERVICE								
135 TAX OVERRIDE	$ 30,672,275	$ 43,081,800	$ -	$ (28,803,137)	$ -	$ -	$ -	$ 44,950,937
140 CITY OF INDUSTRY	70,238,854	37,467,300	21,210,269	(35,078,808)	-	(23,605,761)	-	70,231,854
440 INDUSTRY PUBLIC FACILITIES AUTHORITY	848,139	5,192,850	11,775,000	(17,350,420)	11,200	-	373,150	849,919
	$ 101,759,268	$ 85,741,950	$ 32,985,269	$ (81,232,365)	$ 11,200	$ (23,605,761)	$ 373,150	$ 116,032,711
PROJECTED ENDING CASH AND INVESTMENT BALANCE	$ 403,208,178	$ 149,239,630	$ 32,985,269	$ (168,149,865)	$ 62,839,461	$ (62,839,461)	$ -	$ 417,283,211

CITY OF INDUSTRY
PROJECTED FUND BALANCES
PROPOSED BUDGET 2015-2016

	PROJECTED FUND BALANCE JUNE 30, 2015	PROPOSED REVENUES 2015-2016	PROPOSED EXPENDITURES 2014-2015	PROPOSED TRANSFER IN FROM OTHER FUNDS	PROPOSED TRANSFER OUT TO OTHER FUNDS	PROJECTED FUND BALANCE JUNE 30, 2016
GENERAL FUND						
100 OPERATIONS	$ 150,192,843	$ 45,492,650	$ (33,298,600)	$ 23,605,761	$ (38,651,700)	$ 147,340,954
100 WELLS CAPITAL	181,990,529	7,500,000	-	-	-	189,490,529
	$ 332,183,372	$ 52,992,650	$ (33,298,600)	$ 23,605,761	$ (38,651,700)	$ 336,831,483
SPECIAL REVENUES						
101 STATE GAS TAX	$ 14,573	$ 21,100	$ (21,000)	$ -	$ -	$ 14,673
102 MEASURE R	-	5,100	(5,000)	-	-	100
103 PROP A	4,662,632	14,700	(4,618,000)	-	-	59,332
104 PROP C	579,147	7,210	-	-	-	586,357
105 AQMD GRANT	93,031	-	(41,500)	-	-	51,531
	$ 5,349,383	$ 48,110	$ (4,685,500)	$ -	$ -	$ 711,993
ENTERPRISE FUND						
360 CIVIC RECREATIONAL INDUSTRIAL AUTH	$ 169,911	$ 420	$ (500,500)	$ 1,082,500	$ (582,000)	$ 170,331
361 EXPO CENTER	9,573,467	1,485,200	(2,068,000)	582,000	-	9,572,667
161 CITY ELECTRIC	5,235,319	5,241,500	(4,684,900)	-	-	5,791,919
560 INDUSTRY PUBLIC UTILITIES COMMISSION	9,637,995	894,400	(733,300)	-	-	9,799,095
561 INDUSTRY PUBLIC UTILITIES COMMISSION	604,972	1,973,400	(1,998,800)	-	-	579,572
160 INDUSTRY PROPERTY HOUSING AUTH	11,354,582	219,700	(866,400)	-	-	10,707,882
	$ 36,576,246	$ 9,814,620	$ (10,851,900)	$ 1,664,500	$ (582,000)	$ 36,621,466
CAPITAL IMPROVEMENTS FUNDS						
120 CITY CAPITAL IMPROVEMENTS	$ 21,922,020	$ 2,000	$ (37,558,000)	$ 37,558,000	$ -	$ 21,924,020
	$ 21,922,020	$ 2,000	$ (37,558,000)	$ 37,558,000	$ -	$ 21,924,020
FIDUCIARY FUNDS						
ASSESSMENT DISTRICT 91-1	$ 2,342,942	$ 640,300	$ (523,500)	$ -	$ -	$ 2,459,742
	$ 2,342,942	$ 640,300	$ (523,500)	$ -	$ -	$ 2,459,742
DEBT SERVICE						
135 TAX OVERRIDE	$ 31,971,775	$ 43,081,800	$ (28,803,137)	$ -	$ -	$ 46,250,438
140 CITY OF INDUSTRY	346,938,260	37,467,300	(35,078,808)	-	(23,605,761)	325,720,991
440 INDUSTRY PUBLIC FACILITIES AUTHORITY	87,388,624	5,192,850	(17,350,420)	11,200	-	75,242,254
	$ 466,298,659	$ 85,741,950	$ (81,232,365)	$ 11,200	$ (23,605,761)	$ 447,213,683
PROJECTED ENDING FUND BALANCE	$ 864,672,622	$ 149,239,630	$ (168,149,865)	$ 62,839,461	$ (62,839,461)	$ 845,762,387

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
REVENUE SUMMARY
FISCAL YEAR 2015-2016

REVENUE SUMMARY BY FUND	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
GENERAL FUND						
TAXES						
4005 SALES/USE TAX COMPENSATION	$ 7,500,000	$ 7,500,000	$ 8,291,397	$ 8,000,000	$ 5,402,891	$ 7,990,000
4010 SALES AND USE TAX	29,500,000	34,000,000	32,955,359	31,050,000	14,330,320	27,000,000
4011 SALES AND USE TAX (REBATE)	-	(450,000)	(627,368)	(500,000)	(124,671)	(400,000)
4020 PSAF	7,200	7,200	7,406	8,000	4,648	6,000
4021 COPS	100,000	100,000	100,000	100,000	106,230	100,000
4022 FRANCHISES	1,370,000	1,370,000	1,515,773	1,427,000	54,737	1,828,000
4023 DOCUMENTARY TRANSFER TAX	100,000	100,000	189,766	258,000	111,785	194,000
4024 TRANSIENT OCCUPANCY TAX	931,000	931,000	1,011,865	900,000	668,440	1,074,000
4025 PROPERTY TAX-1%	1,700,000	1,700,000	1,531,894	1,400,000	1,410,665	1,726,000
4027.02 PROPERTY TAX- PASS THROUGH	132,000	132,000	1,923,205	1,750,000	184,959	400,000
TOTAL	$ 41,340,200	$ 45,390,200	$ 46,899,297	$ 44,393,000	$ 22,150,004	$ 39,918,000
LICENSES & PERMITS						
4029 MOTOR VEHICLE IN-LIEU TAX	$ 500	$ 500	$ 341	$ 1,000	$ 329	$ 1,000
4110 SALVAGE FEES & LICENSES	205,000	205,000	171,508	191,000	142,613	229,000
4125 BUILDING PERMIT INSPECTION FEE	604,000	604,000	1,173,391	565,000	255,564	637,000
4130 INSPECTIONS, FEES & PLANS	145,000	145,000	221,161	153,000	80,627	124,000
4140.01 REFUSE COLLECTION REVENUE	1,230,000	1,230,000	14,307,870	1,400,000	10,280,565	15,785,000
4140.02 REFUSE COLLECTION REVENUE	-	-	(12,935,176)	-	(9,303,822)	(14,206,500)
4150 MOTOR VEHICLE LICENSES	62,000	62,000	62,702	194,000	32,543	51,000
TOTAL	$ 2,246,500	$ 2,246,500	$ 3,001,797	$ 2,504,000	$ 1,488,419	$ 2,620,500
FINES & FORFEITURES						
4200 FINES AND FORFEITURES	$ 325,000	$ 325,000	$ 261,395	$ 265,000	$ 354,034	$ 400,000
4201 PARKING CITATION FINES	115,000	115,000	113,187	122,000	60,714	93,000
4202 VEHICLE IMPOUND/STORAGE F	40,000	40,000	23,350	31,000	14,700	27,000
4203 CODE VIOLATION CITATIONS	-	-	3,800	5,000	4,650	9,000
4204 BIN IMPOUND FEES	3,000	3,000	10,540	15,000	6,850	10,000
TOTAL	$ 483,000	$ 483,000	$ 412,272	$ 438,000	$ 440,948	$ 539,000
INTEREST INCOME						
4300.01 BANK INTEREST INCOME	$ 800	$ 800	$ 227	$ 35,000	$ 16,429	$ 25,000
4300.02 INTEREST INCOME	1,800,000	1,800,000	1,463,022	1,500,000	309,456	1,037,000
4300.03 INTEREST INCOME- WELLS CAPITAL	8,066,700	8,066,700	6,927,702	7,500,000	5,537,408	7,500,000
4305 INTERFUND INTEREST INCOME	325,000	325,000	-	-	-	-
TOTAL	$ 10,192,500	$ 10,192,500	$ 8,390,951	$ 9,035,000	$ 5,863,293	$ 8,562,000
OTHER REVENUES						
4340 RENTAL INCOME	$ 675,000	$ 675,000	$ 680,889	$ 695,120	$ 519,769	$ 716,000
4355 OTHER INCOME	205,000	205,000	699,033	205,000	210,209	205,000
4360 LEASE REV- 2010 REFUND BOND	373,150	373,150	373,144	373,150	373,144	373,150
4430 REFUNDS	25,000	25,000	44,936	25,000	37,770	59,000
4500 PROPERTY SALES	-	-	1,000,000	-	25,927,630	-
TOTAL	$ 1,278,150	$ 1,278,150	$ 2,798,002	$ 1,298,270	$ 27,068,522	$ 1,353,150
TOTAL GENERAL FUND	$ 55,540,350	$ 59,590,350	$ 61,502,319	$ 57,668,270	$ 57,011,186	$ 52,992,650

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
REVENUE SUMMARY
FISCAL YEAR 2015-2016

REVENUE SUMMARY BY FUND	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
SPECIAL REVENUE FUNDS						
GAS TAX STREET IMPROVEMENT FUND						
4300 INTEREST INCOME	$ -	$ -	$ -	$ -	$ -	$ 100
4401 GAS TAX-2106	8,000	8,000	7,277	7,000	5,177	7,000
4402 GAS TAX-2107	6,000	6,000	5,797	6,000	4,026	5,000
4403 GAS TAX-2107.5	1,000	1,000	1,000	1,000	2,000	1,000
4404 GAS TAX-2103	7,000	7,000	11,100	11,000	5,834	8,000
TOTAL	$ 22,000	$ 22,000	$ 25,174	$ 25,000	$ 17,037	$ 21,100
MEASURE R TAXES						
4300.01 INTEREST INCOME	$ -	$ -	$ -	$ -	$ -	$ 100
4405 MEASURE R TAXES	7,500	7,500	4,591	6,000	3,643	5,000
TOTAL	$ 7,500	$ 7,500	$ 4,591	$ 6,000	$ 3,643	$ 5,100
PROP A TAXES						
4300.01 INTEREST INCOME	$ -	$ 1,000	$ 1,177	$ 1,500	$ 4,463	$ 6,700
4300.02 INVESTMENT INTEREST INCOME	-	-	524	-	543	-
4406 PROP A TAXES	-	7,500	7,417	9,000	552,571	8,000
4411 PROP A (EXCHANGE)	1,000,000	3,000,000	2,800,000	-	2,570,000	-
TOTAL	$ 1,000,000	$ 3,008,500	$ 2,809,118	$ 10,500	$ 3,127,577	$ 14,700
PROP C TAXES						
4300.01 INTEREST INCOME	$ -	$ -	$ 5	$ 10	$ 7	$ 10
4407 PROP C TAXES	-	-	6,508	7,000	5,220	7,200
TOTAL	$ -	$ -	$ 6,513	$ 7,010	$ 5,227	$ 7,210
AQMD GRANT						
4401 AQMD GRANT	$ -	$ -	$ 319,086	$ -	$ -	$ -
TOTAL	$ -	$ -	$ 319,086	$ -	$ -	$ -
TOTAL SPECIAL REVENUE FUNDS	$ 1,029,500	$ 3,038,000	$ 3,164,482	$ 48,510	$ 3,153,484	$ 48,110

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
REVENUE SUMMARY
FISCAL YEAR 2015-2016

REVENUE SUMMARY BY FUND	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
ENTERPRISE FUNDS						
CIVIC RECREATIONAL INDUSTRIAL AUTHORITY	$ 810	$ 810	$ 361	$ 410	$ 265	$ 420
CIVIC RECREATIONAL INDUSTRIAL AUTHORITY - EXPO CENTER	1,471,100	1,471,100	1,441,561	1,328,300	814,351	1,485,200
	$ 1,471,910	$ 1,471,910	$ 1,441,922	$ 1,328,710	$ 814,616	$ 1,485,620
INDUSTRY PUBLIC UTILITIES COMMISSION-ELECTRICITY						
4103 ELECTRICITY SALES	$ 3,377,000	$ 3,467,800	$ 3,583,115	$ 3,617,000	$ 2,907,488	$ 4,470,000
4104 METER SERVICE CHARGE	33,700	33,700	31,754	33,000	22,414	34,500
4300.02 INVESTMENT INTEREST INCOME	4,500	4,500	(693)	11,000	4,598	4,000
5000 SOLAR PROJECT ENERGY REVENUES	813,500	813,500	807,294	754,000	511,509	733,000
TOTAL	$ 4,228,700	$ 4,319,500	$ 4,421,470	$ 4,415,000	$ 3,446,009	$ 5,241,500
INDUSTRY PUBLIC UTILITIES COMMISSION - RECLAIMED WATER	569,000	862,800	1,485,810	1,001,000	581,613	894,400
INDUSTRY PUBLIC UTILITIES COMMISSION - CITY WATER	-	-	-	-	-	1,973,400
INDUSTRY PROPERTY AND HOUSING MANAGEMENT AUTHORITY	$ 216,500	$ 216,500	$ 212,884	$ 220,010	$ 166,621	$ 219,700
TOTAL ENTERPRISE FUNDS	$ 6,486,110	$ 6,870,710	$ 7,562,086	$ 6,964,720	$ 5,008,859	$ 9,814,620
CAPITAL IMPROVEMENTS FUND						
CITY CAPITAL IMPROVEMENTS						
4300.02 INVESTMENT INTEREST INCOME	$ 2,800	$ 2,800	$ 2,041	$ 2,000	$ 1,487	$ 2,000
TOTAL CAPITAL IMPROVEMENTS FUND	$ 2,800	$ 2,800	$ 2,041	$ 2,000	$ 1,487	$ 2,000

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
REVENUE SUMMARY
FISCAL YEAR 2015-2016

	REVENUE SUMMARY BY FUND	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
FIDUCIARY FUNDS							
91-1 TAX ASSESSMENT							
4300.01	INTEREST INCOME	$ 50	$ 50	$ 154	$ 3,150	$ 155	$ 300
4300.02	INVESTMENT INTEREST INCOME	4,500	4,500	2,898	-	2,308	3,600
4026	PROPERTY TAX ASSESSMENT	605,000	605,000	636,867	636,000	318,330	636,400
	TOTAL 91-1 TAX ASSESSMENT	$ 609,550	$ 609,550	$ 639,919	$ 639,150	$ 320,793	$ 640,300
	TOTAL FIDUCIARY FUNDS	$ 609,550	$ 609,550	$ 639,919	$ 639,150	$ 320,793	$ 640,300
DEBT SERVICE FUNDS							
DEBT SERVICE PROPERTY TAX OVERRIDE							
	INTEREST INCOME	$ -	$ -	$ 15,216	$ 278,000	$ 53,166	$ 81,800
	PROPERTY TAX OVERRIDE REVENUES PROJECT 1	35,000,000	35,000,000	29,655,477	42,000,000	19,307,055	30,789,500
	PROPERTY TAX OVERRIDE REVENUES PROJECT 2	-	-	8,271,544	-	4,886,273	8,423,300
	PROPERTY TAX OVERRIDE REVENUES PROJECT 3	-	-	4,562,745	-	2,738,981	3,787,200
	TOTAL	$ 35,000,000	$ 35,000,000	$ 42,504,982	$ 42,278,000	$ 26,985,475	$ 43,081,800
CITY DEBT SERVICE							
	INTEREST INCOME	$ 302,050	$ 302,050	$ 117,911	$ 151,900	$ 48,734	$ 75,100
	PROPERTY TAX-DEBT SERVICE	13,000,000	13,000,000	3,516,217	10,500,000	7,218,877	11,100,000
	INTEREST-INV IN IUDA BOND	23,590,500	26,846,716	28,001,548	27,775,960	55,566,040	26,292,200
	TOTAL	$ 36,892,550	$ 40,148,766	$ 31,635,676	$ 38,427,860	$ 62,833,651	$ 37,467,300
INDUSTRY PUBLIC FACILITIES		$ 8,517,150	$ 8,517,150	$ 7,287,288	$ 5,812,450	$ 3,380,796	$ 5,192,850
	TOTAL DEBT SERVICE FUNDS	$ 80,409,700	$ 83,665,916	$ 81,427,946	$ 86,518,310	$ 93,199,922	$ 85,741,950
	TOTAL REVENUES	$ 144,078,010	$ 153,777,326	$ 154,298,792	$ 151,840,960	$ 158,695,728	$ 149,239,630

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
SUMMARY OF EXPENDITURES
FISCAL YEAR 2015-2016

SUMMARY OF EXPENDITURES	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
GENERAL FUND						
LEGISTATIVE						
CITY COUNCIL	$ 140,100	$ 140,100	$ 146,843	$ 152,000	$ 111,896	$ 149,000
CITY CLERK	204,400	219,500	210,530	224,400	210,505	120,000
ADMINISTRATIVE						
CITY ATTORNEY	2,534,500	2,534,500	1,998,859	2,249,000	1,437,734	2,211,000
CITY MANAGER	756,550	816,050	1,334,895	630,100	514,376	637,500
IUDA- ADMINISTRATIVE EXPENSES	-	2,590,400	2,477,917	627,000	36,850	-
SUPPORT SERVICES						
CENTRAL SERVICES	2,818,550	3,068,650	2,182,543	3,088,500	2,350,207	2,666,700
CITY TREASURER	280,200	281,100	279,662	174,800	157,939	177,000
FINANCE	1,025,700	1,025,700	1,427,094	1,022,000	1,143,939	1,397,000
NON-DEPARTMENTAL	2,421,060	2,421,060	2,668,526	2,461,000	1,965,548	2,528,000
HUMAN RESOURCES	136,300	136,300	135,642	121,700	168,774	222,800
COMMUNITY DEVELOPMENT						
ENGINEERING	158,500	165,600	162,584	122,900	116,101	158,500
PLANNING	415,700	421,800	523,575	491,600	398,378	577,000
COMMUNITY SERVICES						
COMMUNITY PROMOTION	1,606,650	1,581,650	1,583,760	1,618,000	1,801,342	1,606,000
EL ENCANTO	309,900	320,700	321,444	334,000	221,401	355,000
HOMESTEAD MUSEUM	1,845,850	1,938,550	1,307,241	1,213,000	1,547,277	1,825,000
INDUSTRY PUBLIC FACILITY	479,200	749,300	777,236	723,000	146,422	237,000
TRES HERMANOS- CHINO HILLS	-	73,800	53,392	23,000	23,709	13,800
PUBLIC SAFETY						
LAW ENFORCEMENT	9,328,600	9,302,600	8,729,322	8,272,000	5,505,734	8,468,500
PUBLIC WORKS						
COMMUNITY FACILITIES	6,874,900	7,419,300	6,575,216	7,336,000	4,245,101	5,855,800
PUBLIC WORKS ADMIN	343,200	346,300	319,938	211,000	265,386	390,000
STREETS AND ROADS	1,400,800	1,618,100	1,862,792	1,730,000	1,481,038	2,095,000
CONTRACTED SERVICES	3,095,300	3,149,100	3,397,677	3,272,000	1,384,517	1,608,000
	$ 36,175,960	$ 40,320,160	$ 38,476,688	$ 36,097,000	$ 25,234,174	$ 33,298,600
SPECIAL REVENUE EXPENDITURES						
STREET IMPROVEMENTS	$ -	$ -	$ -	$ 26,000	$ -	$ 21,000
MEAS R - PUBLIC TRANSIT	-	-	31,376	-	-	5,000
PROP A- PUBLIC TRANSIT	1,147,000	3,078,500	871,352	2,318,700	408,386	4,618,000
PROP C- PUBLIC TRANSIT	-	-	14,535	-	-	-
AQMD GRANT	-	-	232,290	126,300	71,493	41,500
	$ 1,147,000	$ 3,078,500	$ 1,149,553	$ 2,471,000	$ 479,879	$ 4,685,500
ENTERPRISE FUNDS						
CIVIC RECREATIONAL INDUST AUTH	$ 206,500	$ 206,500	$ 273,617	$ 235,800	$ 345,457	$ 500,500
EXPO CENTER	2,444,100	2,444,100	3,157,713	2,135,000	1,487,476	2,068,000
CITY ELECTRIC	2,839,000	2,839,000	3,129,505	2,878,000	2,406,153	4,388,300
CITY ELECTRIC SOLAR PROJECT	185,850	391,250	378,329	380,200	192,859	296,600
INDUSTRY PUBLIC UTILITIES - RECLAIMED WATER	432,050	652,050	499,201	973,500	572,425	733,300
INDUSTRY PUBLIC UTILITIES - CITY WATER	-	-	-	-	-	1,998,800
INDUSTRY PROPERTY HOUSING AUTH	487,050	508,550	274,500	517,000	368,453	866,400
	$ 6,594,550	$ 7,041,450	$ 7,712,865	$ 7,119,500	$ 5,372,823	$ 10,851,900
CAPITAL IMPROVEMENTS FUNDS						
CITY CAPITAL IMPROVEMENTS	$ 20,415,000	$ 13,760,000	$ 7,099,643	$ 20,390,000	$ 5,583,692	$ 37,558,000
	$ 20,415,000	$ 13,760,000	$ 7,099,643	$ 20,390,000	$ 5,583,692	$ 37,558,000
FIDUCIARY FUNDS						
91-1 ASSESSMENT	$ 510,503	$ 510,503	$ 523,449	$ 512,390	$ 512,610	$ 523,500
	$ 510,503	$ 510,503	$ 523,449	$ 512,390	$ 512,610	$ 523,500
DEBT SERVICE FUNDS						
CITY DEBT SERVICE	$ 37,079,403	$ 37,079,403	$ 38,498,382	$ 35,153,540	$ 34,751,372	$ 35,078,808
PROPERTY TAX OVERRIDE DEBT PAYMENTS	-	31,071,079	31,181,124	32,195,046	$ 68,528,116	28,803,137
INDUSTRY PUBLIC FACILITIES AUTHORITY	19,886,807	19,886,807	20,332,428	17,469,270	$ 3,302,394	17,350,420
	$ 56,966,210	$ 88,037,289	$ 90,011,934	$ 84,817,856	$ 106,581,882	$ 81,232,365
TOTAL EXPENDITURES	$ 121,809,223	$ 152,747,902	$ 144,974,132	$ 151,407,746	$ 143,765,060	$ 168,149,865

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
SCHEDULE OF TRANSFERS
FISCAL YEAR 2015-2016

		TRANSFERS IN	TRANSFERS OUT
1)	CRIA - EXPO CENTER	$ 582,000	$
	CRIA- CAPITAL PROJECTS		(582,000)
2)	CRIA- CAPITAL PROJECTS	1,082,500	
	CITY GENERAL FUND		(1,082,500)
3)	CITY- CAPITAL PROJECT FUND	37,558,000	
	CITY GENERAL FUND		(37,558,000)
4)	CITY GENERAL FUND	23,605,761	
	CITY DEBT SERVICE		(23,605,761)
5)	PUBLIC FACILITIES AUTHORITY	11,200	
	CITY GENERAL FUND		(11,200)
		$ 62,839,461	$ (62,839,461)
	SUMMARY		
	CITY GENERAL FUND	$ 23,605,761	$ (38,651,700)
	CRIA - CAPITAL PROJECTS	1,082,500	
	CRIA - EXPO CENTER	582,000	
	CITY- CAPITAL PROJECT FUND	37,558,000	(582,000)
	CITY DEBT SERVICES		(23,605,761)
	PUBLIC FACILITIES AUTHORITY	11,200	
	TOTALS	$ 62,839,461	$ (62,839,461)

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CITY COUNCIL EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY COUNCIL						
5011 BOARD SALARIES	$ 114,000	$ 114,000	$ 115,886	$ 121,000	$ 86,915	$ 119,000
5013 TELEPHONE	1,200	1,200	2,958	2,300	1,833	3,000
5018 OFFICE SUPPLIES	100	100	54	-	-	-
5021 DUES,SUBSCRIPTION, BOOKS,	20,600	20,600	19,738	21,000	19,854	21,000
5025 MISCELLANEOUS	100	100	10	100	-	-
5570 PRINTING/PHOTOGRAPHS	100	100	-	100	-	-
5610 TRAVEL AND MEETINGS	3,000	3,000	8,197	7,000	3,294	6,000
5620 VEHICLE EXPENSES	1,000	1,000	-	500	-	-
TOTAL	$ 140,100	$ 140,100	$ 146,843	$ 152,000	$ 111,896	$ 149,000

PROGRAM COMMENTARY

THE CITY OF INDUSTRY IS A CHARTER LAW CITY, WHICH OPERATES, AS PROVIDED BY STATE LAW, UNDER THE COUNCIL/MANAGER FORM OF GOVERNMENT. THE CITY COUNCIL SERVES AS THE LEGISLATIVE AND POLICY MAKING BODY OF THE MUNICIPAL CORPORATION. IT ADOPTS AN ANNUAL BUDGET, ENACTS LAWS WITHIN JURISDICTION OF A CHARTER LAW CITY AND DIRECTS SUCH ACTIONS AS REQUIRED TO PROVIDE FOR THE GENERAL WELFARE OF THE CITY. THE CITY COUNCIL SELECTS AND APPOINTS THE CITY MANAGER, CITY ATTORNEY, CITY CLERK, CITY TREASURER, CITY ENGINEER AND VARIOUS CITY COMMISSIONS, BOARDS AND AUTHORITY MEMBERS.

EVERY ODD-NUMBERED YEAR EITHER TWO OR THREE COUNCIL MEMBERS ARE ELECTED AT LARGE TO SERVE FOUR-YEAR TERMS OF OFFICE. AFTER EACH ELECTION, THE COUNCIL MEETS AND ELECTS FROM ITS MEMBERSHIP A MAYOR AND A MAYOR PRO TEM. THE MAYOR, WHO HAS ALL THE RIGHTS AND PRIVILEGES OF ANY OTHER COUNCIL MEMBER, SERVES AS THE PRESIDING OFFICER AT CITY COUNCIL MEETINGS AND PERFORMS OTHER FUNCTIONS AS AUTHORIZED BY THE LEGISLATIVE BODY.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CITY CLERK EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY CLERK						
5001 SALARIES	$ 179,300	$ 179,300	$ 179,443	$ 187,000	$ 178,801	$ 84,000
5013 TELEPHONE	400	400	-	-	-	-
5018 OFFICE SUPPLIES & POSTAGE	100	100	128	200	687	2,000
5021 DUES,SUBSCRIPTION, BOOKS,	8,000	8,000	6,900	9,000	6,487	10,000
5025 MISCELLANEOUS	100	100	-	100	8	1,000
5610 TRAVEL AND MEETINGS	1,000	1,000	784	1,100	1,106	2,000
5640 ADVERTISING & PRINTING	15,000	30,100	23,275	24,000	23,056	21,000
5670 ELECTION EXPENSES	500	500	-	3,000	360	-
TOTAL	$ 204,400	$ 219,500	$ 210,530	$ 224,400	$ 210,505	$ 120,000

PROGRAM COMMENTARY

IN ADDITION TO SERVING THE PUBLIC, THE CITY CLERK PROVIDES SUPPORT TO THE MAYOR, CITY COUNCIL, PLANNING COMMISSION, INDUSTRY PUBLIC UTILITIES COMMISSION, SUCCESSOR AGENCY TO THE INDUSTRY URBAN- DEVELOPMENT AGENCY, THE CIVIC- RECREATIONAL- INDUSTRIAL AUTHORITY AND THE INDUSTRY PROPERTY MANAGEMENT AND HOUSING AUTHORITY AS WELL AS ALL ADMINISTRATIVE DEPARTMENTS.

THE CITY CLERK MAINTAINS PERMANENT RECORDS OF ALL CITY COUNCIL, PLANNING COMMISSION, INDUSTRY PUBLIC UTILITIES COMMISSION, CIVIC RECREATIONAL-INDUSTRIAL AUTHORITY, AND INDUSTRY PROPERTY MANAGEMENT AND HOUSING AUTHORITY BOARD PROCEEDINGS. ADDITIONALLY, THE CITY CLERK PREPARES AND SERVES AS THE FILING OFFICIAL FOR ECONOMIC DISCLOSURE STATEMENTS SUBMITTED BY CITY OFFICIALS AND DESIGNATED STAFF, RECEIVES AND RESPONDS TO PUBLIC RECORDS ACT REQUESTS, UPDATES THE CITY INDUSTRY MUNICIPAL CODE, RECEIVES AND PERFORMS BID OPENINGS, PROCESSES CLAIMS FILED AGAINST THE CITY, AND CONDUCTS MUNCIPAL ELECTIONS PURSUANT TO THE CITY CHARTER AND THE CALIFORNIA ELECTIONS CODE.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CITY ATTORNEY/LEGAL EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY ATTORNEY/LEGAL						
5120.02 LEGAL	$ 2,534,500	$ 2,534,500	$ 1,998,859	$ 2,249,000	$ 1,437,734	$ 2,211,000
TOTAL	$ 2,534,500	$ 2,534,500	$ 1,998,859	$ 2,249,000	$ 1,437,734	$ 2,211,000

PROGRAM COMMENTARY

THE CITY OF INDUSTRY CONTRACTS WITH BURKE, WILLIAMS & SORENSEN, LLP. THESE SERVICES INCLUDE LEGAL ADVICE AND COUNSELING AS TO THE LEGALITY OF ADOPTED ACTIONS AS WELL AS THE DEFENSE OF CIVIL ACTIONS FILED AGAINST THE CITY. WHERE NECESSARY, THE CITY ATTORNEY FILES CIVIL ACTIONS TO PROTECT THE RIGHTS OF THE CITY. THE CITY ATTORNEY WILL ALSO PREPARE AND/OR REVIEWS CITY COUNCIL REPORTS, LEGAL OPINIONS, ORDINANCES, RESOLUTIONS, CONTRACTS, AGREEMENTS AND LEASES. THE CITY WILL OCCASIONALLY CONTRACT SERVICES FROM VARIOUS OTHER LAW FIRMS OTHER THAN BURKE, WILLIAMS & SORENSEN, LLP FOR SPECIALITY SERVICES.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CITY MANAGER EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY MANAGER							
5001	SALARIES - STAFF	$ 399,500	$ 399,500	$ 399,616	$ 416,000	$ 241,208	$ 320,800
5001.01	SALARIES- REIMBURSEMENT FROM SA	-	-	-	(216,500)	(68,812)	(139,000)
5013	TELEPHONE	800	800	1,004	600	416	700
5018	OFFICE SUPPLIES	2,250	2,250	1,700	2,000	1,655	2,600
5021	DUES & SUBSCRIPTIONS	45,000	45,000	69,005	75,000	69,113	71,000
5025	MISCELLANEOUS	1,000	1,000	-	-	99	1,000
5120.01	PROFESSIONAL SERVICES	65,000	65,000	566,703	118,000	118,072	182,000
5120.02	LEGAL SERVICES	65,000	164,500	220,655	159,000	75,634	117,000
5610	TRAVEL AND MEETINGS	10,000	10,000	13,381	11,000	4,448	7,000
5620	VEHICLE EXPENSES	3,000	3,000	2,651	3,000	2,624	5,000
5830	LEGISLATIVE EXPENSES	165,000	125,000	60,180	62,000	45,135	69,400
9020	AUTOMOBILE	-	-	-	-	24,784	-
	TOTAL	$ 756,550	$ 816,050	$ 1,334,895	$ 630,100	$ 514,376	$ 637,500

PROGRAM COMMENTARY

THE CITY MANAGER IS THE CHIEF EXECUTIVE OFFICER OF THE CITY. UNDER THE POLICY DIRECTION OF THE CITY COUNCIL, THE MANAGER IS RESPONSIBLE TO SEE THAT ALL LAWS AND ORDINANCES ADOPTED BY THE CITY COUNCIL ARE PROPERLY ENFORCED. THE MANAGER IS ALSO RESPONSIBLE FOR PROVIDING THE OVERALL ADMINISTRATION AND MANAGEMENT OF ALL DEPARTMENTAL OPERATIONS; PREPARING RECOMMENDATIONS AND RESPONDING TO REQUESTS FROM THE CITY COUNCIL, SUCCESSOR AGENCY TO THE INDUSTRY URBAN- DEVELOPMENT AGENCY, PLANNING COMMISSION, PUBLIC, CONSULTANTS, LEGAL COUNSEL, STAFF AND OTHER GOVERNMENTAL AGENCIES.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
IUDA - ADMINISTRATION
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
SUCCESSOR AGENCY - ADMINISTRATION						
5018 OFFICE SUPPLIES & POSTAGE	$ -	$ 20,000	$ 5,334	$ -	$ -	$ -
5021 DUES AND SUBSCRIPTIONS	-	200	444	-	(573)	-
5025 MISCELLANEOUS	-	-	16	-	-	-
5120.01 PROFESSIONAL SERVICES	-	231,600	105,533	-	-	-
5120.02 LEGAL SERVICES	-	1,390,100	1,607,656	464,000	-	-
5120.03 AUDIT SERVICES	-	198,100	399,505	-	-	-
5120.04 ACCOUNTING SERVICES	-	736,200	309,425	-	-	-
5130 PLANNING, SURVEY AND DESIGN	-	-	942	-	-	-
5220 APPRAISAL FEES	-	-	11,000	-	36,850	-
5570 PRINTING AND PHOTOGRAPHS	-	1,500	471	-	-	-
5610 TRAVEL AND MEETINGS	-	5,800	2,493	-	573	-
5620 VEHICLE EXPENSES	-	-	408	-	-	-
5640 ADVERTISING AND PRINTING	-	-	10,646	-	-	-
5740 PROPERTY TAXES AND ASSESSMENTS	-	-	-	158,000	-	-
6120 SECURITY	-	300	409	-	-	-
8510 PROPERTY MAINTENANCE	-	-	(95)	-	-	-
9750 FISCAL AGENT FEES	-	6,600	23,730	5,000	-	-
TOTAL	$ -	$ 2,590,400	$ 2,477,917	$ 627,000	$ 36,850	$ -

PROGRAM COMMENTARY

THE SUCCESSOR AGENCY OF THE INDUSTRY URBAN-DEVELOPMENT AGENCY IS SUBJECT TO A MAXIMUM AMOUNT OF ADMINISTRATIVE COSTS EACH YEAR. THE EXCESS ADMINISTRATIVE COSTS ARE BEING PAID BY THE CITY OF INDUSTRY.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CENTRAL SERVICES EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CENTRAL SERVICES							
5001	SALARIES - STAFF	$ 157,300	$ 172,300	$ 171,751	$ 179,000	$ 81,905	$ 114,000
5012	GENERAL INSURANCE AND BONDING	440,000	440,000	321,678	332,000	308,658	317,000
5013	TELEPHONE	15,000	15,000	15,274	16,000	11,642	18,000
5018	OFFICE SUPPLIES	37,200	37,200	38,871	42,000	36,986	46,000
5021	DUES & SUBSCRIPTIONS	6,600	6,600	5,342	7,000	3,734	6,000
5025	MISCELLANEOUS	13,050	13,050	21,319	18,000	47,152	29,000
5062	BUILDING MAINTENANCE	212,500	222,500	185,183	234,000	79,875	123,000
5120.01	PROFESSIONAL SERVICES	455,000	683,600	631,963	660,000	437,873	449,000
5550	REPAIR AND MAINTENANCE EQUIPMENT	15,500	15,500	11,021	11,000	9,309	15,000
5560	EQUIPMENT RENTAL	31,500	31,500	32,508	27,500	21,639	34,000
5570	PRINTING & PHOTOGRAPHS	2,000	2,000	3,863	6,000	5,276	9,000
5610	TRAVEL AND MEETINGS	2,000	2,000	461	1,000	2,414	4,000
5620	VEHICLE EXPENSES	32,000	32,000	28,615	31,000	14,874	23,000
5640	ADVERTISING AND PRINTING	-	-	-	-	-	4,000
5695	COMPUTER SUPPLIES & SERVICES	220,000	220,000	236,768	225,000	191,966	296,000
5710	LEASE OBLIGATION-PFA	941,000	941,000	939,763	941,000	943,388	937,700
5730	UTILITIES	58,200	58,200	68,435	66,000	47,547	74,000
5785.02	STORAGE PAYMENTS	46,000	46,000	40,750	42,000	31,500	42,000
5815	INSURANCE CLAIMS - ADMINISTRATIVE	30,000	30,000	22,800	24,000	15,200	24,000
5820	INSURANCE CLAIMS	19,000	19,000	(666,557)	151,000	1,150	2,000
5900	GENERAL ENGINEERING	-	-	4,412	-	13,479	30,000
6070	REFUSE DISPOSAL-RESIDENTS	31,200	31,200	23,621	26,000	24,954	39,000
6085	PARKING CITATION	50,000	50,000	44,702	49,000	19,686	31,000
9010	FURNITURE, EQUIPMENT & FIXTURES	3,500	-	-	-	-	-
	TOTAL	$ 2,818,550	$ 3,068,650	$ 2,182,543	$ 3,088,500	$ 2,350,207	$ 2,666,700

PROGRAM COMMENTARY

CENTRAL SERVICES' BUDGET PROVIDES THE NECESSARY FUNDING FOR THE CITY ADMINISTRATIVE OFFICES. THIS INCLUDES COMPUTER, SUPPORT, OFFICE SUPPLIES, REPAIRS, EQUIPMENT RENTAL, VEHICLE EXPENSES AND DUES AND SUBSCRIPTIONS FOR ADMINISTRATIVE STAFF. THE BUDGET ALSO REFLECTS SECURITY, BUILDING MAINTENANCE AND UTILITIES FOR CITY HALL. IN ADDITION, THE PAYMENTS FOR REFUSE ARE RECEIVED AT CITY HALL. COMPUTER SERVICES THAT SUPPORT THE REFUSE OPERATION ARE ALSO REFLECTED IN THIS BUDGET. ALSO INCLUDED IS PAYMENTS ASSOCIATED WITH CLAIMS AND ADMINISTRATION FOR THE CITY'S SELF INSURANCE POLICY.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
CITY TREASURER EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY TREASURER						
5001 SALARIES	$ 278,900	$ 278,900	$ 278,863	$ 291,000	$ 217,514	$ 298,000
5001.01 SALARIES - REIMBURSEMENT FROM SA	-	-	-	(117,500)	(60,219)	(122,000)
5018 OFFICE SUPPLIES	100	100	-	100	-	-
5021 DUES AND SUBSCRIPTIONS	100	1,000	659	1,000	644	1,000
5025 MISCELLANEOUS	100	100	-	100	-	-
5550 REPAIR AND MAINTENANCE EQUIPMENT	1,000	1,000	140	100	-	-
TOTAL	$ 280,200	$ 281,100	$ 279,662	$ 174,800	$ 157,939	$ 177,000

PROGRAM COMMENTARY

CITY TREASURER IS RESPONSIBLE FOR THE INVESTING OF FUNDS OF THE SURPLUS AND BOND PROCEEDS INCLUDING THE PREPARATION OF THE PAPERWORK FOR THE CITY OF INDUSTRY, SUCCESSORY AGENCY OF THE INDUSTRY URBAN-DEVELOPMENT AGENCY AND CIVIC RECREATIONAL INDUSTRIAL AUTHORITY. ASSISTS ON ARBITRAGE CALCULATIONS TO MEET THE REQUIRED GOVERNMENT REGULATIONS. MONITORS AND ENTERS INTO ALL REPURCHASE AGREEMENTS WITH THE VARIOUS BANKS. MAKES SURE THAT SUFFICIENT FUNDS ARE AVAILABLE AND PROCESSES THE BOND AND LEASE PAYMENTS FOR THE CITY AND THE VARIOUS AGENCIES. HANDLES ALL TRANSACTIONS REGARDING THE ESCHEATMENT OF FUNDS INCLUDING THE VERIFICATION OF THE RECEIPT OF FUNDS AND THE MATCHING OF THE BOND HOLDER'S CLAIM ON FUNDS. APPLIES THE MONTHLY PROPERTY TAX INCOME RECEIVED FROM THE COUNTY OF LOS ANGELES TO THE GENERAL FUND, DEBT SERVICE FUND AND THE FIDUCIARY FUND. VERIFIES THAT THE INTEREST INCOME RECEIVED ON INVESTMENTS AND THE CALIFORNIA LOCAL AGENCY INVESTMENT FUND ARE CORRECTLY CALCULATED BY THE FINANCIAL INSTITUTIONS. PREPARES THE ANNUAL INVESTMENT POLICY FOR THE CITY AND THE VARIOUS AGENCIES. PREPARES MONTHLY INVESTMENT REPORTS FOR THE CITY AND THE VARIOUS AGENCIES. SIGNS CHECKS AND REVIEWS REGISTERES FOR THE CITY AND THE VARIOUS AGENCIES AS WELL AS MAKING SURE FUNDS ARE AVAILABLE FOR ALL EXPENDITURES.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
FINANCE EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
FINANCE							
5018	OFFICE SUPPLIES & POSTAGE	$ -	$ -	$ 117	$ 1,000	$ 109	$ 1,000
5021	DUES AND SUBSCRIPTIONS	-	-	390	-	-	-
5120.01	PROFESSIONAL SERVICES	200,000	200,000	634,615	200,000	564,776	518,000
5120.04	ACCOUNTING SERVICES	800,000	800,000	770,855	800,000	560,975	863,000
5560	EQUIPMENT RENTAL	8,700	8,700	7,627	6,000	3,879	-
5695	COMPUTER SUPPLES & SVCS	17,000	17,000	13,490	15,000	14,200	15,000
	TOTAL	$ 1,025,700	$ 1,025,700	$ 1,427,094	$ 1,022,000	$ 1,143,939	$ 1,397,000

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
NON-DEPARTMENTAL EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
NON-DEPARTMENTAL							
5015	PAYROLL TAXES	$ 38,300	$ 38,300	$ 50,915	$ 60,000	$ 19,081	$ 40,000
5015.01	PAYROLL TAXES- REIMBURSEMENT FROM SA	-	-	-	(10,200)	(2,019)	(9,000)
5016	CAL -P.E.R.S.	430,000	430,000	493,508	521,000	380,410	524,000
5016.01	CAL -P.E.R.S. - REIMBURSEMENT FROM SA	-	-	-	(122,700)	(53,647)	(110,000)
5017	GROUP MEDICAL,DENTAL	1,456,560	1,456,560	1,656,615	1,725,000	1,368,266	1,861,000
5017.01	GROUP MEDICAL, DENTAL - REIMB. FROM SA	-	-	-	(172,200)	(66,186)	(136,000)
5025	MISCELLANEOUS	27,000	27,000	24,681	26,000	1,434	2,000
5631	LIFE INS, STATE COMP LTD&	106,000	106,000	128,008	136,000	96,914	132,000
5631.01	LIFE INSURANCE AND WORKERS COMP - REIMB. FROM SA	-	-	-	(11,900)	-	(5,000)
5665	TUITION REIMBURSEMENT	3,200	3,200	11,971	5,000	12,583	20,000
5740	PROPERTY TAXES	360,000	360,000	302,828	305,000	208,712	209,000
	TOTAL	$ 2,421,060	$ 2,421,060	$ 2,668,526	$ 2,461,000	$ 1,965,548	$ 2,528,000

PROGRAM COMMENTARY

THIS BUDGET PROVIDES FUNDING FOR EMPLOYEE BENEFITS FOR THE CITY OF INDUSTRY. EMPLOYEES RECEIVE MEDICAL, DENTAL, LIFE, LONG TERM CARE AND DISABILITY BENEFITS. THE CITY ALSO PROVIDES RETIREMENT BENEFITS. ALSO PROVIDES THE FUNDING TO PAY THE PROPERTY TAX BILLS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
HUMAN RESOURCES EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
HUMAN RESOURCES						
5001 SALARIES	$ 134,500	$ 134,500	$ 134,204	$ 140,000	$ 177,750	$ 243,000
5001.01 SALARIES - REIMB. FROM SA	-	-	-	(20,800)	(11,575)	(23,400)
5013 TELEPHONE	100	100	52	100	46	100
5018 OFFICE SUPPLIES & POSTAGE	200	200	-	-	27	100
5021 DUES AND SUBSCRIPTIONS	1,200	1,200	1,074	2,000	1,935	2,000
5062 BUILDING MAINTENANCE	300	300	312	400	234	400
5570 PRINTING/PHOTOGRAPHS	-	-	-	-	357	600
TOTAL	$ 136,300	$ 136,300	$ 135,642	$ 121,700	$ 168,774	$ 222,800

PROGRAM COMMENTARY

THE HUMAN RESOURCES DEPARTMENT PROVIDES STAFF SUPPORT FOR THE COMPENSATION AND BENEFIT PROGRAMS ADMINISTRATION. THE CITY CONTRACTS WITH THE LAW FIRM OF BURKE WILLIAMS AND SORENSEN FOR EMPLOYEE AND LABOR RELATIONS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
ENGINEERING EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
ENGINEERING							
5001	SALARIES	$ 133,900	$ 133,900	$ 133,846	$ 140,000	$ 123,226	$ 180,500
5001.01	SALARIES - REIMB. FROM SA	-	-	-	(48,100)	(26,152)	(55,000)
5013	TELEPHONE	1,250	1,250	943	1,000	629	1,000
5018	OFFICE SUPPLIES & POSTAGE	250	1,050	723	1,000	629	1,000
5021	DUES & SUBSCRIPTIONS	7,500	13,800	6,895	10,000	6,805	11,000
5025	MISCELLANEOUS	200	200	633	1,000	6	1,000
5560	EQUIPMENT RENTAL	7,900	7,900	5,969	7,000	2,827	5,000
5610	TRAVEL AND MEETINGS	5,500	5,500	11,553	8,000	6,711	11,000
5620	VEHICLE EXPENSES	2,000	2,000	2,022	3,000	1,420	3,000
	TOTAL	$ 158,500	$ 165,600	$ 162,584	$ 122,900	$ 116,101	$ 158,500

ROUTINE TASKS RELATED TO:

1) PLAN APPROVAL AND ISSUANCE OF EXCAVATION, GRADING AND CONSTRUCTION PERMITS FOR PRIVATE DEVELOPMENT WITIN THE CITY
2) FIELD INSPECTION SERVICES
3) UPDATES OF CITY HALL RECORDS, AERIAL MAPPING AND DATA RETRIEVAL SYSTEMS
4) PRELIMINARY ENGINEERING STUDIES AND COST ESTIMATES
5) TRAFFIC INVESTIGATION AND STUDIES
6) GENERAL PLANS REVISIONS
7) PREPARATION OF RESPONSES TO ENGINEERING REQUESTS AND SURVEYS FROM OUTSIDE AGENCIES

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PLANNING EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PLANNING							
5001	SALARIES	$ 222,600	$ 222,600	$ 229,472	$ 241,000	$ 220,011	$ 301,000
5013	TELEPHONE	400	400	406	400	643	1,000
5018	OFFICE SUPPLIES & POSTAGE	50	50	74	200	22	1,000
5021	DUES AND SUBSCRIPTIONS	-	5,100	2,525	4,000	2,525	4,000
5025	MISCELLANEOUS	50	50	276	-	89	1,000
5120.01	PROFESSIONAL SERVICES	131,600	131,600	222,210	180,000	126,060	194,000
5410	PLANNING COMMISSION	35,000	35,000	40,885	43,000	30,664	42,000
5610	TRAVEL AND MEETINGS	-	-	4,284	4,000	1,220	2,000
5640	ADVERTISING AND PRINTING	1,000	2,000	-	-	-	4,000
5795	FILING FEES	25,000	25,000	23,443	19,000	17,144	27,000
	TOTAL	$ 415,700	$ 421,800	$ 523,575	$ 491,600	$ 398,378	$ 577,000

PROGRAM COMMENTARY

THE CITY CONTRACTS WITH AN OUTSIDE CONSULTANT , THE PLANNING CENTER , FOR THE PLANNING NEEDS OF THE CITY OF INDUSTRY. THIS INCLUDES REVIEW OF HOUSING ELEMENTS, ENFORCING CODES, COORDINATION OF ALL ENVIRONMENTAL REVIEW AND CEQA COMPLIANCE FOR THE CITY. THE PLANNING DEPARTMENT ADMINISTERS DEVELOPMENT APPLICATIONS AS WELL AS PROMOTES AND COORDINATES NEW DEVELOPMENT IN THE CITY OF INDUSTRY.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
COMMUNITY PROMOTION EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
COMMUNITY PROMOTION						
5013 TELEPHONE	$ 150	$ 150	$ 287	$ 1,000	$ 211	$ 1,000
5600 COMMUNITY PROMOTION-IMC	1,386,500	1,386,500	1,385,267	1,344,000	1,369,749	1,280,000
5601 COMMUNITY PROMOTION	126,000	126,000	128,111	123,000	383,838	183,000
5620 VEHICLE EXPENSE	4,000	4,000	8,986	11,000	2,664	5,000
5640 ADVERTISING AND PRINTING	65,000	65,000	61,109	64,000	40,000	62,000
8517 HOUSING GRANT	-	-	-	75,000	4,880	75,000
9010 FURNITURE, EQUIPMENT & FIXTURES	25,000	-	-	-	-	-
TOTAL	$ 1,606,650	$ 1,581,650	$ 1,583,760	$ 1,618,000	$ 1,801,342	$ 1,606,000

PROGRAM COMMENTARY

THE INDUSTRY MANUFACTURES COUNCIL SHALL UNDER A CONTRACT WITH THE CITY OF INDUSTRY, RENDER THE FOLLOWING SERVICES:

1) MAINTAIN ADEQUATE OFFICES AND EMPLOY ADEQUATE AND COMPETENT PERSONNEL TO PROPERLY CARRY ON THE ADVERTISING, PROMOTIONAL AND COMMUNITY RELATIONS ACTIVITIES HEREIN REQUIRED
2) DISSEMINATE INFORMATION BY CORRESPONDENCE, TO THE MEDIA AND PERSONAL CONTACTS ADVERTISING THE BUSINESS ADVANTAGES, BENEFITS, RESOURCES, AND OPPORTUNITIES IN THE CITY
3) PROMPTLY ANSWER ALL CORRESPONDENCE RELATING TO THE BUSINESS ADVANTAGES, BENEFITS, RESOURCES AND OPPORTUNTIES IN THE CITY
4) PREPARE ARTICLES AND NEWS STORIES, COMPILE DATA, GATHER AND ASSEMBLE NEWS ITEMS, PHOTOGRAPHS AND LITERATURE DESCRIBING THE CITY'S ADVANTAGES, BENEFITS AND RESOURCES AS AN INDUSTRIAL COMMUNITY
5) AID IN PROMOTING CONSTRUCTION PROGRAMS AND THE DEVELOPMENT AND USE OF VACANT PROPERTIES
6) SEEK OUT, SOLICIT AND INTERVIEW EXECUTIVES URGING THEM TO ESTABLISH THEIR BUSINESS IN THE CITY
7) PROMOTE AND INVITE TRADE AND BUSINESS MEETINGS, SEMINARS AND CONVENTIONS IN ORDER TO MAKE INDIVIDUALS AND BUSINESSES ACQUAINTED WITH THE ADVANTAGES AND OPPORTUNTIES IN THE CITY FOR INDUSTRIAL AND COMMERICAL DEVELOPMENT AND ENTERPRISE
8) PROVIDE COMMUNITY RELATIONS PROGRAMS THAT WILL INVOLVE MEMBERS OF THE COMMUNITY IN CIVIC AFFAIRS AND INFORM THEM OF MATTERS AFFECTING THE CITY
9) THE CITY'S HOUSING REHABILITATION GRANT PROGRAM IS AUTHORIZED TO PROVIDE FINANCIAL INCENTIVES TO PROPERTY OWNERS IN THE CITY IN ORDER TO STIMULATE REHABILITATION AND MAINTENANCE OF RESIDENTIAL PROPERTIES

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
EL ENCANTO EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
EL ENCANTO							
5068	LANDSCAPE MAINTENANCE	$ 220,500	$ 220,500	$ 219,511	$ 227,000	$ 154,164	$ 238,000
5120.01	PROFESSIONAL SERVICES	-	-	280	1,000	330	1,000
5130	PLANNING, SURVEY AND DESIGN	400	400	-	-	-	-
5550	REPAIR AND EQUIPMENT MTC.	23,700	23,700	24,576	24,000	21,377	33,000
5900	GENERAL ENGINEERING	-	-	-	-	39	1,000
6120	SECURITY	61,500	71,600	61,839	60,000	43,080	67,000
8510	PROPERTY MAINTENANCE	3,800	4,500	5,330	8,000	2,411	4,000
9060	RECLAIMED WATER SYSTEM	-	-	9,908	14,000	-	11,000
	TOTAL	$ 309,900	$ 320,700	$ 321,444	$ 334,000	$ 221,401	$ 355,000

PROGRAM COMMENTARY

THIS BUDGET'S EXPENDITURES ARE PAID BY THE CITY OF INDUSTRY FOR THE OPERATION AND MAINTENANCE OF THE EL ENCANTO CONVALESCENT HOSPITAL.

CAPITAL PROJECTS

THERE ARE TWO CAPITAL IMPROVEMENTS FOR EL ENCANTO IN THE AMOUNT OF $115,000 1) REWIRE I.T. NET WORK CABLE AND TWO WIFI NETWORKS IN THE AMOUNT OF $30,000, 2) UPGRADE THE REFURBISHMENT OF THE HAVC SYSTEM IN THE AMOUNT $85,000 THESE ARE BUDGETED IN THE CAPITAL PROJECT BUDGET.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
WORKMAN TEMPLE HOMESTEAD EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
WORKMAN TEMPLE HOMESTEAD							
5068	LANDSCAPE MAINTENANCE	$ 376,000	$ 386,100	$ 383,359	$ 368,000	$ 252,221	$ 388,000
5120.01	PROFESSIONAL SERVICES	-	-	-	-	11,902	19,000
5550	REPAIR AND EQUIPMENT MTC.	550	550	-	-	-	-
5620	VEHICLE EXPENSES	-	-	-	-	788	2,000
5730	UTILITIES	29,800	46,900	31,072	33,000	27,481	38,000
5900	GENERAL ENGINEERING	-	1,200	398	1,000	3,786	6,000
6120	SECURITY	79,800	97,300	88,170	88,000	58,998	91,000
8500	MUSEUM AGREEMENT	1,061,100	1,061,100	1,038,451	1,093,000	1,072,697	1,114,000
8510	PROPERTY MAINTENANCE	286,000	286,000	174,141	230,000	105,264	144,000
8510.04	PROPERTY MAINT. - REIMB. SUCCESSOR AGENCY	-	-	(478,084)	(668,000)	-	-
8520	JANITORIAL SERVICES	-	13,900	11,100	12,000	7,400	12,000
9010	FURNITURE, EQUIPMENT & FIXTURES	12,600	45,500	58,634	56,000	6,740	11,000
	TOTAL	$ 1,845,850	$ 1,938,550	$ 1,307,241	$ 1,213,000	$ 1,547,277	$ 1,825,000

PROGRAM COMMENTARY

THE WORKMAN TEMPLE HOMESTEAD MUSEUM'S BUDGET REPRESENTS THE FUNDING NECESSARY FOR THE CONTINUED OPERATIONS OF THE HISTORIC SITE OF EARLY CALIFORNIA HISTORY. THE MUSEUM PROVIDES EDUCATIONAL PROGRAMS, RESEARCH, ENTERTAINMENT AND SPECIAL PUBLIC EVENTS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
INDUSTRY HILLS MAINTENANCE EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
INDUSTRY HILLS PUBLIC FACILITY							
5025	MISCELLANEOUS	$ -	$ -	$ 4,870	$ -	$ 6,808	$ 11,000
5062	BUILDING MAINTENANCE	-	-	955	2,000	-	-
5062.01	FUEL STATION EXPENSES	-	-	-	-	1,313	3,000
5065	OTHER CONTRACTED SERVICES	-	-	-	-	2,960	5,000
5068	LANDSCAPE MAINTENANCE	-	100	191	1,000	-	-
5130	PLAN, SURVEY DESIGN	-	3,500	1,710	3,000	-	-
5550	REPAIR AND MAINT EQUIP	-	-	31,450	44,000	-	-
5730	UTILITIES	3,500	5,100	5,530	6,000	3,412	6,000
5900	GENERAL ENGINEERING	14,200	14,200	5,438	7,000	5,485	9,000
8510	PROPERTY MAINTENANCE	273,700	538,600	465,414	465,000	1,533	10,000
8535	LANDFILL GAS/TANKS	187,800	187,800	228,553	193,000	124,911	193,000
9060	RECLAIMED WATER SYSTEM	-	-	33,125	2,000	-	-
	TOTAL	$ 479,200	$ 749,300	$ 777,236	$ 723,000	$ 146,422	$ 237,000

PROGRAM COMMENTARY

THE CITY OF INDUSTRY OWNS A HOTEL CONFERENCE RESORT FACILITY, PACIFIC PALMS CONFERENCE CENTER AND RESORT, WHICH IS LEASED AND MANAGED BY MAJESTIC INDUSTRY HILLS, LLC. THE CITY IS RESPONSIBLE FOR VARIOUS OPERATIONAL EXPENDITURES THAT ARE REFLECTED IN THIS BUDGET.

CAPITAL PROJECTS

THERE ARE TWO CAPITAL IMPROVEMENTS FOR INDUSTRY HILLS IN THE AMOUNT OF $516,000 1) REPAIR SETTLEMENT DAMAGE AT THE PARKING STRUCTURE INCLUDING REPAIRS OF THE PERIMETER PARKING LOT LIGHTING IN THE AMOUNT OF $336,000, 2) REPAIR SETTLEMENT DAMAGE AT THE LAUNDRY BUILDING IN THE AMOUNT OF $180,000 THESE ARE BUDGETED IN CAPITAL PROJECT BUDGET.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
TRES HERMANOS - CHINO HILLS
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
TRES HERMANOS- CHINO HILLS						
5013 TELEPHONE	$ -	$ 200	$ 316	$ 1,000	$ 427	$ 1,000
5730 UTILITIES	-	100	948	1,000	3,105	5,000
6120 SECURITY	-	73,500	95,594	84,000	80,083	124,000
8510 PROPERTY MAINTENANCE	-	-	30,049	5,000	9,394	15,000
8510.04 PROPERTY MAINTENANCE- REIMBSMNT SA	-	-	(73,515)	(68,000)	(69,300)	(131,200)
TOTAL	$ -	$ 73,800	$ 53,392	$ 23,000	$ 23,709	$ 13,800

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
LAW ENFORCEMENT EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
LAW ENFORCEMENT							
5013	TELEPHONE	$ 2,600	$ 2,600	$ 2,635	$ 3,000	$ 2,593	$ 4,000
5120.01	PROFESSIONAL SERVICES	500	500	-	-	240	1,000
5570	PRINTING & PHOTOGRAPHS	2,350	2,350	1,769	3,000	-	-
5610	TRAVEL AND MEETINGS	-	-	3,267	-	-	-
5620	VEHICLE EXPENSES	36,000	10,000	10,789	14,000	11,611	18,000
5785.01	BUILDING LEASE PAYMENT	73,500	73,500	67,014	76,000	-	-
6005	SHERRIFF'S CONTRACT	8,824,000	8,824,000	8,337,821	7,852,000	5,303,676	8,155,000
6030	OTHER LAW ENFORCEMENT	9,800	9,800	10,000	12,000	7,854	13,000
6040	ANIMAL CONTROL	33,500	33,500	31,805	26,000	24,505	38,000
6100	PRISONER MAINTENANCE	350	350	182	1,000	-	500
6140	SPECIAL SECURITY EXP	346,000	346,000	264,040	285,000	155,255	239,000
	TOTAL	$ 9,328,600	$ 9,302,600	$ 8,729,322	$ 8,272,000	$ 5,505,734	$ 8,468,500

PROGRAM COMMENTARY

THE CITY OF INDUSTRY CONTRACTS WITH THE COUNTY OF LOS ANGELES FOR LAW ENFORCEMENT SERVICES.
THIS BUDGET ALSO REFLECTS FUNDING FOR OTHER LAW ENFORCEMENT AND ANIMAL CONTROL.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
FINANCIAL CENTER
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
FINANCIAL CENTER						
5013 TELEPHONE	$ 15,500	$ 15,500	$ 13,426	$ 14,000	$ 15,049	$ 20,000
5018 OFFICE SUPPLIES & POSTAGE	-	-	153	300	-	200
5021 DUES AND SUBSCRIPTIONS	500	500	119	-	1,160	1,800
5025 MISCELLANEOUS	350	350	218	200	-	-
5062 BUILDING MAINTENANCE	32,500	32,500	41,036	37,000	32,172	50,000
5068 LANDSCAPE MAINTENANCE	1,581,000	1,636,500	2,188,350	1,981,000	1,970,705	3,206,000
5120.01 PROFESSIONAL SERVICES	92,000	122,500	145,622	129,000	116,835	160,000
5130 PLANNING, SURVEY AND DESIGN	17,500	17,500	68,864	94,000	135,865	186,000
5550 REPAIR AND MTC. EQUIPMENT	3,000	3,000	537	1,000	4,379	7,000
5610 TRAVEL AND MEETINGS	-	-	(408)	-	-	-
5620 VEHICLE EXPENSES	109,000	109,000	89,069	94,000	36,238	56,000
5695 COMPUTER SUPPLES & SVCS	14,000	14,000	7,025	10,000	10,940	17,000
5730 UTILITIES	483,500	501,300	595,559	510,000	402,915	542,000
5785.01 BUILDING LEASE PAYMENTS	550	550	400	600	400	700
5792 RESOURCE PLANNING	-	-	4,960	-	4,960	7,700
5900 GENERAL ENGINEERING	933,000	969,900	1,114,625	1,035,000	1,085,120	1,410,000
6070.01 REFUSE DISPOSAL FOR THE CITY BUS STOPS	-	-	-	-	26,258	41,000
6120 SECURITY	749,000	749,000	649,987	633,000	422,867	743,000
7020 STORM DRAINS	-	-	-	-	6,400	10,000
8510 PROPERTY MAINTENANCE	2,843,500	3,247,200	2,218,292	3,532,000	369,596	569,000
8510.04 PROPERTY MTC.- REIMB. SUCCESSOR AGENCY	-	-	(529,493)	(735,100)	(403,056)	(1,181,600)
9010 FURNITURE, EQUIPMENT & FIXTURES	-	-	-	-	6,298	10,000
9060 RECLAIMED WATER SYSTEM	-	-	(33,125)	-	-	-
TOTAL	$ 6,874,900	$ 7,419,300	$ 6,575,216	$ 7,336,000	$ 4,245,101	$ 5,855,800

PROGRAM COMMENTARY

THE COMMUNITY FACILITIES BUDGET REFLECTS THE CONTRACTED SERVICES FOR LANDSCAPE AND GROUNDS MAINTENANCE ALONG THE CITY OF INDUSTRY ROADWAYS AND AT VARIOUS CITY OWNED PROPERTIES. ALSO INCLUDED IS ON-PREMISES SECURITY SERVICES, GAS, WATER AND ELECTRICAL MONTHLY USAGE FEES AND PROPERTY LEASE PAYMENTS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PUBLIC WORKS ADMINISTRATION EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PUBLIC WORKS ADMINISTRATION						
5001 SALARIES	$ 133,900	$ 133,900	$ 133,846	$ 140,000	$ 85,574	$ 110,000
5001.01 SALARIES- REIMB. FROM SA	-	-	-	(48,100)	(23,064)	(44,000)
5021 DUES AND SUBSCRIPTION	100	100	900	100	-	1,000
5260 BUILDING INSPECTION SERVICES	23,500	23,500	25,667	18,000	3,640	6,000
5068 LANDSCAPE MAINTENANCE	5,500	5,500	-	-	4,570	8,000
5130 PLANNING, SURVEY AND DESIGN	1,000	1,000	298	1,000	21,482	34,000
5900 GENERAL ENGINEERING	177,000	177,000	116,462	92,000	146,764	226,000
5905 AERIAL IMAGES AND PHOTOMAPER	2,200	2,200	36,658	4,000	1,056	10,000
5910 ENGINEERING ASSISTANT	-	-	-	-	-	-
8510 PROPERTY MAINTENANCE	-	3,100	6,107	4,000	25,364	39,000
TOTAL	$ 343,200	$ 346,300	$ 319,938	$ 211,000	$ 265,386	$ 390,000

PROGRAM COMMENTARY

THE PUBLIC WORKS ADMINISTRATIVE BUDGET REFLECTS EXPENDITURES FOR THE ADMINISTRATION OF THE DEPARTMENT. OVERHEAD EXPENSES INCLUDED IN THIS BUDGET ARE FOR THE PUBLIC WORKS DIRECTOR AND THE DEPARTMENT'S ADMINISTRATIVE STAFF. THE PUBLIC WORKS DIRECTOR ALSO HOLDS THE POSITION OF THE CITY ENGINEER.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PUBLIC WORKS - STREETS AND ROADS EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PUBLIC WORKS STREETS AND ROADS							
5130	PLAN, SURVEY AND DESIGN	$ 142,000	$ 142,000	$ 58,120	$ 60,000	$ 38,482	$ 60,000
5900	GENERAL ENGINEERING	869,000	898,400	1,135,098	1,100,000	857,661	1,130,000
7020	STORM DRAINS	21,700	21,700	25,988	14,000	36,115	56,000
7200	STREET REPAIRS	40,000	106,600	123,781	96,000	89,343	138,000
7230	TRAFFIC MARKING	6,200	6,200	4,105	-	19,536	31,000
7240	TRAFFIC STRIPING	-	12,200	20,410	16,000	50,903	79,000
7250	TRAFFIC SIGNING-NON/ILLUM	900	900	1,884	1,000	1,523	3,000
7260	BRIDGE MAINTENANCE	13,000	13,000	76,041	62,000	13,482	21,000
7270	TRAFFIC SIGNAL MAINTENANCE	229,000	254,700	256,348	232,000	251,295	387,000
7280	HIWAY SAFETY LTG MAINT.	-	-	-	-	45,577	71,000
7290.01	ACCIDENT REP/TRAFFIC LTG	52,000	52,000	103,131	63,000	39,442	61,000
7290.02	REIMBURSE ACCIDENT REPAIR	(5,000)	(5,000)	(16,661)	(5,000)	(8,736)	(14,000)
7360	PUMP HOUSE MAINTENANCE	32,000	115,400	74,547	91,000	46,415	72,000
	TOTAL	$ 1,400,800	$ 1,618,100	$ 1,862,792	$ 1,730,000	$ 1,481,038	$ 2,095,000

PROGRAM COMMENTARY

THE PUBLIC WORKS BUDGET INCLUDES ALL OF THE ROUTINE TASKS FOR THE MAINTENANCE OF THE STREETS, STORM DRAINS, PUMP STATIONS, BRIDGES, ROADWAY SIGNAGE, AND TRAFFIC SIGNALS WITHIN THE CITY BOUNDARIES. THIS WORK IS PERFORMED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS AND PRIVATE CONTRACTED MAINTENANCE FIRMS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PUBLIC WORKS - OTHER CONTRACT SERVICES EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PUBLIC WORKS OTHER CONTRACT SERVICES						
7410 MISC. STREET MAINTENANCE	$ 1,666,500	$ 1,666,500	$ 1,563,671	$ 1,677,000	$ 397,723	$ 612,000
7420 TRAFFIC & STREET SIGNS	191,500	191,500	92,347	194,000	6,297	20,000
7430 CURB PAINTING/REMOVAL	404,500	404,500	806,387	439,000	381,338	150,000
7450 POWER SWEEPING/PARKING LOT	237,000	237,000	104,721	239,000	78,367	23,000
XXXX POWER SWEEPING/STREETS	-	-	-	-	-	179,000
7455 GRAFFITI REMOVAL	142,500	165,800	240,776	194,000	94,545	53,000
7520 TRAFFIC SIGNAL ENERGY	440,500	471,000	573,778	518,000	423,707	563,000
7810 SIGNALS/LTG MTC	12,800	12,800	12,587	6,000	2,540	8,000
8510 PROPERTY MAINTENANCE	-	-	3,410	5,000	-	-
TOTAL	$ 3,095,300	$ 3,149,100	$ 3,397,677	$ 3,272,000	$ 1,384,517	$ 1,608,000

PROGRAM COMMENTARY

THE PUBLIC WORKS BUDGET INCLUDES ALL OF THE ROUTINE TASKS FOR THE MAINTENANCE OF THE STREETS, STORM DRAINS, PUMP STATIONS, BRIDGES, ROADWAY SIGNAGE, AND TRAFFIC SIGNALS WITHIN THE CITY BOUNDARIES. THIS WORK IS PERFORMED BY THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS AND PRIVATE CONTRACTED MAINTENANCE FIRMS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
ELECTRIC FUND EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
ELECTRIC FUND							
5012	INSURANCE AND BONDS	$ 3,800	$ 3,800	$ 1,655	$ 2,000	$ 2,475	$ 3,900
5013	TELEPHONE	27,200	27,200	22,943	22,000	18,751	28,500
5021	DUES,SUBSCRIPTIONS,BOOKS,	4,300	4,300	3,050	4,000	3,050	4,700
5120.01	PROFESSIONAL SERVICES	256,500	256,500	172,882	144,000	83,817	140,000
5120.02	LEGAL SERVICES	1,200	1,200	6,795	5,000	5,056	7,800
5130	PLANNING, SURVEY AND DESIGN	-	-	15,000	-	-	-
5550	REPAIR AND MAINTENANCE EQUIPMENT	-	-	22,889	-	139,828	200,000
5730	UTILITIES	306,000	306,000	394,309	337,000	238,808	400,000
XXXX	ENERGY REBATE	-	-	-	-	-	660,000
5900	GENERAL ENGINEERING	-	-	89	-	255	400
6200	CONTRACT LABOR - PROFESSIONAL TECHNICAL SERVICES	80,000	80,000	55,213	28,000	93,636	144,000
6325	DEPRECIATION	-	-	83,247	-	-	-
6414	ELECTRIC PURCHASE POWER	2,160,000	2,160,000	2,351,433	2,336,000	1,820,477	2,799,000
	TOTAL	$ 2,839,000	$ 2,839,000	$ 3,129,505	$ 2,878,000	$ 2,406,153	$ 4,388,300

PROGRAM COMMENTARY

THE CITY OF INDUSTRY CONTRACTS WITH ENCO UTILITY SERVICES FOR CUSTOMER SERVICE. THEY ARE RESPONSIBLE FOR READING METERS, BILLINGS, PROCESSING PAYMENTS AND COLLECTIONS. THIS BUDGET ALSO REFLECTS THE PURCHASE OF POWER WITH SHELL ENERGY SOLUTION AND SEMPRA ENERGY SOLUTION. THE BUDGET IS REPORTING OTHER MAINTENANCE EXPENSES SUCH AS UTILITES, LEGAL AND CONTRACTED SERVICES.

CAPITAL PROJECTS

THERE IS ONE CAPITAL IMPROVEMENT FOR THE SEALCOAT AND RESTRIPING IN THE AMOUNT OF $114,000 THIS IS BUDGETED IN CAPITAL PROJECT BUDGET.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
ELECTRIC FUND SOLAR PROJECT EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
ELECTRIC FUND SOLAR PROJECT						
5013 TELEPHONE	$ -	$ -	$ 11,232	$ 13,000	$ 7,776	$ 12,000
5021 DUES AND SUBSCRIPTIONS	-	-	175	200	1,500	2,400
5025 MISCELLANEOUS	100	100	-	-	-	-
5062 BUILDING MAINTENANCE	350	350	-	-	-	-
5065 OTHER CONTRACTED SERVICES	95,500	95,500	102,473	78,000	35,831	55,100
5068 LANDSCAPE MAINTENANCE	-	-	-	-	-	-
5120 PROFESSIONAL SERVICES	-	139,900	157,643	157,000	103,723	159,500
5130 PLANNING, SURVEY AND DESIGN	400	400	-	-	-	-
5550 REPAIR AND MAINTENANCE EQUIPMENT	-	27,200	13,599	20,000	-	-
5695 COMPUTER SUPPLIES AND SERVICES	32,000	32,000	25,173	29,000	17,156	26,400
5730 UTILITIES	-	38,300	40,390	42,000	21,900	33,500
5900 GENERAL ENGINEERING	57,500	57,500	27,644	41,000	4,973	7,700
TOTAL	$ 185,850	$ 391,250	$ 378,329	$ 380,200	$ 192,859	$ 296,600

PROGRAM COMMENTARY

THE CITY CONSTRUCTED SOLAR PANELS AND CARPORT COVERS WITH CHARGING STATIONS FOR ELECTRIC AUTOMOBILES THAT ARE PARKED AT THE METROLINK STATION. THE CITY IS RECEIVING NOMINAL PARKING FEES FOR THE PASSENGERS THAT ARE PARKING UNDER THE SOLAR CARPORTS AND USING THE CHARGING STATIONS. SOUTHERN CALIFORINA EDISON IS PURCHASING THE EXCESS ENERGY DERIVED FROM THE SOLAR PANELS AT THE MARKET RATE FOR ELECTRICAL ENERGY. THE REVENUES RECEIVED FROM THE CHARGING STATIONS AND ENERGY IS USED FOR THE MAINTENANCE OF THIS FACILITY.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
GAS TAX STREET IMPROVEMENT EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
STREET IMPROVEMENTS						
5900 GENERAL ENGINEERING	$ -	$ -	$ -	$ 26,000	$ -	$ 21,000
TOTAL	$ -	$ -	$ -	$ 26,000	$ -	$ 21,000

PROGRAM COMMENTARY

THE STATE APPORTIONS FUNDS MONTHLY FROM THE HIGHWAY USERS TAX ACCOUNT IN THE TRANSPORATION TAX FUND TO CITIES AND COUNTIES FOR THE CONSTRUCTION, MAINTENACE, AND OPERATION OF LOCAL STREETS AND ROADS. THE HIGHWAY USERS TAXES DERIVE FROM STATE TAXES ON THE SALE OF MOTOR VEHICLE FUELS. IN ACCORDANCE WITH ARTICLE XIX OF THE CALIFORNIA CONSTITUTION AND STREETS AND HIGHWAY CODE SECTION 2101, A CITY MUST DEPOSIT ALL APPORTIONMENTS OF HIGHWAY USERS TAXES IN ITS SPECIAL GAS TAX STREET IMPROVEMENT FUND. A CITY MUST EXPEND GAS TAX FUNDS ONLY FOR STREET-RELATED PURPOSES.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
MEASURE R EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
MEASURE R						
5900 GENERAL ENGINEERING	$ -	$ -	$ -	$ -	$ -	$ 5,000
7200 STREET REPAIRS	-	-	31,376	-	-	-
TOTAL	$ -	$ -	$ 31,376	$ -	$ -	$ 5,000

PROGRAM COMMENTARY

MEASURE R IS FUNDED BY A ONE HALF CENT SALES TAX MEASURE APPROVED BY LOS ANGELES COUNTY VOTERS TO FINANCE A TRANSIT DEVELOPMENT PROGRAM. THE MEASURE R ORDINANCE REQUIRES THAT FUNDS BE USED EXCLUSIVELY TO BENEFIT PUBLIC TRANSIT, BUT PROVIDES AN EXPANDED LIST OF ELIGIBLE PROJECT EXPENDITURES. THE CITY OF INDUSTRY USES MEASURE R FUNDS TO SUPPORT THE COMMUTER RAIL OPERATIONS. MEASURE R FUNDS MAY BE TRADED TO OTHER JURISDICTIONS WITHIN THE LOS ANGELES COUNTY AREA.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PROP A EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PROP A FUNDS						
5068 LANDSCAPE MAINTENANCE	$ -	$ 7,000	$ 5,445	$ 5,000	$ 490	$ 1,000
5130 PLANNING, SURVEY & DESIGN	-	729,900	653,325	563,000	296,811	457,000
5205 CONSTRUCTION COSTS	1,000,000	2,098,700	-	1,598,700	-	4,000,000
5730 UTILITIES	8,000	8,000	7,686	7,000	4,744	7,000
5900 GENERAL ENGINEERING	90,500	90,500	4,747	7,000	-	-
6120 SECURITY	48,500	80,000	87,748	86,000	62,754	86,000
8510 PROPERTY MAINTENANCE	-	64,400	112,401	52,000	43,587	67,000
TOTAL	$ 1,147,000	$ 3,078,500	$ 871,352	$ 2,318,700	$ 408,386	$ 4,618,000

PROGRAM COMMENTARY

PROPOSITION A IS FUNDED BY A ONE HALF CENT SALES TAX MEASURE APPROVED BY LOS ANGELES COUNTY VOTERS TO FINANCE A TRANSIT DEVELOPMENT PROGRAM. THE PROPOSITION A ORDINANCE REQUIRES THAT FUNDS BE USED EXCLUSIVELY TO BENEFIT PUBLIC TRANSIT. THE CITY OF INDUSTRY USES PROPOSITION A FUNDS TO SUPPORT THE COMMUTER RAIL STATION OPERATIONS. PROPOSITION A FUNDS MAY ALSO BE TRADED TO OTHER JURISDICTIONS WITHIN LOS ANGELES COUNTY IN EXCHANGE FOR GENERAL REVENUE OR OTHER REVENUE FUNDS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
PROP C EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
PROP C FUND						
5900 GENERAL ENGINEERING	$ -	$ -	$ 14,535	$ -	$ -	$ -
TOTAL	$ -	$ -	$ 14,535	$ -	$ -	$ -

PROGRAM COMMENTARY

PROPOSITION C IS FUNDED BY A ONE HALF CENT SALES TAX MEASURE APPROVED BY LOS ANGELES COUNTY VOTERS TO FINANCE A TRANSIT DEVELOPMENT PROGRAM. THE PROPOSITION C ORDINANCE REQUIRES THAT FUNDS BE USED EXCLUSIVELY TO BENEFIT PUBLIC TRANSIT, BUT PROVIDES AN EXPANDED LIST OF ELIGIBLE PROJECT EXPENDITURES. THE CITY OF INDUSTRY USES PROPOSITION C FUNDS TO SUPPORT THE COMMUTER RAIL OPERATIONS. PROPOSITION C FUNDS CANNOT BE TRADED TO OTHER JURISDICTIONS.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
AQMD EXPENDITURES
FISCAL YEAR 2015-2016

	ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
AQMD						
5130 PLANNING, SURVEY AND DESIGN	$ -	$ -	$ 165	$ 300	$ -	$ -
5900 GENERAL ENGINEERING	-	-	26,589	36,000	11,868	19,000
7002 ELECTRIC VEHICLE REBATE PROGRAM	-	-	205,536	90,000	59,625	22,500
TOTAL	$ -	$ -	$ 232,290	$ 126,300	71,493	$ 41,500

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
ASSESSMENT DISTRICT 91-1 EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
ASSESSMENT DISTRICT 91-1							
9450.01	BOND PRINCIPAL PAYMENTS	$ 315,000	$ 315,000	$ 315,000	$ 335,000	$ 335,000	$ 358,800
9451.01	BOND INTEREST PAYMENTS	191,303	191,303	191,303	173,265	173,265	158,000
9750	FISCAL AGENT FEES	4,200	4,200	17,146	4,125	4,345	6,700
	TOTAL	$ 510,503	$ 510,503	$ 523,449	$ 512,390	$ 512,610	$ 523,500

PROGRAM COMMENTARY

THE CITY OF INDUSTRY ASSESSMENT DISTRICT 91-1 , CATELLUS COMMERCE CENTER, WAS FORMED ON OCTOBER 24, 1991 TO FINANCE THE ACQUISTION AND CONSTRUCTION OF CERTAIN IMPROVEMENTS. BONDS WERE ISSUED UNDER THE 1915 ACT AND ARE SECURED BY CERTAIN ASSESSMENTS THAT WERE LEVIED.

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
DEBT SERVICE- TAX OVERRIDE EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
CITY DEBT SERVICE -TAX OVERRIDE							
5025	MISCELLANEOUS	$ -	$ -	$ 15	$ -	$ -	$ -
9352.P1	IUDA - 2003 TAX ALLOCATION BONDS "B" (PRINCIPAL) PROJECT 1	-	603,239	1,920,000	-	-	1,729,328
9353.P1	IUDA - 2003 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 1	-	1,920,000	4,644,691	-	-	-
9354.P1	IUDA - 2007 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 1	-	4,644,692	-	-	-	-
9359.P2	IUDA - 2003 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 2	-	3,056,187	3,056,186	5,552,646	21,069,280	-
9360.P2	IUDA - 2005 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 2	-	-	-	-	720,000	770,000
9361.P2	IUDA - 2008 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 2	-	-	-	-	805,000	850,000
9362.P2	IUDA - 2010 SUB TAX ALLOCATION BOND (PRINCIPAL) PROJECT 2	-	1,390,000	1,390,000	-	1,515,000	1,660,000
9363.P3	IUDA - 2002 TAX ALLOCATION BONDS(PRINCIPAL) PROJECT 3	-	-	-	762,475	-	-
9364.P3	IUDA - 2003 TAX ALLOCATION BOND (PRINCIPAL) PROJECT 3	-	-	-	2,905,745	-	807,038
9550.P1	IUDA - 2002 TAX ALLOCATION BONDS (INTEREST) PROJECT 1	-	-	-	-	-	2,127,575
9551.P1	IUDA - 2003 TAX ALLOCATION BONDS "A" (INTEREST) PROJECT 1	-	-	713,519	-	-	1,041,750
9552.P1	IUDA - 2003 TAX ALLOCATION BOND "B" (INTEREST) PROJECT 1	-	451,625	451,388	-	-	374,744
9553.P1	IUDA - 2003 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 1	-	2,550,250	2,550,250	2,281,500	-	1,985,750
9554.P1	IUDA - 2007 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 1	-	1,689,661	525,400	476,000	-	422,600
9555.P1	IUDA - 2008 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 1	-	525,400	1,094,651	1,019,989	-	1,058,814
9556.P1	IUDA - 2005 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 1	-	1,094,651	1,689,661	1,596,221	-	1,496,701
9557.P2	IUDA - 2002 TAX ALLOCATION BONDS (INTEREST) PROJECT 2	-	-	-	-	-	-
9558.P2	IUDA - 2003 TAX ALLOCATION BOND (INTEREST) PROJECT 2	-	-	-	-	-	-
9559.P2	IUDA - 2003 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 2	-	8,404,265	8,404,265	10,563,112	41,594,751	9,327,899
9560.P2	IUDA - 2005 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 2	-	418,258	418,257	395,218	418,258	395,218
9561.P2	IUDA - 2008 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 2	-	795,666	795,656	772,513	795,656	832,175
9562.P2	IUDA - 2010 SUB TAX ALLOCATION (INTEREST) PROJECT 2	-	3,283,935	3,283,935	4,623,127	1,610,171	3,005,775
9563.P3	IUDA - 2002 TAX ALLOCATION BOND (INTEREST) PROJECT 3	-	-	-	1,246,500	-	-
9564.P3	IUDA - 2003 TAX BOND ALLOCATION (INTEREST) PROJECT 3	-	-	-	-	-	758,270
9565.P3	IUDA - 2003 SUB TAX ALLOCATION BOND (INTEREST) PROJECT 3	-	-	243,250	-	-	159,500
9566.P3	IUDA - 2008 SUB TAX ALLOCATION (INTEREST) PROJECT 3	-	243,250	-	-	-	-
	TOTAL	$ -	$ 31,071,079	$ 31,181,124	$ 32,195,046	$ 68,528,116	$ 28,803,137

PROGRAM COMMENTARY

PER RESOLUTION NO. CC 2013-25 THE CITY HAS ESTABLISHED THE "AGENCY TAX OVERRIDE FUND" TO ACCOUNT FOR ALL PROPERTY TAXES RECEIVED BY THE CITY DESIGNATED AS THE "AGENCY OVERRIDE PORTION". UPON NOTIFICATION BY THE EXECUTIVE DIRECTOR OF THE SUCCESSOR AGENCY TO THE INDUSTRY URBAN-DEVELOPMENT AGENCY THAT A DEBT SERVICE SHORTFALL AS DEFINED IN RESOLUTION NO. SA 2013-10 EXISTS, THE CITY SHALL APPLY SUCH AMOUNT NECESSARY (BUT ONLY TO THE EXTENT AVAILABLE) FROM THE "AGENCY TAX OVERRIDE FUND" TO PAY THE BOND TRUSTEE OR BONDHOLDER DIRECTLY TO COVER THE DEBT SERVICE SHORTFALL

CITY OF INDUSTRY
PROPOSED ANNUAL BUDGET
DEBT SERVICE EXPENDITURES
FISCAL YEAR 2015-2016

		ADOPTED BUDGET 2013-14	AMENDED BUDGET 2013-14	ACTUAL 2013-14	ADOPTED BUDGET 2014-15	ACTUAL 3/31/2015	PROPOSED BUDGET 2015-16
DEBT SVC- CITY OF INDUSTRY							
5120.01	PROFESSIONAL SERVICES	$ 35,000	$ 35,000	$ 540	$ 540	$ -	$ -
9450.02	2009 GO BONDS-PRINCIPAL	3,550,000	3,550,000	3,550,000	3,675,000	3,675,000	3,805,000
9450.03	2009 GO BONDS"B" PRINCIPA	4,200,000	4,200,000	4,200,000	4,390,000	4,390,000	4,580,000
9450.04	2002 GOB PRINCIPAL	675,000	675,000	675,000	-	-	-
9450.05	2005 SALES TAX REV BOND-P	4,580,000	4,580,000	4,580,000	4,805,000	4,805,000	5,055,000
9450.06	2008 SALES TAX REV BOND-P	3,530,000	3,530,000	3,530,000	3,645,000	3,645,000	3,770,000
9450.07	2010 SALES TAX REV-PRINCI	1,900,000	1,900,000	1,900,000	1,995,000	1,995,000	2,095,000
9450.19	2010 REFUNDING BOND -PRIN	1,955,000	1,955,000	1,955,000	2,025,000	2,025,000	2,100,000
9451.22	BOND INTEREST PAYMENT	-	-	-	910,000	492,836	832,962
9451.02	2009 GO BONDS-INTEREST	1,161,475	1,161,475	1,161,475	1,036,000	1,035,350	895,894
9451.03	2009 GO BONDS"B" INTEREST	1,602,175	1,602,175	1,602,175	1,413,000	1,412,525	1,228,776
9451.04	2002 GOB INTEREST	2,098,783	2,098,783	2,947,448	-	-	-
9451.05	2005 SALES TAX REV BOND-I	4,372,323	4,372,323	4,372,323	4,144,000	4,143,323	3,898,268
9451.06	2008 SALES TAX REV BOND-I	2,866,615	2,866,615	2,866,615	2,754,000	2,753,655	2,629,726
9451.07	2010 SALES TAX REV-INTERE	2,839,232	2,839,232	2,839,233	2,745,000	2,744,233	2,644,482
9451.19	2010 GOB REFUNDING BOND -INT	1,706,800	1,706,800	1,672,850	1,604,000	1,603,525	1,536,700
9452	BOND ISSUANCE COSTS	-	-	628,933	-	26,425	-
9750	FISCAL AGENT FEES	7,000	7,000	16,790	12,000	4,500	7,000
	TOTAL	$ 37,079,403	$ 37,079,403	$ 38,498,382	$ 35,153,540	$ 34,751,372	$ 35,078,808

CITY OF INDUSTRY
ADOPTED ANNUAL BUDGET
CAPITAL IMPROVEMENT BUDGET
FISCAL YEAR 2015-2016

	Project Description	PROPOSED BUDGET 2015-16
1	GRADE SEPARATION PROJECTS	$ 8,460,000
2	STREET WIDENING, RECONSTRUCTION, RESURFACING AND SLURRY SEAL	16,892,000
3	BRIDGE WIDENING, SEISMIC RETROFIT AND MAINTEANCE IMPROVEMENTS	1,339,000
4	TRAFFIC SIGNAL IMPROVEMENTS	2,999,000
5	STORM DRAIN IMPROVEMENTS	2,942,000
6	RECLAIMED WATER SYSTEM IMPROVEMENTS	-
7	IPUC's POTABLE WATER SYSTEM AND ELECTRICAL DISTRIBUTION SYSTEM	1,350,000
8	METROLINK/COMMUTER/RAIL STATION	114,000
9	EXPO CENTER SEWER SYSTEM IMPROVEMENT	1,560,000
10	INDUSTRY HILLS	516,000
11	EL ENCANTO HEALTHCARE FACILITY	115,000
12	SAN GABRIEL CANYON PROPERTIES	441,000
13	TONNER CANYON	315,000
14	INDUSTRY HOUSING AND PROPERTY MANAGEMENT	515,000
	Total	$ 37,558,000

CITY COUNCIL

ITEM NO. 7.3

HANDOUT ITEM

RESOLUTION NO. CC 2015-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING A BUDGET FOR THE FISCAL YEAR 2015-2016.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

Section 1. The City budget for the fiscal year 2015-2016 is hereby approved.

Section 2. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED and ADOPTED this 28th day of May 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

CITY COUNCIL

ITEM NO. 7.4

RESOLUTION NO. CC 2015-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A SALARY RANGE SCHEDULE FOR CITY EMPLOYEES AND OFFICERS

THE CITY COUNCIL OF THE CITY OF INDUSTRY RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council finds as follows:

A. The City Council is authorized under Government Code Section 36506 to establish salary ranges for appointed City employees and officers.

B. The City has followed all legal prerequisites prior to the adoption of this Resolution.

Section 2. Adoption of Salary Schedule. The City Council hereby approves the City of Industry Salary Range Schedule attached as Exhibit A. The Salary Range Schedule will be effective as of May 28, 2015. All prior Salary Range Schedules are superseded by this Resolution.

Section 3. Public Review. The City of Industry Salary Range Schedule will be promptly made available for public review during normal business hours upon request. A copy of the Salary Range Schedule will be retained for at least five years following the effective date of this Resolution.

Section 4. Certification. The City Clerk is directed to certify to the passage and adoption of this resolution.

PASSED, APPROVED and ADOPTED on this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

EXHIBIT A

CITY OF INDUSTRY SALARY RANGE SCHEDULE

[Attached]

(Exhibit "A")

CITY OF INDUSTRY
SALARY RANGE SCHEDULE
(Effective May 28, 2015)

CATEGORY	POSITION	ANNUAL SALARY RANGE
Administrative Services A	Receptionist	$42,000 - $62,000
Administrative Services B	Administrative Analyst	$63,000 - $88,000
	Human Resources Assistant	$53,000 - $78,000
	Planning Assistant	$53,000 - $78,000
Administrative Services C	Assistant Human Resources Director	$73,000 - $115,000
	Deputy City Clerk	$73,000 - $115,000
	Deputy City Treasurer	$73,000 - $115,000
	Executive Assistant to the City Manager	$73,000 - $115,000
	Senior Planner	$73,000 - $115,000
Executive Staff	City Manager	$183,000 - $235,000
	City Engineer/Director of Public Works	$168,000 - $225,000
	City Treasurer	$115,000 - $195,000
	City Clerk	$105,000 - $170,000
	Planning Director	$105,000 - $170,000
	Human Resources Director	$105,000 - $170,000
	City Controller	$115,000 - $195,000
Planning Commission	Board Member	$600 - $700 (Monthly Stipend)
Civic-Recreational-Industrial-Authority (CRIA)	Board Member	$600 - $700 (Monthly Stipend)

CITY COUNCIL

ITEM NO. 7.5

RESOLUTION NO. CC 2015-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AUTHORIZING THE CREATION OF A CITY OPERATING RESERVE FUND, SPECIAL REVENUE OPERATING RESERVE, ENTERPRISE FUND OPERATING RESERVE, AND A CITY CAPITAL IMPROVEMENT RESERVE FUND AND AUTHORIZING CERTAIN APPROPRIATION TO VARIOUS FUNDS

WHEREAS, the City of Industry has previously approved a 2015-16 fiscal year City Budget providing for the expenditure of City revenues for specific purposes; and

WHEREAS, said Budget and accounts therein and monies appropriated thereto may be adjusted between accounts as necessary to serve the needs of the City.

NOW, THERFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, DOES HEREBY DIRECT THAT BALANCES IN THE CITY OF INDUSTRYS FUNDS SHALL BE APPROPRIATED AS FOLLOWS:

SECTION 1. There is hereby established a General Fund Operating Reserve and an appropriation in the amount of $33,300,000 is hereby authorized thereto to be funded as of June 30, 2015 from any unexpended or unappropriated General Fund balances on that date.

SECTION 2. There is hereby established a Special Revenue Fund Operating Reserve and an appropriation in the amount of $4,686,000 is hereby authorized thereto to be funded as of June 30, 2015 from any unexpended or unappropriated Special Revenue balances on that date.

SECTION 3. There is hereby established a Enterprise Fund Operating Reserve and an appropriation in the amount of $10,582,000 is hereby authorized thereto to be funded as of June 30, 2015 from any unexpended or unappropriated Enterprise Fund balances on that date.

SECTION 4. There is hereby established a City Capital Improvement Reserve Fund for various capital improvement projects and an appropriation in the amount of $37,600,000 is hereby authorized thereto to be funded as of June 30, 2015 from any unexpended or unappropriated General Fund balance on that date.

SECTION 5 The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED and ADOPTED this 28th day of May 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

CITY COUNCIL

ITEM NO. 8.1

CNC
ENGINEERING
Consulting Civil Engineers · Surveyors

MEMORANDUM

TO: John D. Ballas, City Engineer **DATE:** May 21, 2015

FROM: James Cramsie
Joshua Nelson **JOB NO.:** JN-7446

SUBJECT: Ordinance Amending and Restating Municipal Code Chapters 13.16 Pertaining to Stormwater Runoff and Urban Runoff Pollution Control and Repealing Chapter 13.17 Pertaining to Standard Urban Stormwater Mitigation Plan Implementation

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Attached for introduction and first reading is Ordinance No. 792. Pursuant to the requirements of the Los Angeles County Stormwater (MS4) Permit (RWQCB Order R4-2012-0175), each permittee is required to adopt a Low Impact Development (LID) Ordinance. The intent of the ordinance is to establish criteria for development and redevelopment within the city consistent with the requirements to meet receiving water and effluent limitations (water quality standards) set forth in the MS4 Permit. The permit also requires that an adopted LID ordinance be in place at the time of final submittal of the Enhanced Watershed Management Program (EWMP) Plan on June 28th, 2015.

A review was performed of the City's existing city stormwater regulations, Municipal Code Chapters 13.16 (Storm Water and Urban Runoff Pollution Control) and Chapter 13.17 (Standard Urban Storm Water Mitigation Plan Implementation) to determine what modifications would be required to update these to meet the MS4 Permit requirements. After discussions with the City Attoney's office, it was determined that the above referenced chapters had outdated requirements and in some cases, overlapping requirements.

Therefore, it was decided to combine these two code chapters into one chapter and update it accordingly to meet the MS4 Permit requirements. The combined code provisions will amend and restate Chapter 13.16 of the Industry Municipal Code and Chapter 13.17 will be repealed.

The most significant changes in the amendments to Municipal Code Chapter 13.16 are related to new development and redevelopment projects; these planning and land development conditions are commonly referred to as low impact development provisions or LID. The ordinance amendments replace the development planning provisions of the 2001 Permit with the 2012 Permit LID requirements. Definitions in the chapter have been updated and other changes made for consistency with the 2012 Permit.

Proposed new development and redevelopment projects subject to LID will be required to retain the design storm onsite through infiltration, bioretention and/or rainfall harvest for non-potable use onsite (e.g., in cisterns). Projects will not be allowed to address stormwater runoff via treatment alone as was often done previously without first demonstrating that it is technically infeasible to retain the design storm runoff on site. If onsite retention of stormwater is demonstrated to be technically infeasible, then alternatives may include on-site biofiltration (flow-through treatment using engineered soils and planted systems), or on-site treatment (using chemical or physical methods) plus off-site mitigation of the design storm volume.
The 24-hour design storm depth has also increased from 0.75 inches to 0.9 to1.1 inches depending on precise project location on the County's historical rainfall map of the 85th percentile 24-hour storm depth.

Size thresholds that trigger LID requirements for projects are similar to the previous thresholds with some minor changes.

A copy of the draft LID Ordinance was submitted to Los Angeles Regional Water Quality Control Board staff for review and comment in April 2015. No comments or responses have been received as of the date on this memorandum, however, the City Attorney's office has had similar provisions approved as to form by the Board.

We recommend that the City Council introduce Ordinance No. 792.

By: James Cramsie, PE Signature: for James
Project Engineer

By: Joshua Nelson, PE Signature:
Sr. Project Manager

JN:jc

CNC
ENGINEERING

ORDINANCE NO. 792

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING AND RESTATING MUNCIPAL CODE CHAPTER 13.16 PERTAINING TO STORMWATER RUNOFF AND URBAN RUNOFF POLLUTION CONTROL AND REPEALING CHAPTER 13.17 PERTAINING TO STANDARD URBAN STORMWATER MITIGATION PLAN IMPLEMENTATION

THE CITY COUNCIL OF THE CITY OF INDUSTRY ORDAINS AS FOLLOWS:

SECTION 1. Findings. The City Council finds as follows:

A. The Congress of the United States ("Congress") has determined that pollutants contained in stormwater and other urban runoff are responsible for the environmental degradation of oceans, lakes, rivers, and other waters of the United States.

B. Congress, though the adoption of and amendments to the Clean Water Act of 1972, and in an effort to reduce pollutants discharged into the waters of the United States has extended National Pollutant Discharge Elimination System ("NPDES") requirements to regulate stormwater and dry weather runoff discharge into municipal separate storm sewer systems (“MS4”).

C. The City is a co-permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4" (Order No. R4-2012-0175), NPDES Permit No. CAS004001, effective December 28, 2012, issued by the California Regional Water Quality Control Board - Los Angeles Region (“municipal NPDES permit”), which also serves as a NPDES permit under the federal Clean Water Act. As a co-permittee, the City is required to maintain adequate legal authority within its respective jurisdiction to control pollutant discharges and to require the use of control measures to prevent or reduce the discharge of pollutants into the MS4 to achieve water quality standards.

D. In order to control, in a cost-effective manner, the quantity and quality of stormwater and dry weather runoff to the maximum extent practicable, the adoption of reasonable regulations is essential.

E. The City is authorized by Article XI, §5 and §7 of the California Constitution to exercise the police power of the State by adopting regulations to promote public health, public safety and general welfare.

F. The City also has authority under the California Water Code to adopt and enforce ordinances imposing conditions, restrictions and limitations with respect to any activity which might degrade the quality of waters of the State.

G. The City has adopted Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) and Chapter 13.17 (Standard Urban Stormwater Mitigation Plan Implementation) of the Industry Municipal Code in order to comply with the requirements of applicable federal and state water quality laws and to provide an acceptable program for the conservation and protection of

water resources within the City, as well as to protect the health, safety and general welfare of its citizens.

H. The City is committed to a stormwater regulatory and management program that protects water quality and water supply by employing watershed-based approaches that attempt to balance environmental, social, and economic considerations.

I. Low Impact Development (LID) is widely recognized as a sensible approach to managing the quantity and quality of stormwater and non-stormwater runoff by setting standards and practices to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge.

J. The City desires to repeal the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements in Municipal Code Chapter 13.17 and replace them by providing LID strategies for development and redevelopment projects as set forth in the proposed amendments to Chapter 13.16. To the extent there are conflicts between this ordinance and previously adopted SUSMP or LID manuals or regulations, the standards in this ordinance will prevail.

K. The adoption of this ordinance in order to implement the stormwater and pollutant control measures described in and required under the municipal MS4 permit in furtherance of the above-stated purposes is exempt from the provisions of the California Environmental Quality Act (CEQA), as provided in the categorical exemptions of classes 1, 3, 4, 5, 7, 8, 9, 21 and 32 of the CEQA Guidelines (Title 14, California Code of Regulations Sections 15301-15332).

SECTION 2. Amendments to IMC Chapter 13.16. Based on the findings made in Section 1 above, the City Council hereby approves the proposed amendments to Industry Municipal Code Chapter 13.16, which amended and restated chapter is attached as Exhibit A.

SECTION 3. Repeal of IMC Chapter 13.17. Based on the findings made in Section 1 above, and with the remaining relevant provisions of Industry Municipal Code Chapter 13.17 incorporated into the amended and restated Chapter 13.16, the City Council hereby repeals Industry Municipal Code Chapter 13.17.

SECTION 4. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any persons or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each any every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 5. Certification. The City Clerk is directed to certify the adoption of this ordinance and cause it to be published in accordance with applicable law.

PASSED, APPROVED, AND ADOPTED on this 11th day of June, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap
Deputy City Clerk

APPROVED AS TO FORM:

_____
Michele R. Vadon
City Attorney

EXHIBIT A

AMENDED AND RESTATED

Chapter 13.16

STORMWATER AND URBAN RUNOFF POLLUTION CONTROL

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13.16.010 Definitions.

For the purposes of this chapter, the following words and phrases will have the meanings set forth this section. Words and phrases not defined in this section or elsewhere in this chapter will have the meanings set forth in the regulations implementing the National Pollutant Discharge Elimination System, Clean Water Act Section 402, and the Porter Cologne Water Quality Control Act, as they may be amended from time to time, and if not defined in such laws, then the applicable definitions in the municipal NPDES permit or this code will apply.

"Automotive service facility" means a facility that is categorized in any one of the following Standard Industrial Classification (SIC) and North American Industry Classification System (NAICS) codes: 5013, 5014, 5541, 5511, 7532-7534, or 7536-7539.

"Best management practice (BMP)" means practices or physical devices or systems designed to prevent or reduce pollutant loading from stormwater or non-stormwater discharges to receiving waters, or designed to reduce the volume of stormwater or non-stormwater discharged to the receiving water.

"Biofiltration" means a LID BMP that reduces stormwater pollutant discharges by intercepting rainfall on vegetative canopy, and through incidental infiltration and/or

evapotranspiration, and filtration. Incidental infiltration is an important factor in achieving the required pollutant load reduction. The term “biofiltration” as used in this chapter is defined to include only systems designed to facilitate incidental infiltration or achieve the equivalent pollutant reduction as biofiltration BMPs with an underdrain (subject to approval by the Regional Board’s Executive Officer). Biofiltration BMPs include bioretention systems with an underdrain and bioswales.

“Bioretention” means a LID BMP that reduces stormwater runoff by intercepting rainfall on vegetative canopy, and through evapotranspiration and infiltration. The bioretention system typically includes a minimum 2-foot top layer of a specified soil and compost mixture underlain by a gravel-filled temporary storage pit dug into the in-situ soil. A bioretention BMP may be designed with an overflow drain, but may not include an underdrain. When a bioretention BMP is designed or constructed with an underdrain it is regulated by the municipal NPDES permit as biofiltration.

“Bioswale” means a LID BMP consisting of a shallow channel lined with grass or other dense, low-growing vegetation. Bioswales are designed to collect stormwater runoff and to achieve a uniform sheet flow through the dense vegetation for a period of several minutes.

“Clean Water Act” means the Federal Water Pollution Control Act (33 U.S.C. Section 1251 and following) as amended.

“Construction general permit” means NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities, NPDES No. CAS000002, SWRCB Order No. 2009-0009-DWQ, as amended by SWRCB Order 2010-0014-DWQ, as amended by SWRCB Order No. 2012-0006-DWQ and any amendments or successor permit to that permit.

“Control” means to minimize, reduce or eliminate by technological, legal, contractual, or other means, the discharge of pollutants from an activity or activities.

“Development” means construction, rehabilitation, redevelopment or reconstruction of any public or private residential project (whether single-family, multi-unit or planned unit development); industrial, commercial, retail, and other non-residential projects, including public agency projects; or mass grading for future construction.

“Directly adjacent” means situated within 200 feet of the contiguous zone required for the continued maintenance, function, and structural stability of the environmentally sensitive area.

“Discharge” when used without qualification means the discharge of a pollutant.

“Disturbed area” means an area that is altered as a result of clearing, grading, or excavation.

"Enforcement Officer" means any person authorized to enforce the provisions of this chapter.

“General construction activities storm water permit (GCASP)” means the general NPDES permit adopted by the State Board which authorizes the discharge of stormwater from construction activities under certain conditions.

“General industrial activities storm water permit (GIASP)” means the general NPDES permit adopted by the State Board which authorizes the discharge of stormwater from certain industrial activities under certain conditions.

“Hazardous material(s)” means any material(s) defined as hazardous by Division 20, Chapter 6.95 of the California Health and Safety Code.

“Hillside” means a property located in an area with known erosive soil conditions, where the development contemplates grading on any natural slope that is 25% or greater and where grading contemplates cut or fill slopes.

“Hydromodification” means the alteration of the hydrologic characteristics of coastal and non-coastal waters, which in turn could cause degradation of water resources.

"Illicit connection" means any human-made conveyance that is connected to the MS4 without a permit, through or by which an illicit discharge may be discharged. Examples include channels, pipelines, conduits, inlets, or outlets that are connected directly to the MS4.

"Illicit discharge" means any discharge into the MS4 or from the MS4 into a receiving water that is prohibited under local, state or federal law. This includes any non-stormwater discharge, except authorized non-stormwater discharges in accordance with the municipal NPDES permit; conditionally exempt non-stormwater discharges in accordance with the municipal NPDES permit; and non-stormwater discharges resulting from natural flows specifically identified in the municipal NPDES permit.

“Impervious surface” means any man-made or modified surface that prevents or significantly reduces the entry of water into the underlying soil, resulting in runoff from the surface in greater quantities and/or at an increased rate, when compared to natural conditions prior to development. Examples of places that commonly exhibit impervious surfaces include parking lots, driveways, roadways, storage areas, and rooftops.

“Industrial/commercial facility” means any facility involved used for the production, manufacture, storage, transportation, distribution, exchange or sale of goods or commodities, and any facility used in providing professional and nonprofessional services. This category of facilities includes, but is not limited to, any facility defined by the Standard Industrial Classifications (SIC). Facility ownership (federal, state, municipal, private) and profit motive of the facility’s owners or operators are not factors in this definition.

"Inspection" means the entry and conducting of an on-site review of structures and devices on a property, at reasonable times, to determine compliance with chapter or other applicable legal requirements.

“Low Impact Development (LID)” means building and landscape features designed to retain or filter stormwater runoff.

"Municipal NPDES permit" means the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach" (Order No. R4-2012-0175), NPDES Permit No. CAS004001, effective December 28, 2012, issued by the California Regional Water Quality Control Board – Los Angeles Region, and any amendments or successor permit to that permit.

“Municipal separate storm sewer system” or “MS4” means a conveyance or system of conveyances including municipal streets, alleys, catch basins, curbs, gutters, ditches, man-made channels, storm drains, conduits, or other facilities owned, operated, or maintained by the city and used for the purpose of collecting, storing, transporting or disposing of storm water, which are not part of a publicly owned treatment works, and which discharges directly or indirectly (through another agency’s MS4) to waters of the United States.

“National pollutant discharge elimination system (NPDES)” means the national program for issuing, modifying, revoking and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements under the Clean Water Act.

“Natural drainage system” means a drainage system that has not been improved (e.g., channelized or armored). The clearing or dredging of a natural drainage system does not cause the system to be classified as an improved drainage system.

“New development” means land disturbing activities; structural development, including construction or installation of a building or structure, creation of impervious surfaces; and land subdivision.

“Non-stormwater discharge” means any discharge to a municipal storm drain system that is not composed entirely of stormwater.

“Parking lot” means land area or facility for the parking or storage of motor vehicles used for businesses, commerce, industry, or personal use, with a lot size of 5,000 square feet or more of surface area, or with 25 or more parking spaces.

“Pollutant” means any “pollutant” defined in Section 502(6) of the Clean Water Act or incorporated into the California Water Code §13373.

“Rainfall harvest and use” means a LID BMP system designed to capture runoff, typically from a roof but can also include runoff capture from elsewhere within the site, and to provide for temporary storage until the harvested water can be used for irrigation or non-potable uses.

"Redevelopment" means land-disturbing activity that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site for all project categories except single family projects. For existing single family dwelling and accessory structures, redevelopment is the creation, addition, or replacement of 10,000 square feet or more of impervious surface area. Redevelopment includes but is not limited to: the expansion of a building footprint; addition or replacement of a structure; replacement of impervious surface area that is not part of a routine maintenance activity; and land disturbing activities related to structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.

“Regional Board” means the California Regional Water Quality Control Board, Los Angeles Region.

“Restaurant” means a facility that sells prepared foods and drinks for consumption, including stationary lunch counters and refreshment stands selling prepared foods and drinks for immediate consumption (SIC Code 5812).

“Retail gasoline outlet” means any facility engaged in selling gasoline and lubricating oils.

“Routine maintenance” includes projects conducted to:

A. Maintain the original line and grade, hydraulic capacity, or original purpose of the facility.

B. Perform as needed restoration work to preserve the original design grade, integrity and hydraulic capacity of flood control facilities.

C. Carry out road shoulder work, regrading dirt or gravel roadways and shoulders and performing ditch cleanouts.

D. Update existing lines and facilities to comply with applicable codes, standards, and regulations regardless if such projects result in increased capacity.

E. Repair leaks.

F. Conduct landscaping activities without changing existing or natural grades.

Routine maintenance does not include construction of new lines or facilities resulting from compliance with applicable codes, standards and regulations.

“Significant ecological area (SEA)” means an area that is determined to possess an example of biotic resources that cumulatively represent biological diversity, for the purposes of protecting biotic diversity, as part of the Los Angeles County General Plan.

"Stormwater" or “storm water” means any surface flow, runoff, or drainage associated with rain storm events or snow melt, as defined in 40 CFR Section 122.26(b)(13).

“State Board” means the California State Water Resources Control Board.

“USEPA” means the United States Environmental Protection Agency.

13.16.020 Purpose and intent.

The purpose of this chapter is to implement the Clean Water Act, the Porter-Cologne Water Quality Control Act, and the city’s municipal NPDES permit by:

A. Reducing pollutants in stormwater discharges to the maximum extent practicable;

B. Eliminating illicit connections and illicit discharges, thereby reducing the level of pollutants in stormwater and urban runoff into the city’s municipal separate storm sewer system (MS4);

C. Regulating non-stormwater discharges to the MS4; and

D. Incorporating best management practices and other mitigation measures and design features regarding stormwater runoff in new development and redevelopment projects located in the city.

13.16.030 Construction and application.

This chapter will be construed to assure consistency with the requirements of the Clean Water Act and the Porter Cologne Water Quality Control Act, and their implementing regulations, and the municipal NPDES permit.

13.16.040 Illicit discharges prohibited.

No person may cause, allow or facilitate an illicit discharge; or cause, permit, or allow any agent, employee, or independent contractor, to cause, allow, or facilitate an illicit discharge.

13.16.050 Illicit connections prohibited.

No person may construct, use, maintain, operate or utilize an illicit connection; or cause, permit, or allow any agent, employee, independent contractor or other person, to construct, maintain, operate, or utilize an illicit connection.

13.16.060 Spills, dumping and disposal prohibited.

A. No person may dump, deposit, release, spill, leak, pump, pour, emit, empty, discharge, inject, bury or dispose into the environment any solid waste or liquid waste, including any pollutant, in or upon any part of the MS4, or upon any public or private premises in the city, or to cause or permit any solid waste or liquid waste or other pollutant to come to be located upon, in, on or under any premises in the city, except in an authorized or permitted solid waste container or at an authorized or permitted solid waste facility or publicly owned or privately owned treatment works.

B. No person may intentionally dispose of leaves, grass, or other clippings, dirt or any other landscape debris into any part of the MS4.

C. No person may intentionally dispose of any pesticide, fungicide, or herbicide banned by, or not registered with the USEPA or the California Department of Pesticide Regulation, or a successor, into any part of the MS4.

D. No person may dispose of any hazardous material into any public litter container or any other trash receptacle accessible to the public.

E. No person may pour oil or grease, or the residue of oil or grease onto any parking lot, or any part of the MS4.

F. No person may place any washout water or other liquid in any container intended for the disposal of solid waste.

G. No person may wash restaurant or automotive service facility floor mats in any place where the wash or rinse water may flow into any part of the MS4.

13.16.070 Requirements for new development and redevelopment projects.

A. Compliance with Municipal NPDES Permit. The following new development and redevelopment projects are required to comply with the municipal NPDES permit:

1. All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area.

2. Industrial parks with 10,000 square feet or more of impervious surface area.

3. Commercial malls with 10,000 square feet or more of impervious surface area.

4. Retail gasoline outlets with 5,000 square feet or more of impervious surface area.

5. Restaurants (SIC 5812) with 5,000 square feet or more of impervious surface area.

6. Parking lots with 5,000 square feet or more of impervious area or with twenty-five or more parking spaces.

7. Single family hillside homes (residential developments or redevelopments).

8. Street and road construction of 10,000 square feet or more of impervious surface area must be consistent with the city's Green Street Policy. This street and road construction consistency requirement applies to stand alone streets, roads, and highway projects, and also applies to streets within larger projects.

9. Automotive service facilities with 5,000 square feet or more of impervious surface area.

10. Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:

a. Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and

b. Create 2,500 square feet or more of impervious surface area.

11. The following redevelopment projects:

a. Land-disturbing activities which create, add, or replace 5,000 square feet or more of impervious surface area on an already developed site excluding single family dwellings and accessory structures.

b. Land-disturbing activities which create, add, or replace 10,000 square feet or more of impervious surface area on existing single family dwellings and accessory structures.

c. Where redevelopment results in an alteration to more than fifty percent (50%) of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, the entire project must be mitigated.

d. Where redevelopment results in an alteration to less than fifty percent (50%) of impervious surfaces of a previously existing development, and the existing development was not subject to post-development stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

B. Exceptions to Compliance with Municipal NPDES Permit. The following do not constitute new development or redevelopment for purposes of compliance with the municipal NPDES permit:

1. Routine maintenance activities;

2. Discretionary permit projects or phased project applications, which have been deemed complete by _____ [the effective date of this amended chapter]; and

3. Discretionary permit projects without a valid vesting tentative map but which have received an extension of previously granted approvals by _____ [the effective date of this amended chapter].

C. Incorporation of Municipal NPDES Planning and Land Development Program Requirements into Project Plans. New development and redevelopment projects subject to the planning and land development requirements under the municipal NPDES permit must incorporate required BMPs into plans submitted to the city as follows:

1. In General. Projects must control pollutants, pollutant loads, and runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit.

2. Stormwater Mitigation. Project applicants must prepare a stormwater mitigation plan that includes those BMPs necessary to control stormwater pollution from the completed project. The structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) in the stormwater mitigation plan must meet the design standards set forth in the municipal NPDES permit.

3. Single-family Homes. To the extent that the city may lawfully impose conditions, mitigation measures or other requirements on the development or construction of a single-family home in a hillside area, a single-family hillside home development or redevelopment project must implement mitigation measures to:

a. Conserve natural areas;

b. Protect slopes and channels;

c. Provide storm drain inlet stenciling and signage;

d. Divert roof runoff to vegetated areas before discharge unless the diversion would result in slope instability; and

e. Direct surface flow to vegetated areas before discharge unless the diversion would result in slope instability.

4. Project Performance Criteria.

a. Project applicants must incorporate required BMPs into the plans submitted to the city.

b. Such BMPs must also be implemented to retain on-site the Stormwater Quality Design Volume (SWQDv) defined as the runoff from the following:

i. The 0.75-inch, 24-hour rain event; or

ii. The 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater.

c. Exemptions. The following projects are exempt from the project performance criteria of the municipal NPDES permit:

i. Single family hillside home development projects are exempt from the project performance criteria of the municipal NPDES permit unless they create, add, or replace 10,000 square feet or more of impervious surface area.

ii. Street and road construction projects of 10,000 square feet square feet or more of impervious surface area or street and road redevelopment projects of 5,000 feet or more of impervious surface area are exempt from the project performance criteria of the municipal NPDES permit but must be constructed in a manner consistent with the city's Green Streets Policy to the maximum extent practicable.

5. Alternative Compliance Measures. BMPs must meet the design specifications and on-site retention potential outlined in the municipal NPDES permit. Projects unable to retain 100% of the SWQDv on-site due to technical infeasibility or projects determined to provide an opportunity to replenish regional ground water supplies at an offsite location, as defined in the municipal NPDES permit, must implement alternative compliance measures in accordance with the municipal NPDES permit. Alternative compliance measures specified in the municipal NPDES permit include the following:

a. On-site biofiltration;

b. Offsite infiltration;

c. Ground water replenishment projects;

d. Offsite project – retrofit existing development; and

e. Regional stormwater mitigation program.

6. Hydromodification.

a. All non-exempt new development and redevelopment projects located within natural drainage systems as defined in the municipal NPDES permit must implement hydrologic control measures to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. Projects exempt from hydromodification controls are listed in the municipal NPDES permit.

b. Non-exempt new development and redevelopment projects must include one, or a combination of, hydromodification control BMPs, Low Impact Development (LID) strategies, or stream and riparian buffer restoration measures:

i. Single family homes are required to implement LID BMPs in accordance with subparagraphs (c)(i) through (c)(v) below of this subsection. Single family homes implementing such BMPs will satisfy the hydromodification requirements of the municipal NPDES permit.

ii. Non-single family home projects disturbing an area greater than one acre but less than 50 acres within natural drainage systems must demonstrate one of the following:

(a) The project has been designed to retain on-site, through infiltration, evapotranspiration, and/or harvest and use, the stormwater volume from the runoff of the 95th percentile, 24-hour storm; or

(b) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the 2-year, 24-hour rainfall event; or

(c) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J of the municipal NPDES permit, or other approved equations.

iii. Non-single family home projects disturbing 50 acres or more within natural drainage systems must demonstrate one of the following:

(a) The project has been designed to infiltrate on-site the stormwater volume from the runoff of the 2-year, 24-hour storm event, or

(b) The runoff flow rate, volume, velocity, and duration for the post-development condition do not exceed the pre-development condition for the 2-year, 24-hour rainfall event, or

(c) The erosion potential (Ep) in the receiving water channel will approximate 1, as determined by a hydromodification analysis study and the equation presented in Attachment J of the municipal NPDES permit, or other approved equations.

c. The following new development and redevelopment projects are exempt from implementation of hydromodification controls, where assessments of downstream channel conditions and proposed discharge hydrology indicate that adverse hydromodification effects are unlikely:

i. Projects that are replacement, maintenance, or repair of an existing flood control facility, storm drain, or transportation network;

ii. Redevelopment projects that do not increase the effective impervious area or decrease the infiltration capacity of pervious areas compared to conditions prior to the project;

iii. Projects with any increased discharge, directly or through a storm drain, to a sump, lake, area under tidal influence, into a waterway with a 100-year peak flow of 25,000 cfs or greater, or other receiving water that is not susceptible to impacts of hydromodification;

iv. Projects that discharge, directly or through a storm drain, into concrete or other engineered channels which discharge into receiving water that is not susceptible to impacts of hydromodification; and

v. LID BMPs implemented on single family homes.

d. New development and redevelopment projects subject to hydromodification assessments and controls must implement hydrologic control measures, in accordance with the municipal NPDES permit, to prevent accelerated downstream erosion and to protect stream habitat in natural drainage systems. The hydrologic controls are intended to minimize changes in post-development hydrologic stormwater runoff discharge rates, velocities, and duration.

D. Approval Procedure. No zone clearance, grading or building permits may be issued for any new development or redevelopment project until the city confirms that the project's stormwater mitigation plan complies with the applicable municipal NPDES permit requirements.

1. Review of Project Stormwater Mitigation Plans. The city will review the project stormwater mitigation plan to assure that all applicable requirements have been addressed and that the applicant has identified BMPs necessary to protect the MS4 from discharges. If the stormwater mitigation plan is found to comply with the provisions of this section, the zone clearance, grading or building permits may be issued for the project. If, during construction, the plan is found to be deficient by the city or any other agency with jurisdiction over the project, the applicant must amend the plan to address the deficiency.

2. Review of Operation, Maintenance and Monitoring Plans. With the exception of simple LID BMPs implemented on single family residences, project owners must provide an operation, maintenance and monitoring plan, and verification of ongoing maintenance provisions for LID practices and treatment control BMPs including but not limited to: final map conditions, legal agreements, covenants, conditions or restrictions, California Environmental Quality Act (CEQA) mitigation requirements, conditional use permits, and other legally binding maintenance agreements.

3. BMP Certification Statement for Issuance of Certificates of Occupancy or Building Final. As a condition for issuing a certificate of occupancy or building final for new development or a redevelopment project subject to the requirements of the municipal NPDES permit, the city will require facility operators and owners to build all the stormwater pollution control BMPs and structural or treatment BMPs that are shown on the approved project stormwater mitigation plan and to submit a signed certification statement stating that the site and all structural or treatment control BMPs will be maintained in compliance with the municipal NPDES permit and other applicable regulatory requirements.

E. Transfer of Properties Subject to Requirement for Maintenance of Structural and Treatment Control BMPs.

1. The transferee or any other successor or assign of a property subject to a requirement for maintenance of structural and treatment control BMPs must either:

a. Assume responsibility for maintenance of any existing structural or treatment control BMPs; or

b. Replace an existing structural or treatment control BMP with new control measures or BMPs meeting the then current standards of the city and the municipal NPDES permit.

Such requirement will be included in any city approval or permit that runs with the property or project, or in a recorded restrictive covenant for such property, and may also be included in any sale or lease agreement or deed for such property. Such transferee, successor, or assignee must also assume responsibility to conduct maintenance inspections of all structural or treatment control BMPs at least once a year and retain proof of inspection.

2. For residential properties where the structural or treatment control BMPs are located within a common area, which will be maintained by the community association or equivalent organization, this obligation will be enforced through an agreement with the association or in the city-approved covenants, conditions and restrictions (CC&Rs) for the association.

3. If structural or treatment control BMPs are located within an area proposed for dedication to a public agency, they will be the responsibility of the developer until the dedication is accepted.

13.16.080 Requirements for industrial/commercial and construction activities.

A. Each industrial discharger, discharger associated with construction activity, or other discharger described in any general stormwater permit addressing such discharges, as may be issued by the USEPA, the State Board, or the Regional Board, must comply with all requirements of such permit. Each discharger identified in an individual NPDES permit must comply with and undertake all activities required by such permit. Proof of compliance with any such permit may be required in a form acceptable to the enforcement officer prior to the issuance of any grading, building, final approval, or any other type of permit or license issued by the city.

B. Non-stormwater discharges to the MS4 from industrial, commercial, or construction activities are prohibited.

C. Industrial and commercial dischargers and dischargers associated with construction activities must implement effective BMPs, including source control BMPs, in accordance with the municipal NPDES permit to reduce pollutants in stormwater from such sites to the maximum extent practicable.

D. Stormwater runoff containing sediment, construction materials, or other pollutants from the construction site and any adjacent staging, storage or parking areas must be reduced to the maximum extent practicable.

E. Construction sites less than one acre must implement an effective combination of erosion and sediment control BMPs from the municipal NPDES permit to prevent erosion and sediment loss, and the discharge of construction wastes.

F. Construction sites covering one acre or more must adhere to the requirements set forth in the municipal NPDES permit and the construction general permit. A Stormwater Pollution Prevention Plan (SWPPP) for construction sites of one acre or greater must be developed by a Qualified SWPPP Developer (QSD) consistent with the municipal NPDES permit.

13.16.090 Enforcement.

A. Enforcement officers may carry out all inspections, surveillance, and monitoring procedures necessary to determine compliance or noncompliance with the municipal NPDES permit, including the prohibition of non-stormwater discharges into the MS4. With the consent of the owner or occupant or pursuant to an inspection warrant, any enforcement officer may establish on any property such devices as necessary to conduct sampling and monitoring activities necessary to determine the concentrations of pollutants in stormwater and non-stormwater runoff. The inspections may include but are not limited to:

1. Inspecting efficiency or adequacy of construction or post construction BMPs;

2. Inspecting, sampling and testing any area runoff, soils in areas subject to runoff, and/or treatment system discharges;

3. Inspection of the integrity of all storm drain and sanitary sewer systems, including the use of smoke and dye tests and video survey of such pipes and conveyance systems;

4. Inspection of all records of the owner, contractor, developer or occupant of public or private property relating to BMP inspections conducted by the owner, contractor, developer or occupant and obtaining copies of such records as necessary; and

5. Identifying points of stormwater discharge from the premises whether surface or subsurface and locating any illicit connection or discharge.

B. Facility Inspections. Commercial and industrial facilities must be periodically inspected by city enforcement officers. Inspections will be conducted no less than twice during the term of the municipal NPDES permit and as often as necessary as the city deems appropriate to verify compliance with this chapter.

C. Violations Deemed a Public Nuisance.

1. Any condition caused or permitted to exist in violation of any of the provisions of this chapter or the municipal NPDES permit is determined to be a threat to the public health, safety and welfare, is declared and deemed a public nuisance and may be abated or restored by any enforcement officer, and a civil or criminal action to abate, enjoin or otherwise compel the cessation of such nuisance may be brought by the city attorney.

2. The cost of such abatement and restoration will be borne by the owner of the property and the cost thereof will be invoiced to the owner of the property, as provided by law or this code for the recovery of nuisance abatement costs.

3. If any violation of this chapter or the municipal NPDES permit constitutes a seasonal and recurrent nuisance, the city manager will so declare. The failure of any person to take appropriate annual precautions to prevent stormwater pollution after written notice of a determination under this subsection will constitute a public nuisance and violation of this chapter.

D. Concealment. Causing, permitting, aiding, abetting, or concealing a violation of any provision of this chapter or the municipal NPDES permit will constitute a violation of such provision.

E. Civil Actions. In addition to any other remedies provided in this section, any violation of this chapter or the municipal NPDES permit may be enforced by civil action brought by the city. In any such action, the city may seek, as appropriate, any or all of the following remedies:

1. A temporary and permanent injunction;

2. Assessment of the violator for the costs of any investigation, inspection, or monitoring survey which led to the establishment of the violation, and for the reasonable costs of preparing and bringing legal action under this subsection;

3. Costs incurred in removing, correcting, or terminating the adverse effects resulting from violation; and/or

4. Compensatory damages for loss or destruction to water quality, wildlife, fish and aquatic life.

F. Administrative Enforcement Powers. In addition to the other enforcement powers and remedies established by this chapter, the city may utilize the following administrative remedies:

1. Cease and Desist Orders. When an enforcement officer finds that a discharge has taken place or is likely to take place in violation of this chapter or the municipal NPDES permit, the officer may issue an order to cease and desist such discharge, or practice, or operation likely to cause such discharge and direct that those persons not complying must:

a. Comply with the requirement;

b. Comply with a time schedule for compliance; and

c. Take appropriate remedial or preventive action to prevent the violation from recurring.

2. Notice to Clean. Whenever an enforcement officer finds any oil, earth, debris, grass, weeds, dead trees, solid waste or any other material of any kind that may cause pollution, in or upon the sidewalk abutting or adjoining any parcel of land, or upon any parcel of land or grounds, which may result in pollutants entering the MS4 or a non-stormwater discharge

to the MS4, the officer may give notice to the owner or occupant of the adjacent property to remove such oil, earth, debris, grass, weeds, dead trees, solid waste or other material that may cause pollution, in any manner that the officer may reasonably deem necessary. The recipient of such notice must undertake the activities described in the notice.

G. Penalties. Violation of this chapter or the municipal NPDES permit is punishable as a misdemeanor as set forth in Section 1.08.060 of this code. Each day that a violation continues constitute a separate offense.

H. Permit Revocation. To the extent the city makes a provision of this chapter or any identified BMP a condition of approval to the issuance of a permit or license, any person in violation of such condition is subject to the permit revocation procedures set forth in this code.

I. Remedies. Remedies specified in this chapter are in addition to and do not supersede or limit any and all other remedies, civil or criminal. The remedies provided for in this chapter are cumulative and not exclusive.

CITY COUNCIL

ITEM NO. 8.2

CNC
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Consulting Civil Engineers · Surveyors

MEMORANDUM

TO: John D. Ballas, City Engineer **DATE:** May 21, 2015

FROM: James Cramsie
Joshua Nelson **JOB NO.:** JN-7446

SUBJECT: Resolution of the City Council of the City of Industry Adopting a Green Street Policy

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Attached for consideration is a Resolution of the City Council of the City of Industry Adopting a Green Street Policy. Pursuant to the requirements of the Los Angeles County Stormwater (MS4) Permit (RWQCB Order R4-2012-0175), each permittee is required to adopt a Green Street Policy. The intent of the policy is to establish design guidelines for infrastructure improvement within the public right-of-way to meet receiving water and effluent limitations (water quality standards) set forth in the MS4 Permit. The permit also requires that an adopted Green Streets Policy be in place at the time of final submittal of the Enhanced Watershed Management Program (EWMP) Plan on June 28th, 2015.

In early 2013, the LA Permit group, which the city is involved with, retained Larry Walker and Associates to develop a draft Green Street Policy, consistent with the MS4 Permit, on behalf of the permitee's. This draft policy has been revised based on guidance letters issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) dated January 2014, discussions with other permittee's, staff, and legal counsel.

The Green Street Policy is intended to be a commitment on the part of the City to implement Low Impact Development (LID) features for street and roadway projects wherever feasible within the constraints (both fiscally and physically) that typically exist within streets and roadways (e.g., traffic, utilities, safety, geotechnical, etc.). Regional Board staff has stated that the policy must provide a "menu" of specific Best Management Practices (BMPs) for street and roadway projects in order to be considered in compliance with the MS4 Permit and that these BMPs must have technical specifications for design, which can be in the form of a separate manual that is referenced in the policy. The proposed Green Street Policy utilizes the United States Environmental Protection Agency's Managing Wet Weather with Green Infrastructure Municipal Handbook:Green Streets as the design reference for selected Green Street BMPs.

A copy of the proposed Green Street Policy was submitted to LARWQCB staff for review and comment in April 2015. No comments or responses have been received as of the date on this memorandum; however, the City Attorney's office has had a similar policy approved by the Board as consistent with the MS4 Permit.

We recommend that the City Council adopt the resolution approving the City's Green Street Policy.

By: James Cramsie, PE Signature: for James
Project Engineer

By: Joshua Nelson, PE Signature:
Sr. Project Manager

JN:jc

CNC
ENGINEERING

RESOLUTION NO. CC 2015-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A GREEN STREET POLICY

THE CITY COUNCIL OF THE CITY OF INDUSTRY RESOLVES AS FOLLOWS:

SECTION 1. Findings. The City Councils finds as follows:

A. Under the Federal Clean Water Act and the State Porter-Cologne Water Quality Control Act, the City is required to takes steps to reduce pollutants discharged into the waters of the United States through stormwater and dry weather runoff discharge into municipal separate storm sewer systems (“MS4”).

B. The City is a co-permittee under the "Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4" (Order No. R4-2012-0175), NPDES Permit No. CAS004001, effective December 28, 2012, issued by the California Regional Water Quality Control Board - Los Angeles Region (“municipal NPDES permit”).

C. The municipal NPDES permit allows municipalities to comply with its requirements through the preparation of a Watershed Management Program or an Enhanced Watershed Management Program.

D. The City has elected to comply with the requirements of the municipal NPDES permit by preparing an Enhanced Watershed Management Program in collaboration with the County of Los Angeles.

E. Municipalities choosing to comply with the requirements of the municipal NPDES permit through the preparation of an Enhanced Watershed Management Program are required to demonstrate that “green street” strategies are in place for applicable street and road construction projects.

F. Green street strategies are enhancements that provide multiple benefits including water quality improvement, groundwater replenishment, attractive streetscapes, traffic calming, pedestrian and bicycle accessibility, reduction in the heat island effect, and creation of linear or pocket parks.

G. The City is authorized by Article XI, §5 and §7 of the California Constitution to exercise the police power of the State by adopting policies and regulations to promote public health, public safety and general welfare.

H. The City also has authority under the California Water Code to adopt and enforce policies and regulations with respect to any activity which might degrade the quality of waters of the State.

SECTION 2. Adoption of Green Street Policy. The City Council hereby adopts as a policy of the City the Green Street Policy that is attached to this resolution as Exhibit A.

SECTION 3. The City Clerk is directed to certify to the passage of this Resolution.

PASSED, APPROVED AND ADOPTED on this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

City of Industry Green Street Policy

Purpose

This policy is enacted to demonstrate compliance with the NPDES MS4 Permit for the Los Angeles Region (Order No. R4-2012-0175).

The City of Industry (City) Department of Public Works (Department) shall implement green street Best Management Practices (BMPs) for transportation corridors associated with new and redevelopment street and roadway projects, including Capital Improvement Projects (CIPs).

Green streets are an amenity that provides many benefits including water quality improvement, groundwater replenishment, creation of attractive streetscapes, creation of parks and wildlife habitats, and pedestrian and bicycle accessibility. Green streets are defined as right-of-way areas that incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes.

Project characteristics or constraints may reduce the ability to incorporate Green Street BMPs. When planning for incorporation of BMPs and/or techniques into a roadway project, consideration should be given to the following:

- Right-of-way availability
- Adjacent agency owned land where BMPs, such as bioretention and infiltration basins, may be incorporated into the project.
- Existing utilities – availability of stormdrains or confliction with existing utility locations
- Soil type and elevated groundwater.
- Safety concerns – siting limitations or potential maintenance access concerns

Policy

A. Application. The Department shall require new development and/or redevelopment streets and roadway projects and CIP projects conducted within the right-of-way of transportation corridors to incorporate green street BMPs to the maximum extent practicable (MEP). For the purposes of this policy, MEP determination shall be on a project-by-project basis and at the discretion of the City Engineer and shall be based on a BMPs effectiveness, regulatory compliance, public acceptance, cost and technical feasibility. Street and roadway projects and CIP projects requiring Green Street BMPs shall meet one of the following criteria:

   a. Transportation corridors projects are major highways as defined in the City's General Plan which add at least 10,000 square feet of impervious surface.

   b. Street and road improvements resulting in the creation or addition or replacement of 5,000 square feet or more of impervious surface on an already developed site. Routine maintenance or repair and linear utility projects are excluded from these

redevelopment requirements. Routine maintenance includes slurry seals, repaving, and reconstruction of the road or street that maintain the original line and grade, hydraulic capcity, original purpose of facility or emergency redevelopment activity required to protect public health and safety.

c. Street and roadway projects and CIP projects with a cost of $500,000 or more.

B. Feasibility and Implementation. Implementation of BMPs within roadway projects requires that drainage patterns be considered such that drainage may be routed to the BMPs prior to entering the storm drain system or exiting the project area. Design of BMPs shall utilize available topography in order to utilize gravity for conveyance to and through each BMP designed into the project. Flow paths of higher flows must be considered when designing BMPs to ensure flooding or ponding does not occur in peak flow situations.

All roadway projects shall incorporate the following techniques and/or BMPs into the project design to the MEP standard:

- Conservation of natural areas to the extent feasible
- Use of landscaping that minimizes irrigation and runoff, and promotes surface infiltration
- Street trees to increase the canopy cover of a street
- Planter boxes/tree boxes to the extent feasible, and in compliance with City codes.

The extent to which BMPs may be incorporated into a project depends on the project type and project-specific feasibility. Feasibility of implementing BMPs may be affected by regulatory requirements, site-specific characteristics, and infrastructure and project specific characteristics. Therefore, each roadway project shall also evaluate the feasibility of incorporating the following BMPs into their project design to the MEP standard. The following table is provided to guide selection of BMP's for Green Street project:

City of Industry Green Street Project BMP Selection Guideline						
BMP Type	**Green Street Project Type**					**Slopes***
	Commercial Streets w/Curb and Gutter	**Roads w/rolled or soft shoulder**	**Minor Arterials**	**Major Arterials**	**Sidewalks**	
Alternative Street Designs	X	X	X	X	X	L/M/S
Street Trees/Canopy Rainfall Interception	X		X	X	X	
Stormwater Planter	X					L/M
Tree-Well Filter	X		X		X	L/M/S
Vegetated Swales	X	X	X	X		L/M
Filter Strips		X	X	X		L/M
Bioretention	X	X	X	X		L/M
Infiltration Trench	X	X			X	L/M
Dry Well		X				L/M
Permeable Pavement without Underdrain					X	L
Permeable Pavement with Underdrain	X	X			X	L/M
Proprietary Treatment Control Measures	X		X	X	X	

*L-Low, M-Moderate, S-Steep
X BMPs to be considered depending on green street project types and specific location.

Documentation of any infeasibility and/or project-specific constraints should be placed in the Project development file.

C. Amenities. The Department shall consider opportunities to replenish groundwater, create attractive streetscapes, create parks and wildlife habitats, and provide pedestrian and bicycle accessibility through new development and redevelopment of streets and roadway projects and CIPs.

D. Guidance. The Department shall use the USEPA's *Managing Wet Weather with Green Infrastructure Municipal Handbook: Green Streets*[1], or equivalent guidance developed by the Department for use in public and private developments.

E. Retrofit Scope. The Department shall use the City's Enhanced Watershed Management Program to identify opportunities for green street BMP retrofits. Final decisions regarding implementation will be determined by the City Engineer based on the availability of adequate funding.

F. Training. The Department shall incorporate aspects of green streets into internal annual staff trainings.

[1] EPA-833-F-08-009, December 2008.

CITY COUNCIL

ITEM NO. 8.3

CNC
ENGINEERING
Consulting Civil Engineers · Surveyors

MEMORANDUM

TO: John D. Ballas, City Engineer **DATE:** May 21, 2015

FROM: James Cramsie
Joshua Nelson **JOB NO.:** JN-7446

SUBJECT: Agreement between the Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority for participation in a joint Dominguez Channel/Harbor Toxic TMDL Monitoring Program

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On May 11, 2011, the California Regional Water Quality Control Board, Los Angeles Region adopted the "Dominguez Channel and Greater Harbors Toxic TMDL". This Total Maximum Daily Load (TMDL) requires cities and agencies (permittees) tributary to the Los Angeles and San Gabriel Rivers to conduct monitoring for toxic pollutants as defined by that TMDL. These pollutants and the associated testing method require the installation of specialized monitoring equipment. To reduce costs, the Gateway Water Management Authority (GWMA) has been requested to act as the fiduciary agent for the installation of and subsequent monitoring at three monitoring stations. All participating permittees will share the cost, responsibility and testing results.

The three monitoring stations will be located at or near:

- The existing Los Angeles River mass emission station at Wardlow
- Spring Street and the San Gabriel River (a new installation)
- The existing Coyote Creek mass emission station at Spring Street

To participate in the program, permittees will be required to sign an Agreement with GWMA. Due to the number of permittees involved, the Agreement is not subject to altering or customization. Cost shares were developed based on each watershed group paying (1) a shared baseline fee and (2) a fee based on area. Individual permittees were collectively assessed a shared baseline fee as if they were a group and an area fee. These are preliminary estimates which are likely to change as the number of participants is confirmed and final installation and monitoring cost are provided by the monitoring consultant. GWMA will also assess a 3% administrative fee for GWMA members and a 5% administrative fee for non-members to cover the cost of administering this program.

255 N. Hacienda Blvd., Suite 222 · City of Industry, CA 91744 · Phone 626-333-0336 · Fax 626-336-7076 · http//www.cnc-eng.com

The group has agreed that the total cost for developing the plans shall not exceed $110,000 for the initial year and $60,000 the 2nd and subsequent years. The group will provide funding in accordance with the cost allocation formula, which is based on percentage of area within the watershed area. See Exhibit 'A' of the Agreement for further details of the Cost Allocation Formula breakdown.

The Agreement has outlined the portion of the total cost the City of Industry will be responsible to contribute. The portion the city will contribute in the initial year is $4,178 and the second and subsequent years is $2,279 and will be invoiced by GWMA on an annual basis.

It is hereby recommended that the City Council approve the Agreement. Please forward to Claudia Lira for further processing.

By: James Cramsie, PE Signature: for James
Project Engineer

By: Joshua Nelson, PE Signature:
Sr. Project Manager

JN:jc

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ENGINEERING

AGREEMENT
BETWEEN THE LOS ANGELES GATEWAY REGION INTEGRATED REGIONAL WATER MANAGEMENT JOINT POWERS AUTHORITY
AND
CITY OF INDUSTRY

FOR COST SHARING FOR THE INSTALLATION OF MONITORING EQUIPMENT AND MONITORING PURSUANT TO THE HARBOR TOXIC POLLUTANTS TMDL

This Agreement is made and entered into as of April 29, 2015, by and between the Los Angeles Gateway Region Integrated Regional Water the City of Industry, (the "Permittee").

RECITALS

WHEREAS, the mission of the GWMA includes the equitable protection and management of water resources within its area;

WHEREAS, for the purposes of this Agreement, the term "MS4 Permittees" shall mean those public agencies that are co-permittees to a National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit Order ("MS4 Permit") issued by the Los Angeles Regional Water Quality Control Board;

WHEREAS, the United States Environmental Protection Agency established the Total Maximum Daily Loads ("TMDL") for Toxic Pollutants on March 23, 2012, with the intent of protecting and improving water quality in the Dominguez Channel and the Greater Los Angeles and Long Beach Harbor Waters ("Harbor Toxic Pollutants TMDL");

WHEREAS, the Harbor Toxic Pollutants TMDL regulates certain discharges from National Pollutant Discharge Elimination System ("NPDES") permit holders, requiring organization and cooperation among the Permittees;

WHEREAS, the Permittee manages, drains or conveys storm water into at least a portion of the Los Angeles River including the estuary or Coyote Creek or the San Gabriel River including the estuary;

WHEREAS, various MS4 Permittees desire to facilitate the achievement of the objectives of the Harbor Toxic Pollutants TMDL by installing one monitoring station in the Los Angeles River at Wardlow Road, one monitoring station in the San Gabriel River near Spring Street, and one monitoring station in the Coyote Creek, also near Spring Street and conducting monitoring at said monitoring stations (collectively "Monitoring Stations") to ensure consistency with other regional monitoring programs and usability with other TMDL related studies;

WHEREAS, installation of the Monitoring Stations and future monitoring requires administrative coordination for the various MS4 Permittees that the GWMA can provide;

WHEREAS, individual MS4 permittees that are not GWMA members have indicated a desire to participate in the cost sharing for the installation of the Monitoring Stations and the costs of monitoring conducted at the Monitoring Stations (collectively "Monitoring Costs");

WHEREAS, the GWMA Board of Directors authorized the GWMA to enter into individual separate agreements with such individual MS4 Permittees (which shall not have voting rights in any group relating to the GWMA Members) for purposes of only cost sharing in the Monitoring Costs;

WHEREAS, the members of the GWMA are the Cities of Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, Whittier, Central Basin Municipal Water District and the Long Beach Water Department ("GWMA Members");

WHEREAS, because GWMA Members already currently pay annual membership fees that pay for GWMA administrative costs, GWMA Members that participate in the cost share for the Monitoring Costs shall pay a three percent (3%) administrative fee on each payment to cover various administrative costs;

WHEREAS, MS4 Permittees that are not GWMA Members that participate in the cost share for the Monitoring Costs shall pay a five percent (5%) administrative fee on each payment to cover various administrative costs;

WHEREAS, currently a majority of MS4 Permittees tributary to the Los Angeles and San Gabriel River systems have committed to cost share for the Monitoring Costs;

WHEREAS, because of the financial savings and benefits resulting from this cost-sharing arrangement, other MS4 Permittees may request to participate in the cost sharing of the Monitoring Costs;

WHEREAS, the cost-share formula, set forth in Exhibit "A" of this Agreement, currently assumes the participation of the maximum number of MS4 Permittees required to comply with the monitoring requirements of the Harbor Toxic Pollutants TMDL;

WHEREAS, it is currently unknown how many MS4 Permittees will ultimately participate in the cost sharing of the Monitoring Costs;

WHEREAS, because some definite maximum cost share amount per participating Permittee is required for planning purposes, this Agreement requires each participating Permittee to submit an initial payment that includes the first year payment plus a deposit that is 25% of the first year payment cost identified in Exhibit "A" of this Agreement, to account for possible non-participation of some MS4 Permittees in the cost share for the Monitoring Costs;

WHEREAS, depending on how many MS4 Permittees ultimately participate in the cost sharing for the Monitoring Costs, each participating Permittee's annual cost share amount will be adjusted and the GWMA will notify each participating Permittee of its adjusted annual cost share amount in writing;

WHEREAS, the "Initial Payment Amount" and the "Annual Payment Amount" identified in Section 8 ("Financial Terms") of this Agreement represent the maximum dollar amounts that the Permittee is required to submit to the GWMA, but may be reduced based on the final number of MS4 Permittees that participate in the cost sharing for the Monitoring Costs;

WHEREAS, if the actual cost share amount is less than the Initial Payment Amount paid by the Permittee, the GWMA will notify the Permittee and shall credit any balance in excess of the actual cost share amount towards the Permittee's "Annual Payment Amount" in subsequent years;

WHEREAS, the Permittee desires to share in the Monitoring Costs;

WHEREAS, the Permittee and the GWMA are collectively referred to as the "Parties";

WHEREAS, the Parties have determined that authorizing GWMA to hire additional consultant as necessary to install the Monitoring Stations and conduct the monitoring required by the Harbor Toxic Pollutants TMDL will be beneficial to the Parties;

WHEREAS, the Permittee agrees to pay: (a) its proportional share of the Monitoring Costs to be incurred by the GWMA in accordance with the Cost Sharing Formula reflected in **Exhibit "A",** (b) a deposit of 25% of the "Initial Payment Amount" and a deposit of 25% of the "Annual Payment Amount"; and (c) applicable administrative fees to cover administrative costs; and

WHEREAS, the role of the GWMA is to: (1) invoice and collect funds from the Permittee to cover its portion of the Monitoring Costs; and (2) hire and retain consultants to install Monitoring Stations and conduct monitoring at the Monitoring Stations.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein, the Parties do hereby agree as follows:

Section 1. Recitals. The recitals set forth above are fully incorporated as part of this Agreement.

Section 2. Purpose. The purpose of this Agreement is for the Permittee to cost share in the Monitoring Costs.

Section 3. Cooperation. The Parties shall fully cooperate with one another to achieve the purposes of this Agreement.

Section 4. Voluntary Nature. The Parties voluntarily enter into this Agreement.

Section 5. Binding Effect. This Agreement shall become binding on GWMA and the Permittee.

Section 6. Term. This Agreement shall commence on July 1, 2015 and shall expire on June 30, 2018, unless terminated earlier pursuant to this Agreement.

Section 7. Role of the GWMA.

(a) The GWMA shall invoice and collect funds from the Permittee to cover the Monitoring Costs; and

(b) The GWMA shall administer the consultants' contracts for the Monitoring Costs.

Section 8. Financial Terms.

(a) Initial Payment Amount. The Permittee shall pay no more than Five Thousand Four Hundred Thirty-One Dollars and Forty Cents ($5,431.40) for the initial payment ("Initial Payment Amount") , for the 2015-2016 fiscal year to the GWMA for managing the installation of the Monitoring Stations and the monitoring data collected at the Monitoring Stations for the 2015-2016 fiscal year. This Initial Payment Amount includes: (1) the Permittee's cost share amount ("Cost Share Amount") identified in **Exhibit "A"**, attached hereto and incorporated herein; (2) the administrative fee identified in subsection (c) of this Section 8; and (3) a deposit in the amount of 25% of the Permittee's Cost Share Amount identified in **Exhibit "A"**.

(b) Annual Payment Amount. For each subsequent fiscal year, commencing with the 2016-2017 fiscal year, the Permittee shall pay no more than Two Thousand Nine Hundred Sixty-Two Dollars and Seventy Cents ($2,962.70) ("Annual Payment Amount") annually on a fiscal year (July 1st to June 30th) basis to the GWMA in exchange for the monitoring data collected from the Monitoring Stations. This price assumes the participation of the maximum number of MS4 Permittees subject to the Harbor Toxic Pollutants TMDL. This Annual Payment Amount includes: (1) the Permittee's Cost Share Amount identified in **Exhibit "A"**, attached hereto and incorporated herein; (2) the administrative fee identified in subsection (c) of this Section 8; and (3) a deposit in the amount of 25% of the Permittee's Cost Share Amount identified in **Exhibit "A"**.

(c) Adjustment of Cost Share Based on Number of Participants. The "Initial Payment Amount" and the "Annual Payment Amount" identified in Section 8 ("Financial Terms") of this Agreement represent the maximum dollar amounts that the Permittee is required to submit to the GWMA, but may be reduced based on the final number of MS4 Permittees that participate in the cost sharing for the Monitoring Costs. In the event that fewer than the maximum number of MS4 Permittees participate, the GWMA will notify the Permittee in writing that the Permittee's cost share amount will be adjusted accordingly. If the Permittee's actual cost share amount plus administrative

costs are less than the Initial Payment Amount paid by the Permittee, the GWMA will notify the Permittee in writing and shall credit any balance in excess of the actual cost share amount towards the Permittee's "Annual Payment Amount" in subsequent years;

(d) Administrative Costs. As part of the Initial Payment Amount and the Annual Payment Amount, the Permittee shall also pay its proportional share of the GWMA's staff time for hiring the consultants and invoicing the Permittee, audit expenses and other overhead costs, including reasonable legal fees incurred by the GWMA in the performance of its duties under this Agreement ("Administrative Costs"). The GWMA shall charge five percent (5%) of each Permittee's Cost Share Amount identified in **Exhibit "A"** to the Permittee's annual invoice to cover the Permittee's share of the Administrative Costs.

(e) The Permittee's Initial Payment Amount shall cover the 2015-2016 fiscal year and is due upon execution of this Agreement, but in no event later than June 30, 2015. For each subsequent fiscal year, commencing with the 2016-2017 fiscal year, the GWMA shall submit annual invoices to the Permittee for the Annual Payment Amount no later than the April 1st prior to the new fiscal year.

(f) Upon receiving an invoice from the GWMA, the Permittee shall pay the invoiced amount to the GWMA within thirty (30) days of the invoice's date.

(g) The Permittee shall be delinquent if its invoiced payment is not received by the GWMA within forty-five (45) days after the invoice's date. If the Permittee is delinquent, the GWMA will: 1) verbally contact the representative of the Permittee; and 2) submit a formal letter from the GWMA Executive Officer to the Permittee at the address listed in Section 12 of this Agreement. If payment is not received within sixty (60) days of the original invoice date, the GWMA may terminate this Agreement. However, no such termination may be ordered unless the GWMA first provides the Permittee with thirty (30) days written notice of its intent to terminate the Agreement. The terminated Permittee shall remain obligated to GWMA for its delinquent payments and any other obligations incurred prior to the date of termination. If the GWMA terminates this Agreement because the Permittee is delinquent in its payment, the Permittee shall no longer be entitled to the monitoring data collected from the Monitoring Stations.

(h) Any delinquent payments by the Permittee shall accrue compound interest at the average rate of interest paid by the Local Agency Investment Fund during the time that the payment is delinquent.

Section 9. <u>Independent Contractor</u>.

(a) The GWMA is, and shall at all times remain, a wholly independent contractor for performance of the obligations described in this Agreement. The GWMA's officers, officials, employees and agents shall at all times during the term of this Agreement be under the exclusive control of the GWMA. The Permittee cannot control the conduct of the GWMA or any of its officers, officials, employees or agents. The

GWMA and its officers, officials, employees, and agents shall not be deemed to be employees of the Permittee.

(b) The GWMA is solely responsible for the payment of salaries, wages, other compensation, employment taxes, workers' compensation, or similar taxes for its employees and consultants performing services hereunder.

Section 10. Indemnification and Insurance.

(a) The Permittee shall defend, indemnify and hold harmless the GWMA and its officers, employees, and other representatives and agents from and against any and all liabilities, actions, suits proceedings, claims, demands, losses, costs, and expenses, including legal costs and attorney's fees, for injury to or death of person(s), for damage to property (including property owned by the GWMA) for negligent or intentional acts, errors and omissions committed by the Permittee or its officers, employees, and agents, arising out of or related to that Permittee's performance under this Agreement, except for such loss as may be caused by GWMA's negligence or that of its officers, employees, or other representatives and agents, excluding the consultant.

(b) GWMA makes no guarantee or warranty that any monitoring data prepared by the consultants shall be approved by the relevant governmental authorities. GWMA shall have no liability to the Permittee for the negligent or intentional acts or omissions of GWMA's consultants. The Permittee's sole recourse for any negligent or intentional act or omission of GWMA's consultants shall be against consultants and their insurance.

Section 11. Termination.

(a) The Permittee may terminate this Agreement for any reason, or no reason, by giving the GWMA prior written notice thereof, but the Permittee shall remain responsible for its entire Annual Payment Amount through the end of the current fiscal year during which Permittee terminates the Agreement and shall not be entitled any refund of any portion of said Annual Payment Amount. Moreover, unless the Permittee provides written notice of termination to the GWMA by February 15th immediately prior to the new fiscal year, the Permittee shall also be responsible for its Annual Payment Amount through the end of the new fiscal year (*e.g.*, If the Permittee terminates on March 1st, 2016, the Permittee is responsible for the Annual Payment Amounts for both FY 2015-2016 and FY 2016-2017. If the Permittee terminates on February 10, 2016, the Permittee is responsible for its Annual Payment Amount only for FY 2015-2016, not for FY 2016-2017). If the Permittee terminates the Agreement, the Permittee shall remain liable for any loss, debt, or liability otherwise incurred through the end of the new fiscal year.

(b) The GWMA may, with a vote of the GWMA Board, terminate this Agreement upon not less than thirty (30) days written notice to the Permittee. Any remaining funds not due and payable or otherwise legally committed to Consultant shall

be returned to the Permittee.

Section 12. Miscellaneous.

(a) The Permittee has been accepted as a participant in the cost sharing for the Monitoring Costs and shall not be entitled to appoint a representative or to vote or participate in any way in decisions assigned to GWMA Members. Participant status entitles the Permittee only to the monitoring data collected from the Monitoring Stations for any fiscal year in which the participant has paid its Annual Payment Amount.

(b) Notices. All Notices which the Parties require or desire to give hereunder shall be in writing and shall be deemed given when delivered personally or three (3) days after mailing by registered or certified mail (return receipt requested) to the following address or as such other addresses as the Parties may from time to time designate by written notice in the aforesaid manner:

To GWMA:

Ms. Toni Penn
GWMA Administrative/Accounting Assistant
GWMA
16401 Paramount Boulevard
Paramount, CA 90723

To the Permittee:

Mr. John D. Ballas
City Engineer
City of Industry
15625 E. Stafford Street, #100
City of Industry, CA 91744
jdballas@cityofindustry.org

(c) Amendment. The terms and provisions of this Agreement may not be amended, modified or waived, except by a written instrument signed by all Parties.

(d) Waiver. Waiver by either the GWMA or the Permittee of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver, by the GWMA or the Permittee, to any breach of the provisions of this Agreement shall not constitute a waiver of any other provision or a waiver of any subsequent breach of any provision of this Agreement.

(e) Law to Govern: Venue. This Agreement shall be interpreted, construed, and governed according to the laws of the State of California. In the event of litigation between the Parties, venue shall lie exclusively in the County of Los Angeles.

(f) No Presumption in Drafting. The Parties to this Agreement agree that the general rule than an agreement is to be interpreted against the Party drafting it, or causing it to be prepared, shall not apply.

(g) Severability. If any term, provision, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and this Agreement shall be read and construed without the invalid, void, or unenforceable provisions(s).

(h) Entire Agreement. This Agreement constitutes the entire agreement of the Parties with respect to the subject matter hereof and supersedes all prior or contemporaneous agreements, whether written or oral, with respect thereto.

(i) Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be an original, but all of which taken together shall constitute but one and the same instrument, provided, however, that such counterparts shall have been delivered to all Parties to this Agreement.

(j) Legal Representation. All Parties have been represented by counsel in the preparation and negotiation of this Agreement. Accordingly, this Agreement shall be construed according to its fair language.

(k) Authority to Execute this Agreement. The person or persons executing this Agreement on behalf of Permittee warrants and represents that he or she has the authority to execute this Agreement on behalf of the Permittee and has the authority to bind Permittee.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed on their behalf, respectively, as follows:

DATE:_____

LOS ANGELES GATEWAY REGION INTEGRATED REGIONAL WATER MANAGEMENT JOINT POWERS AUTHORITY

_____
Christopher S. Cash
GWMA Chair

DATE: _____

PERMITTEE
CITY OF INDUSTRY

_____
Signature

_____
Print Name

_____
Print Title

EXHIBIT "A"

COST SHARE MATRIX
ATTACHED

Harbor Toxics TMDL Monitoring

Los Angeles River Watersheds

				(50% equal share, 50% by area)			(50% equal share, 50% by area)		
				Installation and 1st Year's operations $110,000			2nd Year and subsequent years $60,000		
Group Name	**Cities/ Permittees Involved**	**Area (acres)**	**Area**	**Base Cost**	**Area Cost**	**Total Cost**	**Base Cost**	**Area Cost**	**Total Cost**
Upper Los Angeles River Watershed Group	Alhambra	4,884	1.3%	$653	$687	$1,340	$356	$375	$731
	Burbank	11,095	3.0%	$653	$1,561	$2,214	$356	$852	$1,208
	Calabasas	4,006	1.1%	$653	$564	$1,217	$356	$307	$664
	Glendale	19,588	5.3%	$653	$2,756	$3,409	$356	$1,503	$1,860
	Hidden Hills	961	0.3%	$653	$135	$788	$356	$74	$430
	La Canada Flintridge	5,534	1.5%	$653	$779	$1,432	$356	$425	$781
	Los Angeles	181,288	48.8%	$653	$25,511	$26,164	$356	$13,915	$14,271
	Montebello	5,356	1.4%	$653	$754	$1,407	$356	$411	$767
	Monterey Park	4,952	1.3%	$653	$697	$1,350	$356	$380	$736
	Pasadena	14,805	4.0%	$653	$2,083	$2,737	$356	$1,136	$1,493
	Rosemead	3,311	0.9%	$653	$466	$1,119	$356	$254	$610
	San Gabriel	2,645	0.7%	$653	$372	$1,025	$356	$203	$559
	San Marino	2,410	0.6%	$653	$339	$992	$356	$185	$541
	South Pasadena	2,186	0.6%	$653	$308	$961	$356	$168	$524
	Temple City	2,577	0.7%	$653	$363	$1,016	$356	$198	$554
	Unincorporated	40,553	10.9%	$653	$5,707	$6,360	$356	$3,113	$3,469
Lower Los Angeles River Watershed	Downey	3,546	1.0%	$1,306	$499	$1,805	$713	$272	$985
	Lakewood	51	0.0%	$1,306	$7	$1,313	$713	$4	$716
	Long Beach	12,301	3.3%	$1,306	$1,731	$3,037	$713	$944	$1,657
	Lynwood	3,098	0.8%	$1,306	$436	$1,742	$713	$238	$950
	Paramount	1,997	0.5%	$1,306	$281	$1,587	$713	$153	$866
	Pico Rivera	1,510	0.4%	$1,306	$212	$1,519	$713	$116	$828
	Signal Hill	774	0.2%	$1,306	$109	$1,415	$713	$59	$772
	South Gate	4,704	1.3%	$1,306	$662	$1,968	$713	$361	$1,074
Rio Hondo/San Gabriel River Water Quality Group	Arcadia	6,912	1.9%	$1,493	$973	$2,466	$814	$531	$1,345
	Azusa	0	0.0%	$1,493	$0	$1,493	$814	$0	$814
	Bradbury	512	0.1%	$1,493	$72	$1,565	$814	$39	$854
	Duarte	832	0.2%	$1,493	$117	$1,610	$814	$64	$878
	Monrovia	5,056	1.4%	$1,493	$711	$2,204	$814	$388	$1,202
	Sierra Madre	1,792	0.5%	$1,493	$252	$1,745	$814	$138	$952
	Unincorporated	1,792	0.5%	$1,493	$252	$1,745	$814	$138	$952
Upper Reach 2 Group	Bell	1,676	0.5%	$1,493	$236	$1,729	$814	$129	$943
	Bell Gardens	1,577	0.4%	$1,493	$222	$1,715	$814	$121	$935
	Commerce	4,195	1.1%	$1,493	$590	$2,083	$814	$322	$1,136
	Cudahy	786	0.2%	$1,493	$111	$1,603	$814	$60	$875
	Huntington Park	1,930	0.5%	$1,493	$272	$1,764	$814	$148	$962
	Maywood	754	0.2%	$1,493	$106	$1,599	$814	$58	$872
	Vernon	3,298	0.9%	$1,493	$464	$1,957	$814	$253	$1,067
Other	Carson*	- -	- -	- -	- -	- -	- -	- -	- -
	Compton*	- -	- -	- -	- -	- -	- -	- -	- -
	El Monte	4,482	1.2%	$5,225	$631	$5,856	$2,850	$344	$3,194
	South El Monte	1,577	0.4%	$5,225	$222	$5,447	$2,850	$121	$2,971
LACFCD (5%)	- -	- -	- -	- -	- -	**$5,500**	- -	- -	**$3,000**
	Totals	**371,303**	**100.0%**	**$52,250**	**$52,250**	**$104,500**	**$28,500**	**$28,500**	**$57,000**

GWMA members will pay an additional 3% in administrative costs
Non-GWMA members will pay an additional 5% in administrative costs

GWMA will collect a 25% deposit on each cost share amount listed in case a city decides to drop out

**did not indicate intent to participate*

Last update 4/6/2015

Harbor Toxics TMDL Monitoring

San Gabriel River Watersheds

				(50% equal share, 50% by area)			(50% equal share, 50% by area)		
				Installation and 1st Year's operations $110,000			2nd Year and subsequent years $60,000		
Group Name	**Cities/ Permittees Involved**	**Area (acres)**	**Area**	**Base Cost**	**Area Cost**	**Total Cost**	**Base Cost**	**Area Cost**	**Total Cost**
Rio Hondo/San Gabriel River Water Quality Group	Arcadia	128	0.1%	$1,493	$41	$1,534	$814	$22	$837
	Azusa	5,952	3.6%	$1,493	$1,897	$3,389	$814	$1,035	$1,849
	Bradbury	704	0.4%	$1,493	$224	$1,717	$814	$122	$937
	Duarte	64	0.0%	$1,493	$20	$1,513	$814	$11	$825
	Monrovia	64	0.0%	$1,493	$20	$1,513	$814	$11	$825
	Sierra Madre	0	0.0%	$1,493	$0	$1,493	$814	$0	$814
	Unincorporated	1,344	0.8%	$1,493	$428	$1,921	$814	$234	$1,048
Upper San Gabriel River	Baldwin Park	4,335	2.6%	$1,742	$1,381	$3,123	$950	$753	$1,703
	Covina	4,481	2.7%	$1,742	$1,428	$3,170	$950	$779	$1,729
	Glendora	9,307	5.7%	$1,742	$2,966	$4,707	$950	$1,618	$2,568
	Industry	7,647	4.7%	$1,742	$2,437	$4,178	$950	$1,329	$2,279
	La Puente	2,207	1.3%	$1,742	$703	$2,445	$950	$384	$1,334
	Unincorporated	40,812	24.9%	$1,742	$13,005	$14,746	$950	$7,093	$8,043
East San Gabriel Valley Watershed Management Area	Claremont	5,790	3.5%	$2,613	$1,845	$4,457	$1,425	$1,006	$2,431
	La Verne	5,030	3.1%	$2,613	$1,603	$4,215	$1,425	$874	$2,299
	Pomona	7,929	4.8%	$2,613	$2,527	$5,139	$1,425	$1,378	$2,803
	San Dimas	8,539	5.2%	$2,613	$2,721	$5,333	$1,425	$1,484	$2,909
Lower San Gabriel River	Bellflower	1,216	0.7%	$1,045	$387	$1,432	$570	$211	$781
	Cerritos	5,645	3.4%	$1,045	$1,799	$2,844	$570	$981	$1,551
	Diamond Bar	4,563	2.8%	$1,045	$1,454	$2,499	$570	$793	$1,363
	Downey	4,237	2.6%	$1,045	$1,350	$2,395	$570	$736	$1,306
	Lakewood	1,293	0.8%	$1,045	$412	$1,457	$570	$225	$795
	Long Beach	2,138	1.3%	$1,045	$681	$1,726	$570	$372	$942
	Norwalk	6,246	3.8%	$1,045	$1,990	$3,035	$570	$1,086	$1,656
	Pico Rivera	3,929	2.4%	$1,045	$1,252	$2,297	$570	$683	$1,253
	Santa Fe Springs	5,683	3.5%	$1,045	$1,811	$2,856	$570	$988	$1,558
	Whittier	9,382	5.7%	$1,045	$2,990	$4,035	$570	$1,631	$2,201
Other	El Monte	1,577	1.0%	$2,613	$503	$3,115	$1,425	$274	$1,699
	Irwindale	6,152	3.8%	$2,613	$1,960	$4,573	$1,425	$1,069	$2,494
	South El Monte	1,823	1.1%	$2,613	$581	$3,193	$1,425	$317	$1,742
	Walnut	5,757	3.5%	$2,613	$1,834	$4,447	$1,425	$1,001	$2,426
	West Covina*	- -	- -	- -	- -	- -	- -	- -	- -
LACFCD (5%)	- -	- -	- -	- -	- -	**$5,500**	- -	- -	**$3,000**
	Totals	**163,974**	**100.0%**	**$52,250**	**$52,250**	**$104,500**	**$28,500**	**$28,500**	**$57,000**

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**did not indicate intent to participate*

Last update 4/6/2015

Harbor Toxics TMDL Monitoring

Coyote Creek Watersheds

				(50% equal share, 50% by area)			(50% equal share, 50% by area)		
				Installation and 1st Year's operations $110,000			2nd Year and subsequent years $60,000		
Group Name	**Cities/ Permittees Involved**	**Area (acres)**	**Area**	**Base Cost**	**Area Cost**	**Total Cost**	**Base Cost**	**Area Cost**	**Total Cost**
Lower San Gabriel River	Artesia	1,037	2.0%	$2,613	$1,062	$3,675	$1,425	$579	$2,004
	Cerritos	5,645	11.1%	$2,613	$5,781	$8,394	$1,425	$3,153	$4,578
	Diamond Bar	4,563	8.9%	$2,613	$4,673	$7,286	$1,425	$2,549	$3,974
	Hawaiian Gardens	614	1.2%	$2,613	$629	$3,241	$1,425	$343	$1,768
	La Mirada	5,018	9.8%	$2,613	$5,139	$7,752	$1,425	$2,803	$4,228
	Lakewood	1,293	2.5%	$2,613	$1,324	$3,937	$1,425	$722	$2,147
	Long Beach	2,138	4.2%	$2,613	$2,190	$4,802	$1,425	$1,194	$2,619
	Norwalk	6,246	12.2%	$2,613	$6,397	$9,009	$1,425	$3,489	$4,914
	Santa Fe Springs	5,683	11.1%	$2,613	$5,820	$8,433	$1,425	$3,175	$4,600
	Whittier	9,382	18.4%	$2,613	$9,608	$12,221	$1,425	$5,241	$6,666
Other	Hacienda Heights*	- -	- -	- -	- -	- -	- -	- -	- -
	Unincorporated	9,400	18.4%	$26,125	$9,627	$35,752	$14,250	$5,251	$19,501
LACFCD (5%)	- -	- -	- -	- -	- -	**$5,500**	- -	- -	**$3,000**
	Totals	**51,019**	**100.0%**	**$52,250**	**$52,250**	**$104,500**	**$28,500**	**$28,500**	**$57,000**

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**did not indicate intent to participate*

Last update 4/6/2015

CITY COUNCIL

ITEM NO. 8.4

CITY OF INDUSTRY

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

MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: John Ballas

DATE: May 21, 2015

SUBJECT: **Traffic Analysis To Study Five Intersections Along Nogales Street**

Attached for your consideration is a traffic analysis report prepared for the Alameda Corridor East Construction Authority (ACE) which studied the impacts to five intersections along Nogales Street during the concurrent closure of Fairway Drive (between Walnut Drive North and Business Parkway) and Fullerton Road (northerly of Railroad Street). Neither Fairway Drive nor Fullerton Road would be closed until after the completion of the Nogales Street Grade Separation Project currently under construction by ACE, is completed and open for traffic.

During the concurrent closure of Fairway and Fullerton, Nogales Street is a logical detour route for north and southbound traffic since it will be fully grade separated and provide three lanes in each direction. Detour traffic from Fairway or Fullerton can access Nogales by traveling along nearby parallel connector streets being Walnut Drive or San Jose Avenue. The study assumes that during both morning and afternoon peak hours, approximately 47% of traffic presently using Fullerton will travel easterly to Nogales, and of the traffic presently using Fairway, approximately 54% in the morning and 45% in the afternoon will travel westerly to Nogales.

Under these assumptions, four of the studied intersections along Nogales can accept the additional traffic within acceptable levels of service. The fifth intersection at Nogales and San Jose Ave will not. The study recommends that the eastbound and westbound left turn movements on San Jose be enhanced from protected/permissive to fully protected with the use of dedicated left turn arrows. Even so, the single left turn lanes will not provide sufficient capacity and the intersection will operate at Level of Service (LOS) E in the morning peak hour and (LOS) F in the evening peak hour. Widening the approaches of San Jose Avenue to provide dual left turns is not recommended as this impact is considered only temporary.

Other measures may be taken to mitigate the impacts at Nogales and San Jose such as adding additional traffic signal time for the left turns westbound on San Jose to southbound Nogales. In addition, LA County will be requested to eliminate the parking along San Jose Avenue from Fairway Drive to Nogales with the possibility of re-striping this portion of San Jose for two lanes of travel in either direction.

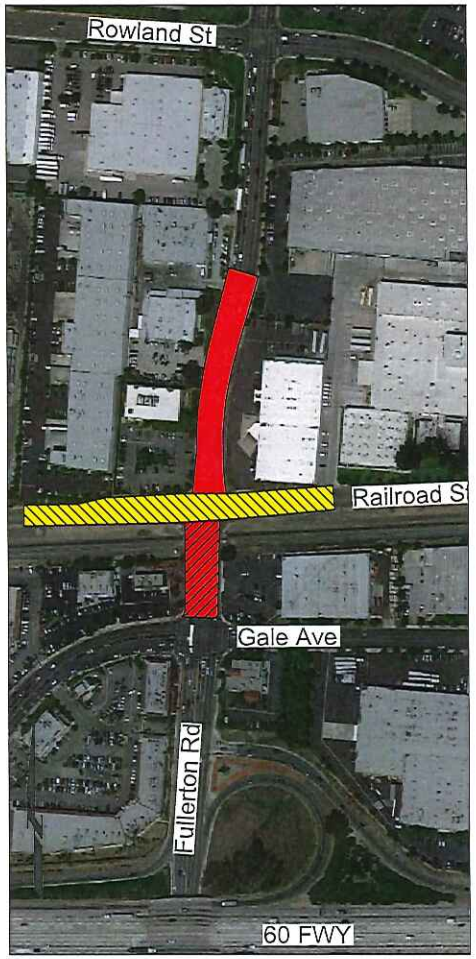
As indicated in the attached letter from ACE, grant funding for the Fullerton Road Grade Separation Project is dependent upon ACE awarding the contract and starting construction by March 2016. The Fairway Drive Grade Separation Project was under similar time restrictions and as a condition

of state grant funding, the project started two months ago. The alternative to lessening impacts to Nogales Street is to postpone the Fullerton Grade Separation project, however that in itself, is to not accept the conditions of the state grant funding and not build the project. The prospects of securing similar state or federal grant funds to construct the project in the future is not promising.

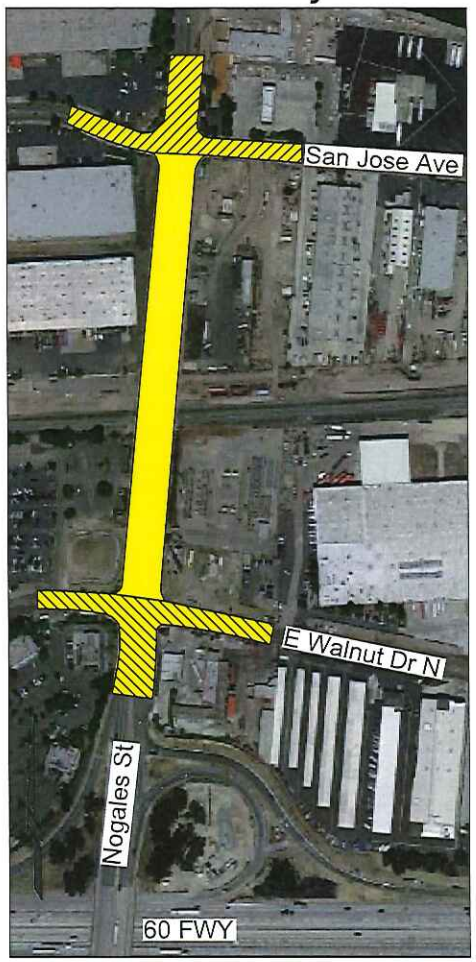
Staff, therefore, recommends that the City Council approve the traffic analysis and approve the concurrent closure of Fairway Drive and Fullerton Road with the completed Nogales Grade Separation to be used as the primary detour route.

JDB:mk

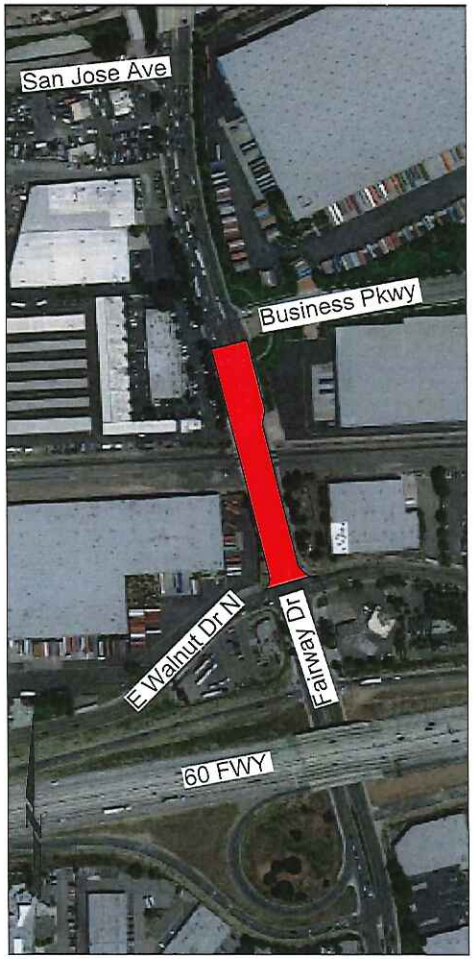
ACE Projects Estimated Closures



Fullerton Rd Grade Separation



Nogales St Grade Separation



Fairway Dr Grade Separation

Lemon Ave Project

Closed 9/2016 to 1/2020

Closed 4/2018 to 1/2020

Closed 3/2019 to 3/2020

Closed 9/2014 to 12/2015

Closed 3/2015 for 14days

Closed 5/2015 for 56 Hours

Closed 9/2016 to 6/2018

Open 8/2016

*Yellow indicates non-concurrent closure
*Red indicates concurrent closure

1/15/2015 G:\Jackie\Victoria\City of Industry Planned Road Closures 04_07_15

Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

April 16, 2015

John Ballas
City Engineer
15625 E Stafford Street, Suite 100
City of Industry, CA

Re: ACE projects

Subject: Proposed Road Closures in the City of Industry

ACE has three active grade separation projects in the City of Industry. The three projects are on Fullerton Road, Nogales Street and Fairway Drive at the UPRR Los Angeles Subdivision crossing. Construction of these grade separations will require periodic road closures. These closures are to be coordinated to the greatest extent possible and in conjunction with the construction of the Lemon Avenue westbound on-ramp to SR-60, a Caltrans project.

The Nogales Street project located at the UPRR crossing north of Gale/Walnut is currently closed but will be reopened by its project completion currently scheduled to occur by December 2015.

The construction contract for Fairway Drive at the UPRR crossing north of Walnut Drive has been awarded and construction is scheduled to start May 2015. Fairway Drive will not be closed to traffic until the Lemon Avenue westbound on-ramp has been opened for traffic. The westbound Lemon Avenue on-ramp is currently scheduled to complete August 2016, after which it is proposed that Fairway will be closed for 22 months until June 2018.

Fullerton is in final design and construction is scheduled to begin by June 2016. Our state funding source requires us to award the construction project by March 2016. Three months after start of construction Fullerton Road is proposed to be closed north of Railroad Street to Rowland/San Jose. This is to install sewer and storm drain lines and lower the roadway. Access for local traffic will be maintained at all times. If allowed this closure will remain in effect until January 2020. Fullerton Road between Gale Avenue and Railroad Street is proposed to be closed to lower the roadway April 2018, which is two months before Fairway is once again open to traffic. The Fullerton Road closure between Gale and Railroad Street is expected to be from April 2018 to January 2020. Lastly, Railroad Street is proposed to be closed for bridge construction from March 2019 to March 2020.

The Nogales Street project will not impact the Fullerton or Fairway projects because it will be open to traffic prior to the start of both of these projects.

Concurrent closure

Fullerton Road north of Railroad Street to Rowland/San Jose is proposed to be closed concurrent with the Fairway Drive closure. The north-south thoroughfare of Nogales Street will be open to traffic before any closures on Fullerton Road or Fairway Avenue. I have attached a traffic study performed for the proposed concurrent closure of Fullerton and Fairway. It recommends mitigation of left turn phasing eastbound and westbound at the intersection of Nogales and San Jose. If approved this traffic signal modification can be performed with the Nogales project. The concurrent closure of Fullerton and Fairway is because of funding limitations on Fullerton which cannot be delayed until June 2018 when Fairway is once again open to traffic.

ACE requests that these concurrent closures be approved.

ALAMEDA CORRIDOR-EAST CONSTRUCTION AUTHORITY

Mark Christoffels
CEO

Attachments: ACE Projects Estimated Closures Exhibit dated 4/7/15
Traffic Analysis for the Diversion of Traffic onto Nogales Street, April 2015

Traffic Analysis

for:

The Diversion of Traffic Onto Nogales Street

Due to the Concurrent Closures
Of Fullerton Road and Fairway Drive
During Grade Separation Construction

In the City of Industry

April, 2015

Kimley»Horn

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TRAFFIC ANALYSIS
FOR THE DIVERSION OF TRAFFIC
ONTO NOGALES STREET

EXECUTIVE SUMMARY

The purpose of this report is to evaluate traffic conditions on Nogales Street during the concurrent temporary closure of two adjacent north-south arterials: Fullerton Road and Fairway Drive. The temporary closures are proposed during the construction phases of the Fullerton Road Grade Separation Project and the Fairway Drive Grade Separation Project. Both projects are overseen by the Alameda Corridor - East (ACE) Construction Authority, in cooperation with the City of Industry. The construction phase of the Fairway Drive Grade Separation Project will commence before the Fullerton Road Grade Separation Project, and both roadways are anticipated to be closed concurrently for a short duration. A portion of detour traffic from both closures will be routed onto Nogales Street. Our findings from the analysis are summarized below.

- Five intersections on Nogales Street were analyzed using the Highway Capacity Manual (HCM) 2000 methodology for signalized intersections during the morning and evening peak hours. The Intersection Capacity Utilization (ICU) methodology was also used to analyze signalized intersections.

- The study intersections on Nogales Streets were analyzed in the morning and evening peak hours with the traffic diverted around the Fairway Drive and Fullerton Road closures. The Nogales Street Grade Separation Project will be completed and open to traffic at the time of the analysis. With the traffic diverted, the following intersections will operate at unacceptable Levels of Service:

    - Nogales Street at San Jose Avenue – AM Peak (LOS E – HCM/ICU), PM Peak (LOS F – HCM/ICU)
    - Nogales Street at SR-60 Westbound Ramps – PM Peak (LOS E – ICU)

- From an HCM operations perspective, only the intersection of Nogales Street and San Jose Avenue will operate deficiently based on the HCM delay analysis. While the remaining two intersections exceed capacity based on the ICU methodology, they cannot be improved due to geometric constraints. The addition of capacity at these intersections is not a feasible option.

- Analysis for the Nogales Street at San Jose Avenue intersection included mitigations proposed by the Fairway Grade Separation Transportation Management Plan, prepared by CH2MHILL; the Fullerton Road Grade Separation Project Temporary Closure, prepared by Kimley-Horn and Associates, Inc.; as well as the addition of mitigation proposed in this report. These mitigations are as follows:

- Provide one exclusive left-turn lane, one through lane, and one shared through-right lane in the westbound direction, per the mitigation measure proposed in the Fairway Grade Separation Transportation Management Plan.
- Re-stripe the eastbound approach to convert the shared through/right lane to an exclusive right-turn lane, per the mitigation measure proposed in the Fullerton Road Grade Separation Project Temporary Closure report.
- Additionally, modify traffic signal equipment to provide eastbound and westbound protected left-turn phasing.

TRAFFIC ANALYSIS
FOR THE DIVERSION OF TRAFFIC
ONTO NOGALES STREET

INTRODUCTION

The purpose of this report is to evaluate traffic conditions on Nogales Street during the concurrent temporary closure of two adjacent north-south arterials: Fullerton Road and Fairway Drive. The temporary closures are proposed during the construction phases of the Fullerton Road Grade Separation Project and the Fairway Drive Grade Separation Project. Both projects are overseen by the Alameda Corridor - East (ACE) Construction Authority, in cooperation with the City of Industry. The construction phase of the Fairway Drive Grade Separation Project will commence before the Fullerton Road Grade Separation Project, and both roadways are anticipated to be closed concurrently for a short duration.

Fullerton Road is located one mile west of Nogales Street. Fairway Drive is located one mile east of Nogales Street. A portion of detour traffic from both closures will be routed onto Nogales Street.

This report evaluates the area bound by San Jose Avenue to the north, Colima Road to the south, Fullerton Road to the west, and Fairway Drive to the east.

The study area for this report includes the following five intersections:

1. Nogales Street at San Jose Avenue
2. Nogales Street at Gale Avenue/Walnut Drive
3. Nogales Street at SR-60 Westbound Ramps
4. Nogales Street at SR-60 Eastbound Ramps
5. Nogales Street at Colima Road

This report provides a peak hour analysis at the intersections listed above during the Fairway Drive and Fullerton Road closures, when some of the traffic is diverted onto Nogales Street. The closure overlap is expected to occur in late 2016 to early 2018.

EXISTING ROADWAY CONDITIONS

Nogales Street is a north-south arterial with three travel lanes in each direction and turn lanes at intersections. The posted speed limit is 40 miles per hour through the study area. Nogales Street is designated as a six-lane Major Highway on the City of Industry General Plan Roadway Classification Plan.

Fullerton Road is a north-south divided arterial, striped to provide two to three travel lanes in each direction and turn lanes at intersections. The two directions of travel are generally separated by a painted median or two-way left-turn lane, and the posted speed limit is 35 miles per hour in the vicinity of the project. Fullerton Road is designated as a six-lane Major Highway on the City of Industry General Plan Roadway Classification Plan.

Fairway Drive is a north-south arterial with three travel lanes in each direction and turn lanes at intersections. The posted speed limit is 40 miles per hour through the study area. Fairway Drive is designated as a six-lane Major Highway on the City of Industry General Plan Roadway Classification Plan.

Rowland Street/San Jose Avenue is an east-west arterial with two travel lanes in each direction. The two directions of travel are generally divided by a two-way left-turn lane with segments between Lawson Street and Fullerton Road and between Charlie Road and Nogales Street separated by a double yellow stripe. The posted speed limit is 35 miles per hour in the vicinity of the project. Rowland Street/San Jose Avenue is designated as a Collector Street on the City of Industry General Plan Roadway Classification Plan.

Gale Avenue is an east-west arterial with two travel lanes in each direction. The two directions of travel are generally divided by a two-way left-turn lane. The posted speed limit is 45 miles per hour in the vicinity of the project. Gale Avenue is designated as a Collector Street on the City of Industry General Plan Roadway Classification Plan. Gale Avenue becomes Walnut Drive to the east of Nogales Street.

Colima Road is an east-west arterial with three travel lanes in each direction and turn lanes at intersections. The posted speed limit is 40 miles per hour through the study area. Colima Road is designated as a six-lane Major Highway on the City of Industry General Plan Roadway Classification Plan.

LEVEL OF SERVICE METHODOLOGY

Peak hour Level of Service (LOS) calculations were conducted using the Synchro 8 Software, and based on the methodology presented in the Highway Capacity Manual, (HCM), 2000 edition. The HCM intersection methodology reports operating conditions based on average vehicle delay (in seconds) during the peak hour.

Level of Service was also calculated using the intersection capacity utilization (ICU) methodology, which reports the percentage of intersection capacity utilized during the peak hour. **Table 1** below provides the level of service thresholds for signalized intersections using the HCM methodology and the ICU methodology.

Table 1
Level of Service Thresholds

Level of Service	Signalized Intersections	
	Average Delay per Vehicle (sec) *	Volume-to-Capacity Ratio (v/c) **
A	≤10	≤0.60
B	> 10 and ≤ 20	> 0.60 and ≤ 0.70
C	> 20 and ≤ 35	> 0.70 and ≤ 0.80
D	> 35 and ≤ 55	> 0.80 and ≤ 0.90
E	> 55 and ≤ 80	> 0.90 and ≤ 1.00
F	> 80	> 1.00

* Highway Capacity Manual, 2000
** Los Angeles County Congestion Management Program

NOGALES STREET GRADE SEPARATION PROJECT

The Nogales Street Grade Separation Project, also a project overseen by ACE, is currently under construction. The project will replace the at-grade railroad crossing of Nogales Street and the Union Pacific Railroad (UPRR) tracks by constructing a six-lane roadway underpass and a railway bridge at its current grade. In March 2014, Nogales Street was temporarily closed to traffic between San Jose Avenue and Gale Avenue/Walnut Drive North to allow for construction. The duration of the closure is anticipated to be approximately 21 months.

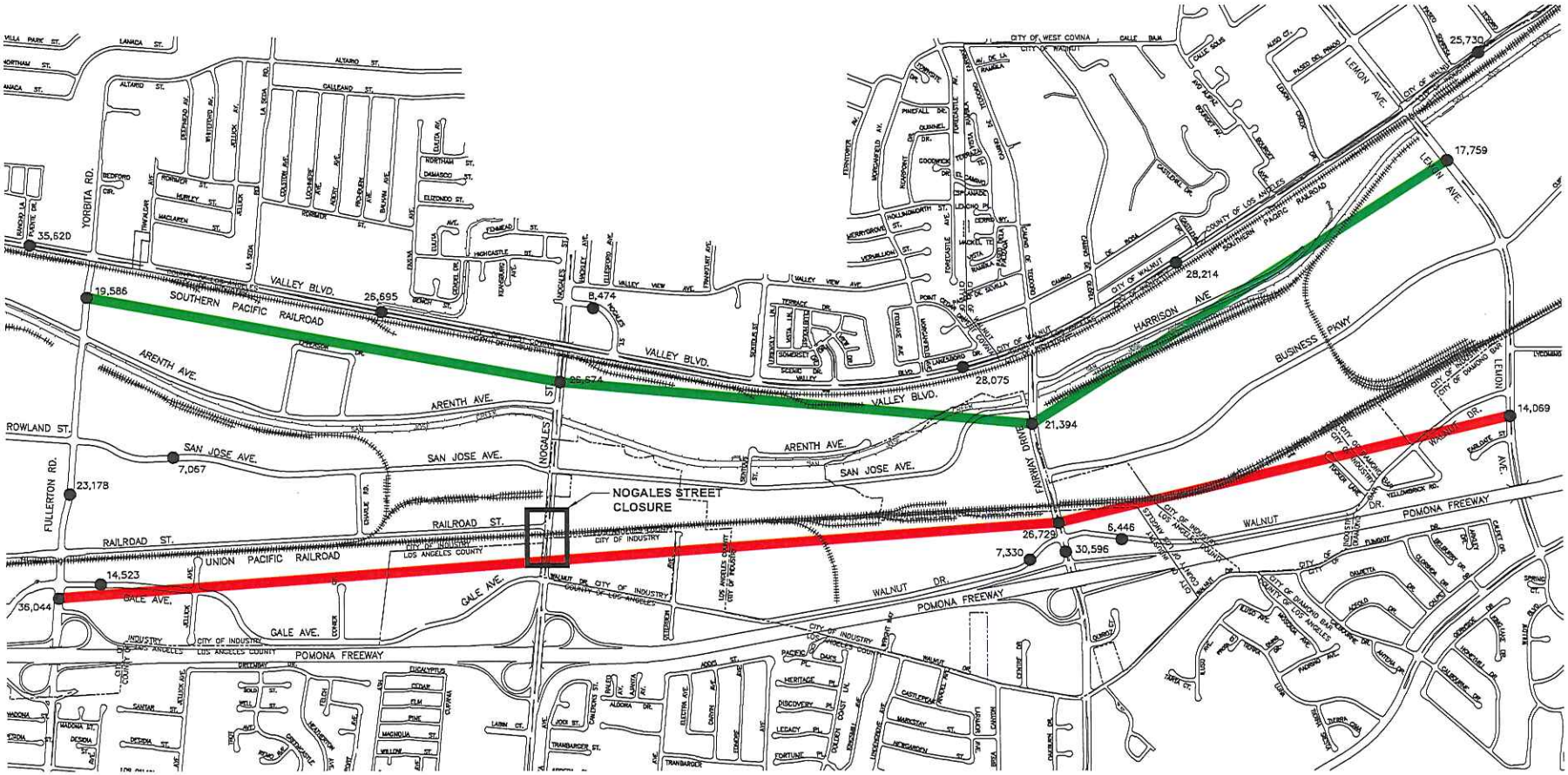
Prior to the closure of Nogales Street, The City of Industry collected daily traffic counts at 19 nearby roadway segments to assess current traffic conditions. The counts were collected over three consecutive typical weekdays (Tuesday – Thursday) in March 2014 and then averaged. The average daily traffic counts are provided on **Figure 1.**

For comparison, The City of Industry also collected traffic counts at the same 19 roadway segments during the Nogales Street closure to identify whether or not drivers are avoiding the area completely or are still coming to the area via local diversion routes. The average daily traffic counts, collected in October 2014, are provided on **Figure 2.**

To compare the counts, two screen lines were drawn – one north of the UPRR tracks and one south of the tracks, as shown in Figure 2. A screen line is an imaginary line drawn across a group of roadways providing like travel options, to measure the aggregate volume of traffic crossing from one side to the other.

The daily traffic passing through each of the screen lines were added together and compared. Comparison of the March 2014 to the October 2014 daily traffic counts shows that traffic across the screen line north of the tracks decreased by 4.3%, and increased across the screen line south of the tracks by 12.0%. With the Nogales Street closure, traffic on Fullerton Road, Fairway Drive, and Lemon Avenue – the closest alternative north-south streets in the area – would increase, with the greatest increases occurring on Fairway Drive. Based on the comparison, it was determined that traffic patterns from a regional perspective remained relatively stable, and that drivers were not avoiding the area. They were still accessing the area via local diversion routes. Since traffic during the closure of the Nogales Street has not decreased, it is anticipated that traffic would also not decrease in the area with the closures of both Fairway Drive and Fullerton Road and therefore no traffic volume reductions were applied.

The Nogales Street Grade Separation Project is expected to be complete and open to traffic in December 2015, prior to the closures of Fullerton Road and Fairway Drive.



TOTAL VOLUME OF SCREEN LINE : 85,413

TOTAL VOLUME OF SCREEN LINE : 76,842

LEGEND:
XX,XXX - AVERAGE DAILY TRAFFIC

FIGURE 1
CITY OF INDUSTRY
AVERAGE DAILY TRAFFIC COUNTS (MARCH 2014)
BEFORE NOGALES STREET
GRADE SEPARATION CONSTRUCTION CLOSURE

Kimley»Horn

K:\ORA_RDWY\094668001 – ACE Fullerton Grade Separation\1P1.200 – ENGINEERING DELIVERABLES\1P1.200.23 – CADD Workbook\Traffic Analysis\Industry ADT Counts_Exhibit – March 2014.dwg

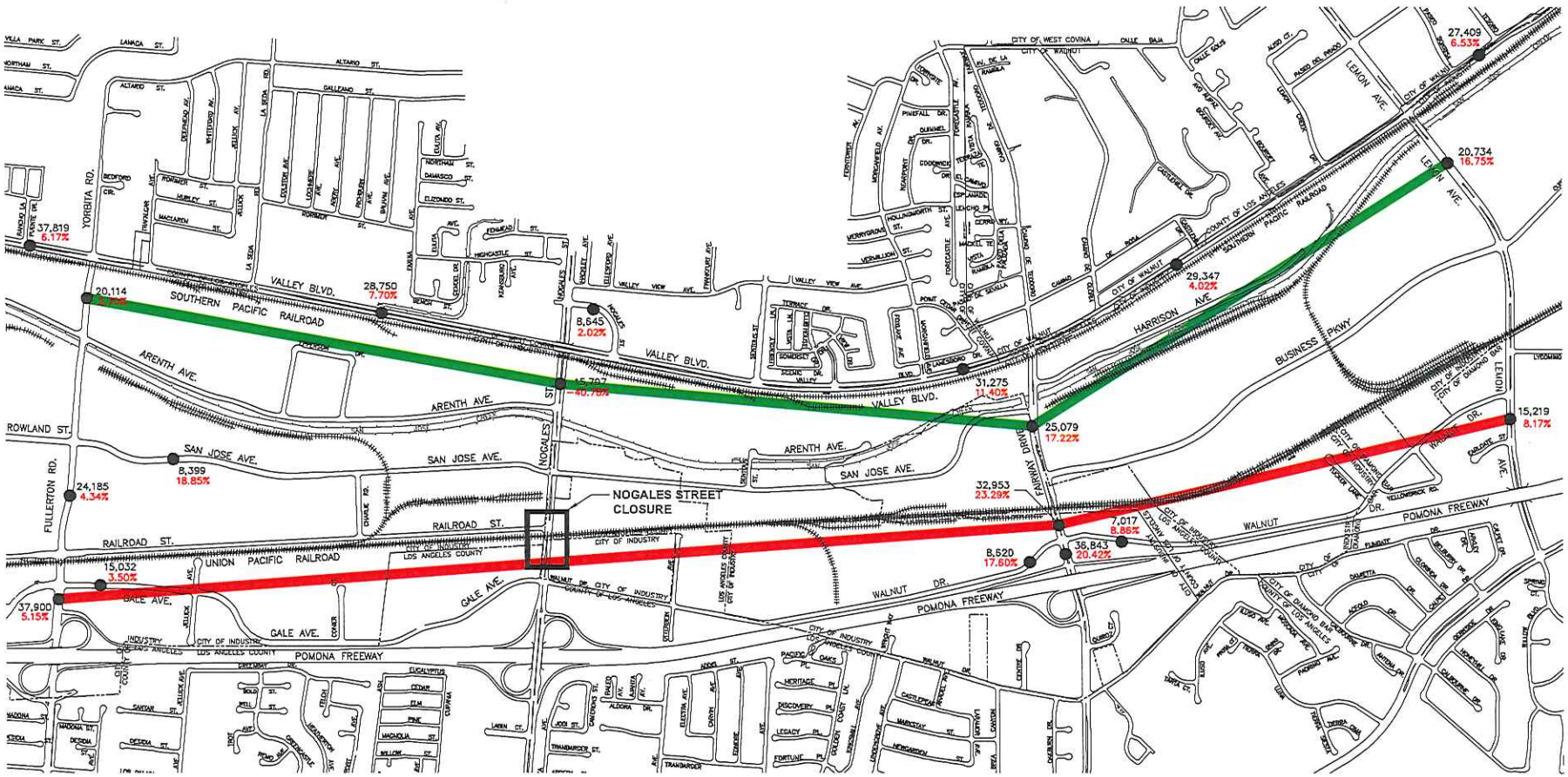


FIGURE 2
CITY OF INDUSTRY
AVERAGE DAILY TRAFFIC COUNTS (OCTOBER 2014)
AFTER NOGALES STREET
GRADE SEPARATION CONSTRUCTION CLOSURE

Kimley»Horn

K:\ORA_RDWY\094668001 – ACE Fullerton Grade Separation\1P1.200 – ENGINEERING DELIVERABLES\1P1.200.23 – CADD Workbook\Traffic Analysis\Industry ADT Counts_Exhibit – October 2014.dwg

FAIRWAY DRIVE GRADE SEPARATION PROJECT

The Fairway Drive Grade Separation Project, another project overseen by ACE, will include the construction of a railway bridge over a four-lane depressed Fairway Drive to separate the UPRR tracks from vehicular traffic. The project will lower Business Parkway and Walnut Drive to connect to the depressed Fairway Drive. The construction phase is anticipated to be divided into five main stages.

Fairway Drive Closure Conditions

During Stage 3 of the construction phase, Fairway Drive will be closed from San Jose Avenue to the SR-60 ramps to construct the railroad bridge and to improve portions of Walnut Drive and Business Parkway. Once the portion of Fairway Drive from San Jose Avenue to Business Parkway is constructed and open to traffic, Stage 4 is expected to begin. Fairway Drive will remain closed from south of Business Parkway to Walnut Drive to allow improvements on Fairway Drive. The overall duration of the construction phase is anticipated to be 42 months. The duration of the Fairway Drive closure is anticipated to be 22 months.

To the west of Fairway Drive, the Nogales Street Grade Separation Project is anticipated to be completed and open to traffic prior to the Fairway Drive closure.

Fairway Drive Closure Diverted Traffic Conditions

The Fairway Drive Grade Separation Project construction will close down Fairway Drive between Business Parkway and the SR-60. Traffic currently traveling on the segment will be diverted to the newly constructed Nogales Street to the west and Lemon Avenue to the east. There is one nearby project that will impact the traffic diversions to the east – the Lemon Avenue/SR-60 Interchange Project. Based on the Lemon Avenue/SR-60 interchange project schedule, it is anticipated that only the westbound on-ramps will be completed before the Fairway Closure, and therefore detour traffic will access Lemon Avenue via Walnut Drive.

FULLERTON ROAD GRADE SEPARATION PROJECT

The Fullerton Road Grade Separation Project will replace the at-grade railroad crossing of Fullerton Road and the UPRR tracks by raising the tracks by approximately 8.5 feet, and lowering Fullerton Road approximately 15.5 feet to pass under the tracks. As proposed, the intersection of Fullerton Road/Gale Avenue would also need to be lowered, since it is within the limits of the depression of Fullerton Road. Fullerton Road is also proposed to be grade separated from Railroad Street, removing the connection between the two roadways.

Fullerton Road Closure Conditions

During the construction of the grade separation, Fullerton Road will be closed from Gale Avenue to Rowland Street/San Jose Avenue via two separate closures. Fullerton Road will be closed to the north of Railroad Street for 39 months. The second closure involves the closing of Fullerton Road to the north of Gale Avenue. This closure is anticipated to span approximately 21 months, during which construction of the grade separation will be completed. One eastbound and one westbound lane will be retained on Gale Avenue throughout the construction process.

To the east of Fullerton Road, the Nogales Street Grade Separation Project, as mentioned previously, is anticipated to be completed and open to traffic. As part of the Nogales Street Grade Separation project, the intersection of Nogales Street and Railroad Street will be eliminated, with Railroad Street ending in a cul-de-sac east of Charlie Road.

Fullerton Road Closure Diverted Traffic Conditions

The Fullerton Road Grade Separation Project construction will close down Fullerton Road between Gale Avenue and Rowland Street/San Jose Avenue. During the closure, Gale Avenue will remain open with one eastbound and one westbound lane in each direction. Vehicular traffic currently travelling to/from the north of the Fullerton Road/Gale Avenue intersection will divert to alternate routes around the closure. Vehicular traffic during the closure will be diverted to adjacent north-south arterials parallel to Fullerton Road - Azusa Avenue to the west and Nogales Street to the east.

NOGALES STREET WITH DIVERTED TRAFFIC

As previously mentioned, the closures on Fairway Drive and Fullerton Road are anticipated to occur concurrently between late 2016 and early 2018. To derive the Year 2017 traffic volumes, an area-wide growth factor was applied to the existing traffic volumes per the 2010 Los Angeles County Congestion Management Program (CMP). The traffic volumes for Year 2017 Baseline without any diverted traffic are provided on **Figure 3**.

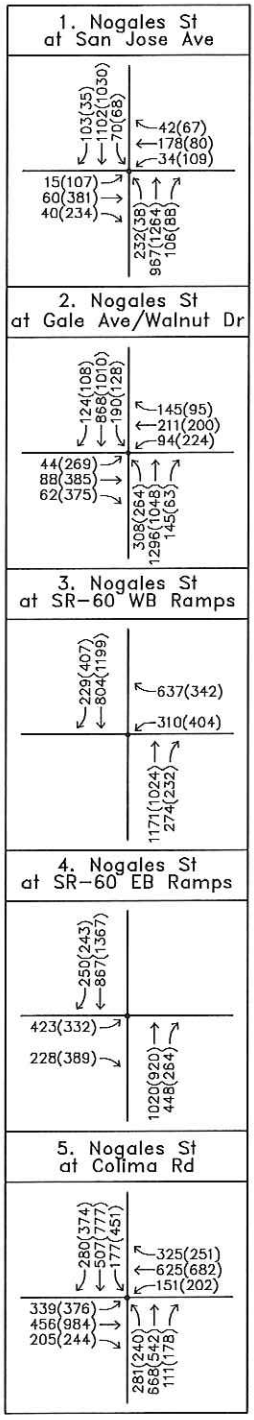
Portions of traffic from both closures will be diverted onto the newly constructed Nogales Street. Data for the traffic diversions were taken from the Fairway Drive Grade Separation Project Transportation Management Plan, dated October 3, 2013, prepared by CH2MHILL and the Traffic Analysis for Fullerton Road Grade Separation Project Temporary Closure, dated June 2013, prepared by Kimley-Horn and Associates, Inc. Diverted traffic volumes resulting from both closures are provided on **Figure 4.** Diverted traffic volumes plus Year 2017 Baseline traffic volumes on Nogales Street are provided on **Figure 5**.

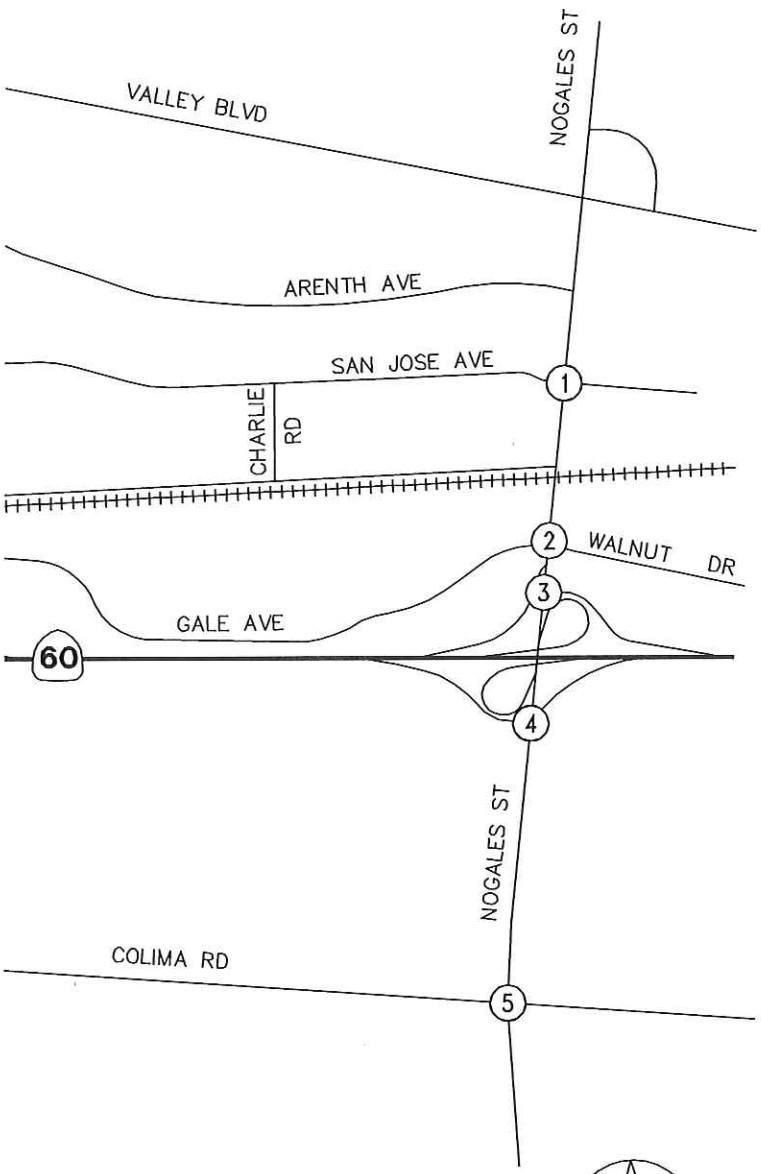
Based on the Fairway Drive Grade Separation Transportation Management Plan, the recommended mitigation for the intersection of Nogales Street and San Jose Avenue involves modification of traffic signal equipment and phasing to provide eastbound and westbound protected/permissive left-turn phasing, as well as providing one exclusive left-turn lane, one through lane, and one shared through-right lane in the westbound direction. However, the study indicates that signal modification would not be able to improve the intersection beyond LOS E, and that further improvements to mitigate the impact of Fairway Drive re-routed traffic would not be possible without roadway widening and right-of-way acquisition. Given that the diversion of traffic onto Nogales Street is a temporary occurrence, widening efforts would not be practical or recommended.

Based on the Fullerton Road Grade Separation Project Temporary Closure report, the improvement proposed to mitigate the impact of Fullerton Road re-routed traffic at the intersection of Nogales Street and San Jose Avenue is to re-stripe the eastbound approach to convert the shared through/right lane to an exclusive right-turn lane, resulting in one left-turn lane, one through lane, and one right-turn lane.

Additionally, due to potential sight distance issues at the intersection of Nogales Street and San Jose Avenue, particularly for the westbound permissive left turn, it is recommended that east-west left-turn phasing be modified to provide protected left turns, rather than protected/permissive left-turn phasing, as described above. The curvature of San Jose Avenue west of Nogales Street makes it difficult for westbound left-turning traffic to see oncoming eastbound through vehicles, especially if a large truck is waiting in the eastbound left-turn pocket. Split east-west phasing was analyzed, but resulted in a worse intersection delay than protected left-turn phasing.

The study intersections on Nogales Street were analyzed in the morning and evening peak hours with the traffic diverted around the Fairway Drive and Fullerton Road closures as well as with the mitigation measures proposed by both the Fairway Drive Grade Separation and Fullerton Road Grade Separation studies at the Nogales Street and San Jose Avenue intersection. The resulting Level of Service for Year 2017 with the traffic diverted onto Nogales Street are summarized on **Table 2**.





LEGEND:

xx(yy) = AM(PM) peak hour turning movement volumes

(X) = Study Intersection

FIGURE 3
YEAR 2017 BASELINE PEAK HOUR TRAFFIC VOLUMES

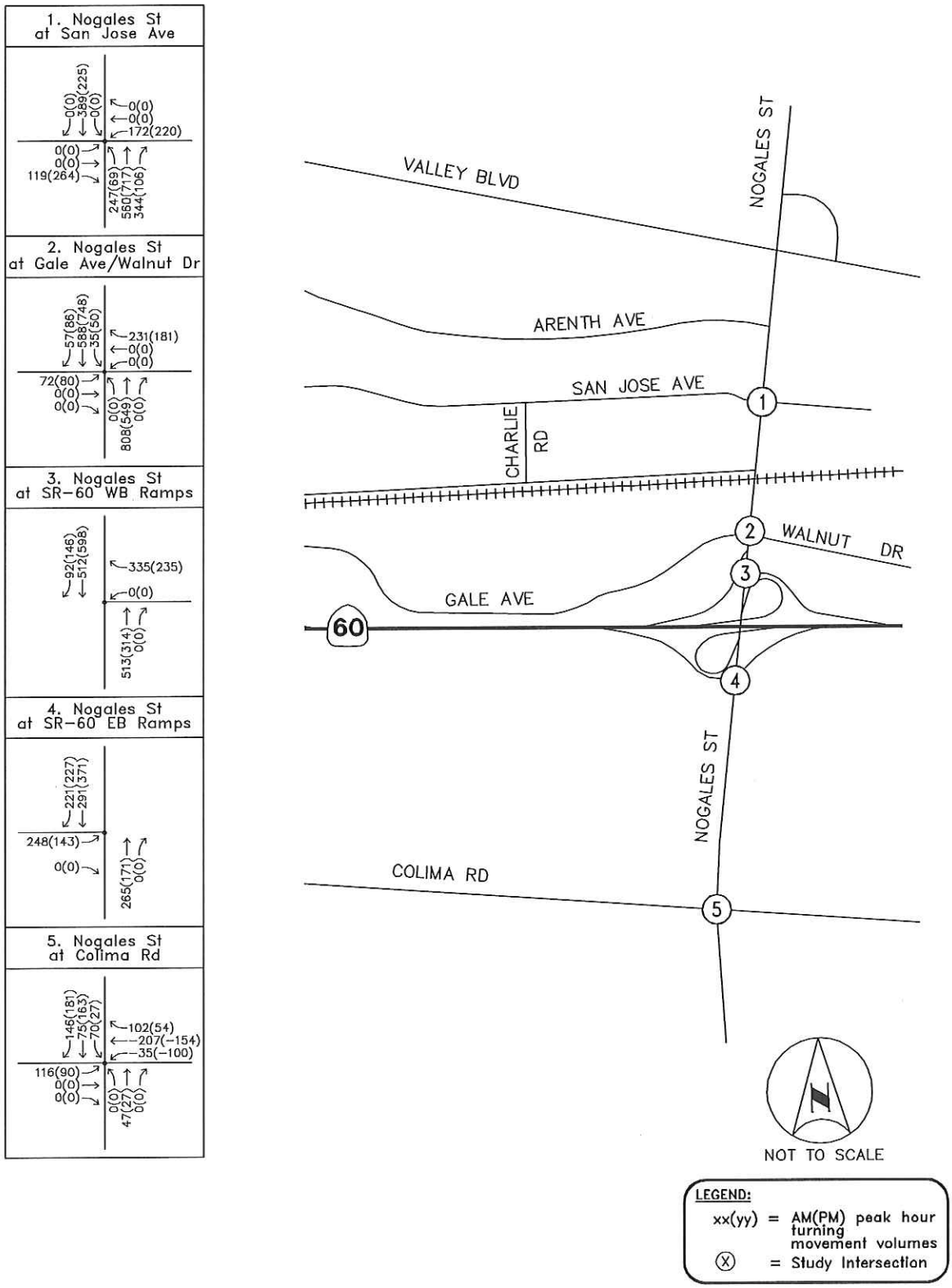


FIGURE 4
FULLERTON RD / FAIRWAY DR REDISTRIBUTED TRAFFIC VOLUMES ONTO NOGALES ST

Kimley»Horn

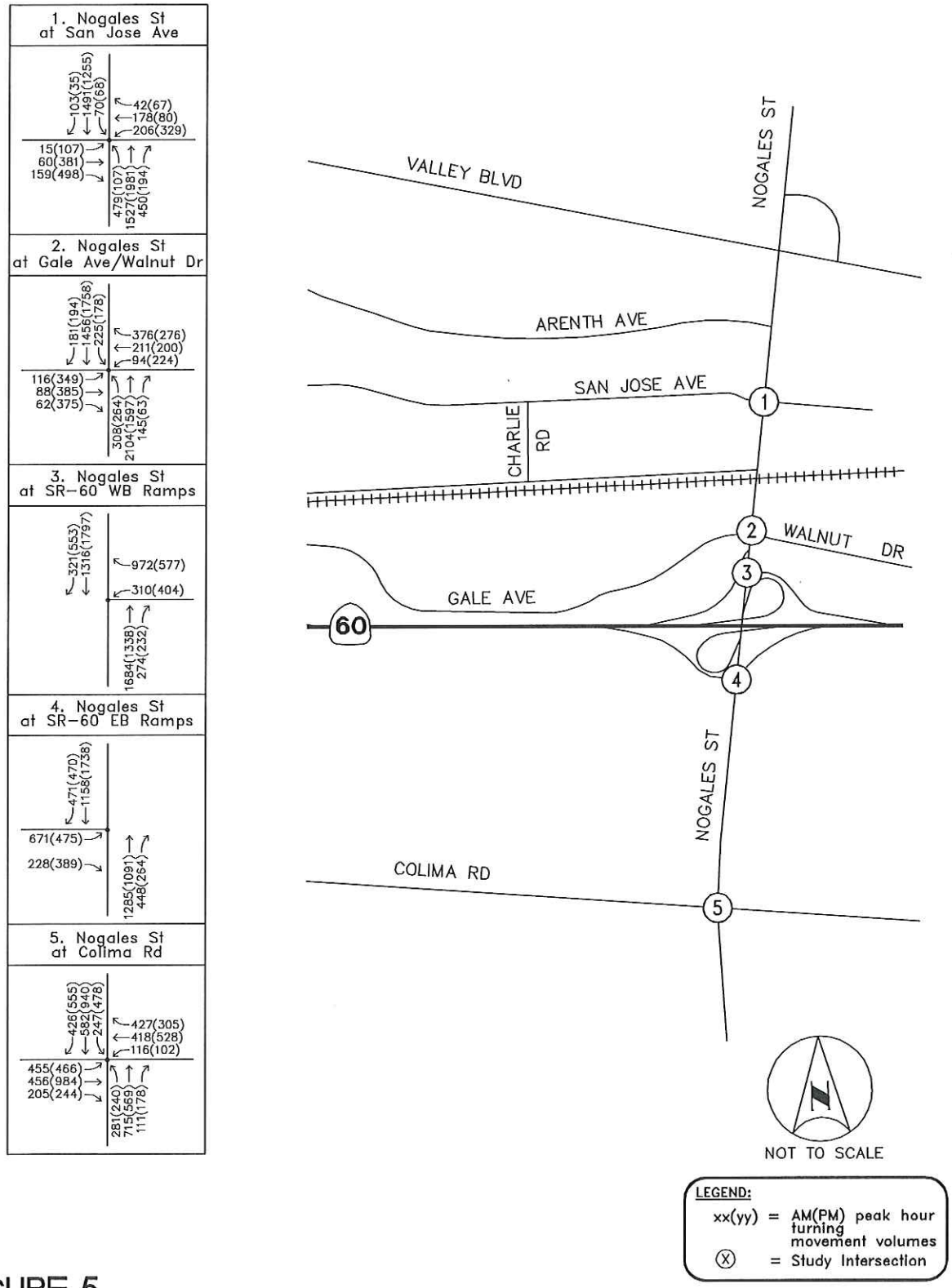


FIGURE 5
YEAR 2017 BASELINE PLUS FULLERTON RD / FAIRWAY DR TOTAL PEAK HOUR TRAFFIC VOLUMES DIVERTED ONTO NOGALES ST

Table 2
Summary of Intersection Operations
Fullerton Rd / Fairway Dr Closure Conditions Year 2017 with Diverted Traffic

	Signalized Intersections	AM				PM			
		Delay	LOS	ICU	LOS	Delay	LOS	ICU	LOS
Year 2017 Baseline Without Diverted Traffic									
1	Nogales Street at San Jose Avenue	16.4	B	0.68	B	18.9	B	0.75	C
2	Nogales Street at Gale Avenue	22.6	C	0.63	B	32.2	C	0.73	C
3	Nogales Street at SR-60 WB Ramps	19.3	B	0.73	C	16.0	B	0.86	D
4	Nogales Street at SR-60 EB Ramps	14.5	B	0.57	A	15.3	B	0.62	B
5	Nogales Street at Colima Road	36.1	D	0.86	D	40.1	D	0.75	C
With Only Fairway Drive Closure*									
1	Nogales Street at San Jose Avenue	30.8	C	0.71	C	54.2	D	**0.92**	**E**
2	Nogales Street at Gale Avenue	33.2	C	0.75	C	41.7	D	0.73	C
3	Nogales Street at SR-60 WB Ramps	20.8	C	0.77	C	14.6	B	**0.90**	**E**
4	Nogales Street at SR-60 EB Ramps	11.9	B	0.57	A	14.9	B	0.62	B
5	Nogales Street at Colima Road	28.9	C	0.69	B	36.9	D	0.76	C
With Only Fullerton Road Closure**									
1	Nogales Street at San Jose Avenue	31.6	C	0.85	D	23.0	C	0.86	D
2	Nogales Street at Gale Avenue	28.4	C	0.77	C	38.1	D	0.81	D
3	Nogales Street at SR-60 WB Ramps	25.5	C	0.81	D	18.9	B	**0.92**	**E**
4	Nogales Street at SR-60 EB Ramps	18.1	B	0.70	B	15.7	B	0.73	C
5	Nogales Street at Colima Road	41.8	D	0.77	C	40.2	D	0.80	C
Year 2017 Baseline With Diverted Traffic from Fairway Drive and Fullerton Road Closures									
1	Nogales Street at San Jose Avenue ***	**65.0**	**E**	**0.91**	**E**	**96.4**	**F**	**1.05**	**F**
2	Nogales Street at Gale Avenue	28.3	C	0.88	D	29.6	C	0.83	D
3	Nogales Street at SR-60 WB Ramps	22.1	C	0.86	D	17.9	B	**0.97**	**E**
4	Nogales Street at SR-60 EB Ramps	17.5	B	0.79	C	15.3	B	0.76	C
5	Nogales Street at Colima Road	43.0	D	0.77	C	31.4	C	0.80	C

* Source: Fairway Grade Separation Transportation Management Plan, CH2MHILL
** Source: Fullerton Road Grade Separation Project Temporary Closure, Kimley-Horn and Associates, Inc.
*** Includes mitigation measures from both the Fairway Drive Grade Separation Project Transportation Management Plan and Traffic Analysis for Fullerton Road Grade Separation Project Temporary Closure Report

With the traffic diverted, the following intersections will operate at unacceptable Levels of Service:

- Nogales Street at San Jose Avenue – AM Peak (LOS E – HCM/ICU), PM Peak (LOS F – HCM/ICU)
- Nogales Street at SR-60 Westbound Ramps – PM Peak (LOS E – ICU)

From a HCM operations perspective, only the intersection of Nogales Street and San Jose Avenue will operate deficiently based on HCM delay analysis. While the remaining two intersections exceed capacity based on the ICU methodology (volume/capacity), they cannot be improved due to geometric constraints. The only way to improve the capacity is by adding lanes. The addition of capacity at these intersections through hardscape improvements or widening is not a feasible option.

Proposed Mitigation

The following is a summary of proposed mitigation measures at the intersection of Nogales Street at San Jose Avenue:

- Modify the traffic signal equipment to provide eastbound and westbound protected left-turn phasing.

CITY COUNCIL

ITEM NO. 8.5

CITY OF INDUSTRY

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

MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: John Ballas

DATE: May 21, 2015

SUBJECT: **Solicitation of Proposals for Professional Services Related to the Assessment and Establishment of Quiet Zones Along the Union Pacific Railroad (UPRR)**

In response to a request by the City of La Puente concerning the sound of train horns at several locations in the City of Industry, staff is requesting approval to solicit proposals to conduct an assessment to determine the costs and possibility of establishing quiet zones at the following at grade crossing locations:

1. Stimson Avenue just northerly of Gale Avenue on the main line tracks of the Los Angeles Subdivision.
2. Stimson Avenue midway between Gale Avenue and Valley Blvd. on the lead track for the UPRR switching yard.
3. Bixby Drive just northerly of Gale Avenue on the main line tracks of the Los Angeles Subdivision.
4. California Avenue at Valley Blvd. on the main line tracks of the Alhambra Subdivision.

In addition, the Sanitation Districts of Los Angeles County has begun a project to install quad gates at the existing grade crossing on Workman Mill Road, just northerly of Crossroads Parkway South. The City previously offered its assistance to the Districts to establish a quiet zone at this location as part of their project to add a service track into the intermodal yard recently constructed by the District. This 5th location at Workman Mill Road will be included in the proposal.

Please see the attached photos of each location.

The scope of services shall include the preparation and submittal of the required quiet zone Notice of Intent and Notice of Establishment to the Federal Railroad Administration, field diagnostic meetings with the State of California Public Utility Commission (PUC), and coordination with UPRR for the preparation of cost estimates from the UPRR to install any required additional protective gates.The initial phase of work will be to conduct a sound survey of passing trains and at each of the above locations and determine the level of sound detected in the north facing residential hillside above Main Street in the City of La Puente. Upon completion of the sound study, it will be determined if all, or a portion of the four above locations will proceed.

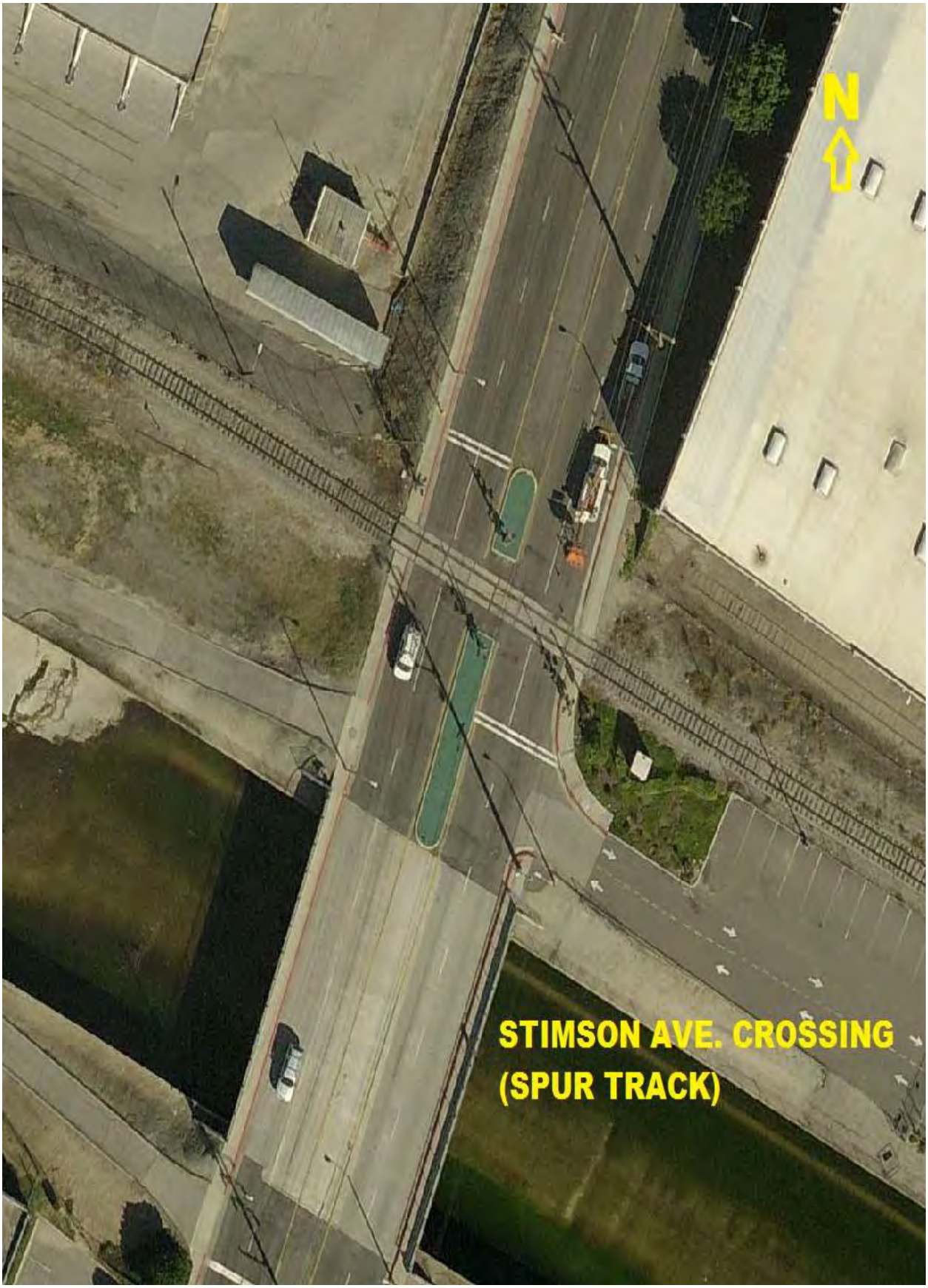
CNC Engineering will prepare any required roadway improvement plans for the construction and modification to any raised medians to support the additional gates and will administer any resulting construction contract. The estimated cost for this initial assessment and support is $125,000 to $150,000. The actual cost of any quiet zone work will be presented to the City Council when an agreement is prepared with UPRR for any gate installation. Several years ago the City established a

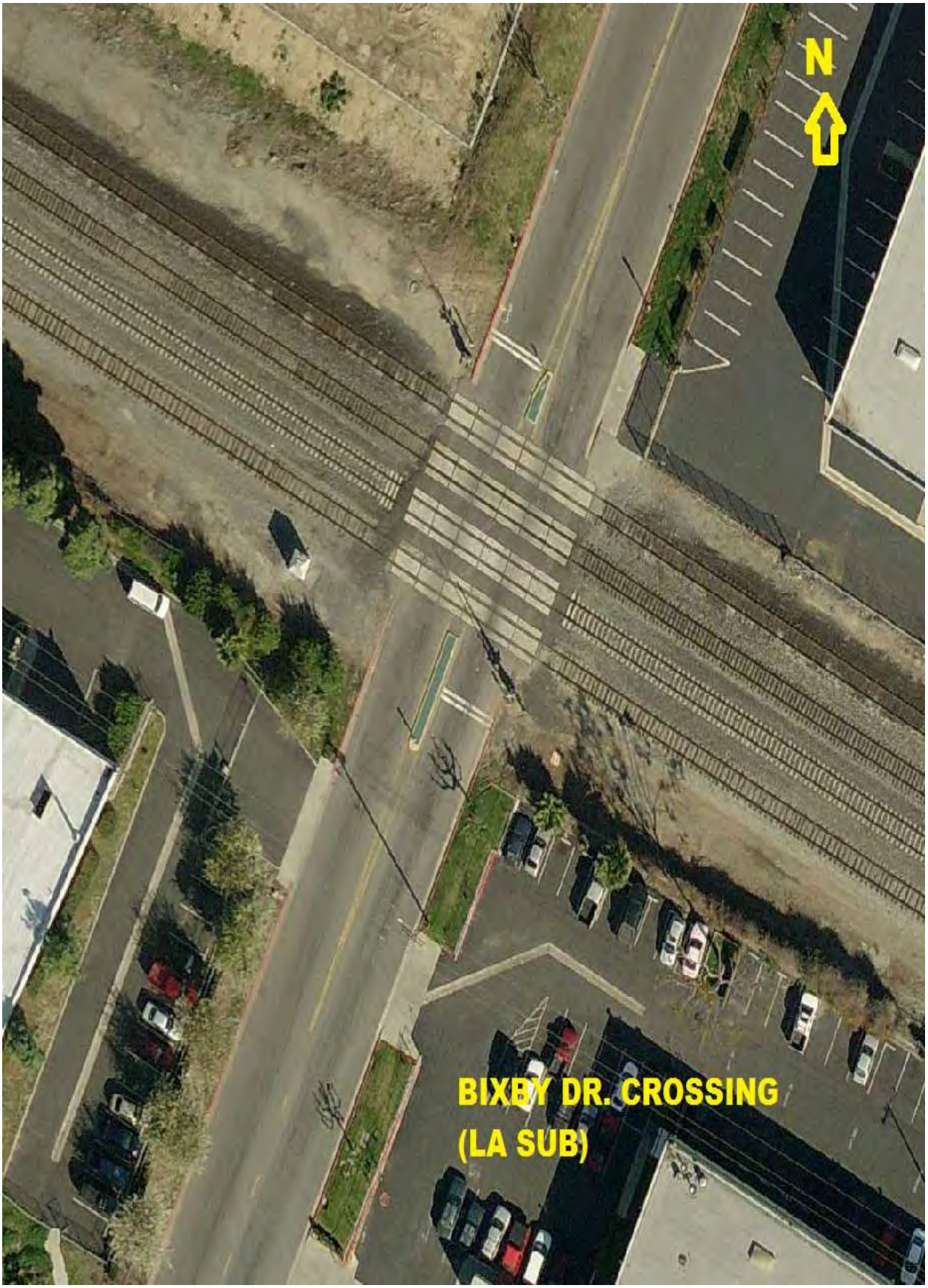
quiet zone along Valley Blvd. for three locations being Fairway Drive, Lemon Avenue and Brea Canyon Road. The total cost was approximately $1.5M.

Staff, therefore, recommends that approval be given for staff to solicit proposals for the above services.

JDB:mk

N
STIMSON AVE. CROSSING
(LA SUB.)


N
STIMSON AVE. CROSSING
(SPUR TRACK)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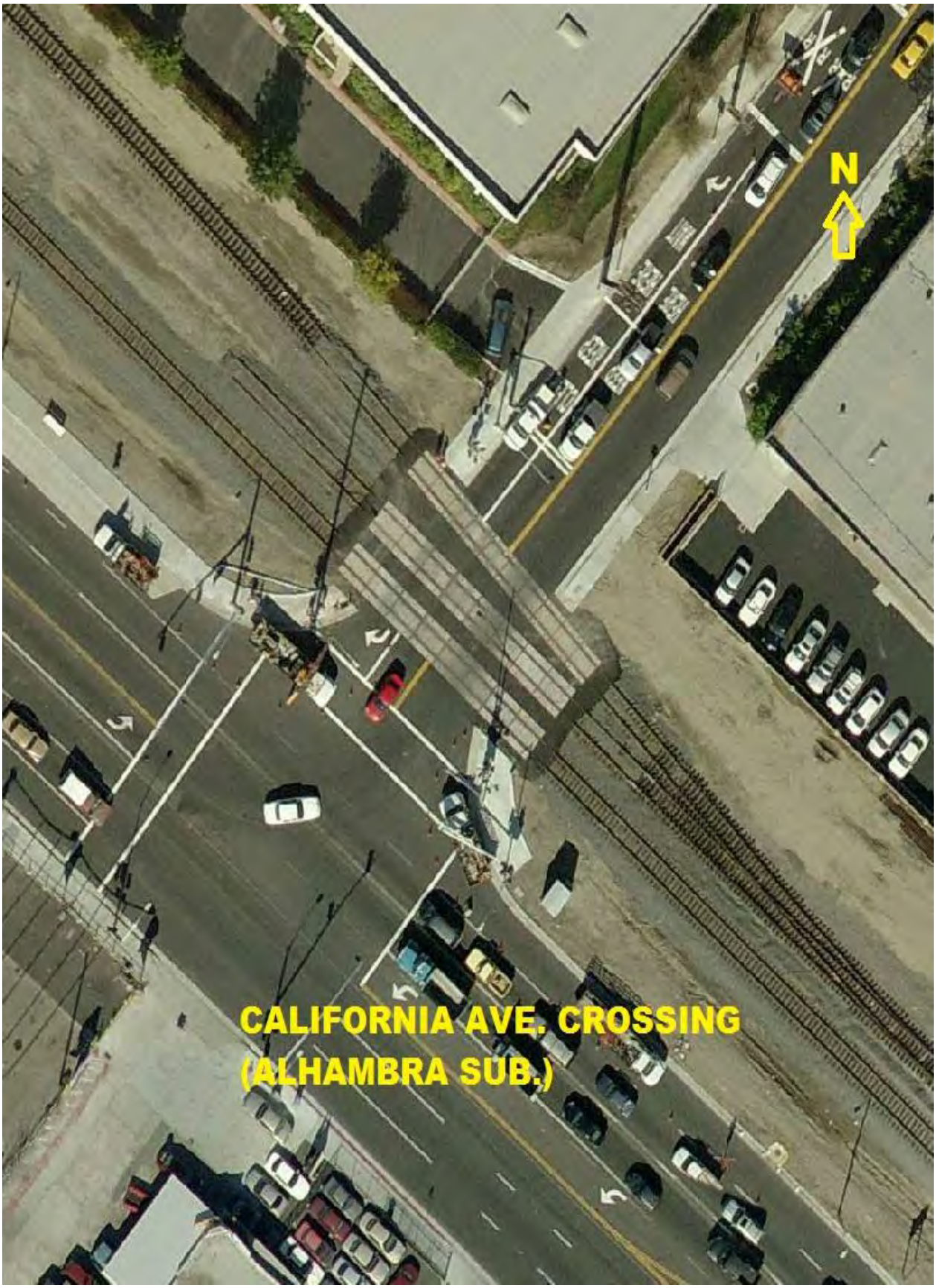
BIXBY DR. CROSSING
(LA SUB)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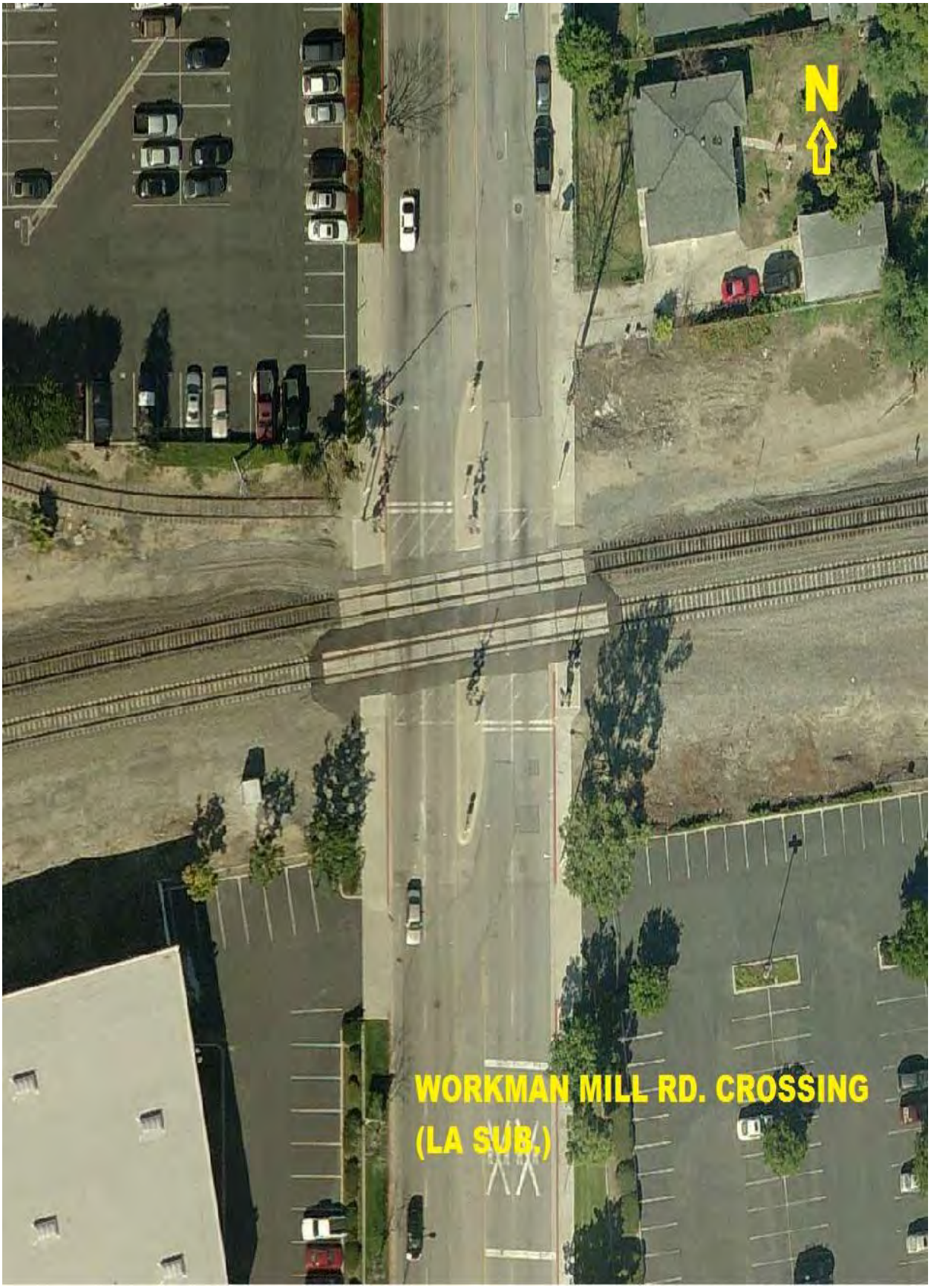
CALIFORNIA AVE. CROSSING
(ALHAMBRA SUB.)


N
WORKMAN MILL RD. CROSSING
(LA SUB.)

CITY COUNCIL

ITEM NO. 8.5

HANDOUT ITEM

Marian Kane

From:	Don Moss <d.moss@roadrunner.com>
Sent:	Tuesday, May 26, 2015 9:11 PM
To:	JD Ballas
Cc:	firstdistrict@bos.lacounty.gov; 'Villegas, Teresa'; 'Hernandez, Javier'; 'Barbosa, Rachel'; 'Moreno, Andrea'
Subject:	Cooperative Quiet Zones Development at Vineland and Temple Avenues

Mr. J. D. Ballas, Director of Public Works, City Engineer, City of Industry,

I applaud your proposal before the City Council for the development of quiet zones at several Union Pacific Railroad grade crossings within City of Industry, Agenda Item 8.5 for the meeting of May 28, 2015. I would like you to consider amending that item to include cooperation with the County of Los Angeles to develop quiet zones at the Vineland Ave. and Temple Ave. grade crossings if the County decides to do so. The two above named grade crossings are mostly within unincorporated Los Angeles County but construction of the required safety buffers would expand over City of Industry borders. As such, a cooperative effort would be required.

These two grade crossings are within a very difficult area from the standpoint of engineering where the possibility of grade separation projects is a long way off. It is highly possible that the extreme difficulties developing a better separation strategy between the 605 Freeway interchange, Valley Blvd., Temple Ave. and the Union Pacific railroad tracks will preclude a final solution in our lifetimes. Accordingly, quiet zone implementation should be developed at these locations to upgrade the quality of life for the adjacent residential communities as well as increase motor vehicle / grade crossing safety at these locations.

I respectfully request your consideration regarding amending Agenda Item 8.5 to include the possibility of working cooperatively with Los Angeles County to implement quiet zones at Vineland Ave. and Temple Ave.

Don C. Moss
Avocado Heights Community Advocate
626.715.1147

Received/Made part of the Record
5/28/15 City Council Meeting
Item No. 8.5

Marian Kane

From:	Don Moss <d.moss@roadrunner.com>
Sent:	Tuesday, May 26, 2015 8:35 PM
To:	firstdistrict@bos.lacounty.gov
Cc:	JD Ballas; 'Villegas, Teresa'; 'Hernandez, Javier'; 'Barbosa, Rachel'; 'Moreno, Andrea'
Subject:	Quiet Zones Development at Vineland and Temple Avenues
Attachments:	5-28-15CCRM.PDF

Honorable Supervisor Hilda L. Solis,

A timely opportunity exists wherein the First District may be in a position to encourage the County of Los Angeles to partner with City of Industry to develop railroad crossing quiet zones for the Union Pacific Railroad grade crossings at Vineland Ave. and Temple Ave. which are located mostly within the greater Avocado Heights / Bassett area of unincorporated Los Angeles County.

The above mentioned opportunity might be pursued in conjunction with City of Industry's planned solicitation for proposals regarding quiet zone development which will be considered by the City Council at their regularly scheduled meeting of May 28, 2015. The agenda item for this issue is 8.5. The City's Council Meeting Agenda is attached here for your reference. The particular crossings agenda item 8.5 currently speaks to are Bixby Dr., Stimson Ave., California Ave. and Workman Mill Rd. south of the Pomona Freeway.

With the cooperative addition of the Vineland Ave. and Temple Ave. crossings, the City and County together would eliminate unnecessary train whistles and horns for a substantial stretch of residential areas on either side of the railroad right-of-ways which include West Covina, incorporated La Puente and the unincorporated areas of South San Jose Hills, La Puente, Rowland Heights, Hacienda Heights, Avocado Heights and Bassett. The areas noted are the minimum beneficiaries as these noises may carry even farther during late night and early morning hours.

This combined cooperative project's benefits will multiply greatly over the years as the number of trains transitioning the area is anticipated to double within ten years according to current Alameda Corridor East Project projections. I respectfully request your consideration of the possibility that Los Angeles County develop the above noted quiet zones in cooperation with City of Industry.

Don C. Moss
Avocado Heights Community Advocate
626.715.1147

Received/Made part of the Record
5/28/15 City Council Meeting
Item No. 8.5

CITY COUNCIL

ITEM NO. 9.1

CITY OF INDUSTRY

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

MEMORANDUM

To: City Council May 21, 2015

From: Troy Helling

Subject: Development Plan 14-9 – 125 Orange Avenue

Proposal

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction. Development Plan application 14-9 (Attachment 1) is proposed by Quinn Development, LLC to construct an 80,000 square foot, tilt-up industrial building at 125 Orange Avenue. In addition, Staff has decided to bring all significant applications for the improvement of former redevelopment properties to the City Council in order to keep the Council informed.

As shown on the attached site plan (Attachment 2), the new building would be on a flag shaped lot with access both on Nelson Avenue and Orange Avenue. The new building would be comprised of 72,000 square feet of warehouse, 4,000 square feet of office, and 4,000 square feet of mezzanine space and would cover almost 50 percent of the 160,624 square foot lot. There would be ten dock-high loading doors and one grade-level loading door on the south side of the building. The loading area is oriented on the southern side of the building to help minimize noise impacts to residents on the northern side of Nelson Avenue.

The loading area would be located within an enclosed area secured by a 14 foot tall wall and an eight-foot tall wrought-iron gate on Orange Avenue and an eight-foot tall chain link gate on Nelson Avenue. A condition has been added that will require that the wall on Nelson Avenue be an eight-foot tall block wall and that the gate be solid to screen the parking area from the residences. The project site would be accessed from one new driveway on Orange Avenue and one existing driveway on Nelson Avenue. The project would provide 124 parking spaces spread on the western and southern sides of the building as follows:

- 107 standard spaces
- 12 compact spaces
- 5 accessible and van accessible spaces

In addition, there would be five bicycle parking spaces located near the office and 19,534 square feet of landscaping (12.16 percent of the total site) concentrated on the Orange Avenue frontage. As shown on the elevations (Attachment 3), the new warehouse would be a concrete tilt-up spec building with leveled rooflines, recessed score lines, and a maximum building height of 38 feet. The office would be designed with glazing and architectural pop-outs to differentiate it from the warehouse area.

Existing Conditions

This site has been identified as Property 17 on the Long Range Property Management Plan

and was acquired in 2004 to facilitate the development of a new industrial project in the City. The property was purchased by Quinn Development, LLC for $4,688,888.

Location and Surroundings

As shown on the attached location map (Attachment 4), the development project is located at 125 Orange Avenue. The site is approximately 3.69 acres in size and is currently a vacant lot that is surrounded by industrial uses to the west, south, and east across Orange Avenue. The project site wraps around the existing commercial shopping center to the north and there are existing residential uses to the north across Nelson Avenue in the City of La Puente.

Staff Analysis

Development Plan

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

- Meets design guidelines. Section 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The proposed building is designed with a contemporary industrial building design that would complement the adjacent industrial buildings and would create a clean and professional look along the Orange Avenue frontage.
- Meets access requirements. Section 17.36.060.K and N of the Municipal Code requires a minimum driveway and drive-aisle width of 26 feet. A 30-foot wide driveway is proposed on Orange Avenue and a 40-foot wide driveway is proposed on Nelson Avenue. A 28-foot wide drive-aisle is proposed for internal circulation.
- Meets setback and screening requirements. Section 17.36.060.L of the Municipal Code requires that all buildings and structures be set back a minimum of 30 feet from the curb, and as provided in Section 17.32.020, including walls greater than 42-inches in height. In addition, 17.36.060.R requires that truck-loading docks be screened by a minimum eight-foot-high masonry wall. As proposed, the building is setback 30 feet from the curb and the 14 foot tall screen wall is setback approximately 137 feet from the curb to help screen the loading area.
- Meets bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the development accommodate four bicycles for the first 50,000 square feet and one bicycle for each additional 50,000 square feet. Based on this formula, parking for five bicycles must be provided and parking for five bicycles is proposed.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one space per 750 square feet of floor area over 25,000 square feet. Based on this formula, the project is required to provide 124 parking spaces and 124 parking spaces are proposed.
- Meets landscaping requirements. Section 17.36.060.Q of the Municipal Code requires that a minimum of 12 percent of the site be devoted to landscaping and 12.16 percent (19,534 square feet) is proposed.

Adjacent Residential Uses

As noted, there are single-family residences and a two-story apartment complex to the north across Nelson Avenue. In order to minimize impacts, the following measures have been implemented:

- The loading area is located on the southern side of the building so that it is as far away from the residences as possible and so the building shields the residents from the loading area.
- A condition has been added requiring that the eight-foot tall fence on Nelson Avenue be constructed of block and that the gate be solid to screen the parking area on the west side of the building from residences.
- There is a commercial shopping center located between the proposed industrial building and the existing residences, which will help shield the residences from the industrial use.
- All future occupants of the building will be required to obtain and comply with the requirements of a Use Permit. Through the Use Permit, Staff will scrutinize the operations of future occupants to ensure hours of operation, maintenance, noise, and other issues are addressed to minimize impacts to adjacent residences.
- Amplified sounds or outside speakers are not permitted.
- Any future rooftop mechanical equipment that generates noise will be required to be screened and/or placed on the southern end of the building to limit noise impacts to the residents on the north side of Nelson Avenue.
- If, during the operation of the business, noise complaints are received and verified, the City will work with the operators to address the issue and will take steps to address the issue.

Environmental Analysis

An Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the proposed development project could have a significant impact on the environment (Attachment 5). The Initial Study determined that the proposed project would not have a significant effect on the environment with the implementation of mitigation measures. The mitigation measures are contained in a Mitigation Monitoring and Reporting Program, which has been prepared in conformance with Section 21081.6 of the Public Resources Code and which provides a vehicle to monitor compliance with the mitigation measures (Attachment 5). Resolution CC 2015-13 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Attachment 6) accompany this application for adoption by the City Council. The mitigation measures address noise considerations related to construction activities, interior air quality, dust control during construction, construction hours, and the scheduling of major noise generating construction activities.

Findings

Staff recommends that the City Council find that:

- The proposed improvement is consistent with the General Plan designation of Employment and conforms with the zoning designation of Industrial for the subject property in the City of Industry because, as discussed in the Staff report, the new industrial building would enhance the area and create a professional appearance and keep loading activities as far from residential properties as possible to minimize negative impacts;
- The proposed development is compatible with the surrounding area, which consists of industrial uses and residential uses, because the improvements result in a professional

appearance and keeps loading activities as far from residential properties as possible to minimize negative impacts. In addition, all future occupants will be required to obtain a Use Permit and operate in a manner that minimizes impacts to adjacent residents.

- There is adequate street access and traffic capacity for the proposed development on Orange Avenue and Nelson Avenue because as noted in the accompanying initial study, both Orange Avenue and Nelson Avenue are each two-lane undivided roadways and that not more than 50 peak hour trips would be generated to any intersections and roadways in the area resulting in no significant impacts and no mitigation measures necessary for the project.
- The proposed development will have no significant impact on the environment with mitigation as indicated in the accompanying Initial Study, and a Mitigated Negative Declaration has been prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended; and
- Due to the foregoing, the use requested will not be a menace to or endanger the public health, safety or general welfare to the City.

Recommendation

Because the proposed project complies with the development standards of the Municipal Code, mitigates environmental concerns, and satisfies the above-mentioned findings, Staff recommends that the City Council:

1. Adopt Resolution No. CC 2015-13 (Attachment 6) approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.
2. Adopt Resolution No. CC 2015-14 (Attachment 7) approving Development Plan No. 14-9 with the Standard Requirements and Conditions of Approval attached therein.

Attachments

- Attachment 1: Application
- Attachment 2: Site Plan
- Attachment 3: Elevations
- Attachment 4: Location Map
- Attachment 5: Environmental Background: a) Notice of Availability of a Mitigated Negative Declaration, b) Mitigation Monitoring and Reporting Program, and c) Initial Study for Nelson Industrial Warehouse/Office Development Plan 14-9, February 2015, PlaceWorks
- Attachment 6: Resolution No. CC 2015-13 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared in conjunction with Development Plan 14-9
- Attachment 7: Resolution No. CC 2015-14 approving Development Plan 14-9

Attachment 1

Application

City of Industry
Development Plan Application (Long Form)

15625 East Stafford Street • Suite 101• City of Industry • CA • 91744
Phone: (626) 333-2211• Fax: (626) 961-6795
www.cityofindustry.org

The Development Plan – Long Form – is used for most new construction, major exterior modifications and addition of exterior equipment, which cannot be exempted from Environmental Review. Please contact the Planning Department to determine if this application applies to your project.

Please type or print clearly

Project Location: 125 North Orange Ave, City of Industry, 91744 (*Street* / *Zip*) **Assessor's Parcel Number** 8202-033-906

Zoning Designation: M - Industrial **General Plan Designation:** General Industrial

Project Contact Person: Desmond Donnellan **Phone Number:** 714-528-0800 **Email Address:** desmond@donlonbuilders.com

Address: 2681 Saturn Street, Brea, CA 92821 (*Street* / *City* / *Zip*)

Applicant: [X] Property Owner [ ] Tenant [ ] Architect [ ] Engineer [ ] Builder

Name: Quinn Development LLC **Phone Number:** 714-528-0800

Address: 2681 Saturn Street, Brea, CA 92821 (*Street* / *City* / *Zip*)

Property Owner Information:

Name: Quinn Development LLC **Phone Number:** 714-528-0800

Address: 2681 Saturn Street, Brea, CA 92821 (*Street* / *City* / *Zip*)

Project Description (describe in detail): One Concrete Tilt-Up industrial building: 76,000 square foot at first floor with 4,000 square foot of mezzanine for a total area of 80,000 square foot. Building will have 10 dock positions and 1 grade level overhead door.

Project Valuation: $4,600,000.00

	Existing	Proposed
Building Area	none	80,000 SF
Landscape Area	none	19,633 (12.23%)
Parking Spaces	none	123
Land Area	none	160,736 SF

Applicant Name: Desmond Donnellan **Applicant Signature:**

Date: 10-17-14

14 OCT 20 AM 10:44:28

Environmental Information Form

The Environmental Information Form is intended to provide the basic information necessary for the evaluation of your project to determine its potential environmental impacts. This review provides the basis for determining whether the project may have a significant impact on the environment, as required by state law, or more specifically, the California Environmental Quality Act (CEQA). After this information has been evaluated by the Planning Department, a determination will be made regarding the appropriate environmental documentation for your project, in accordance with the CEQA Guidelines.

If no significant environmental impacts are anticipated, or if impacts can be mitigated or avoided by a change or specific requirement in the project's design or operation, a Negative Declaration or Mitigated Negative Declaration will be prepared. If potential significant environmental impacts are identified, an Environmental Impact Report must be prepared, which focuses on the areas of concern identified by the Initial Study.

The City of Industry, as Lead Agency, is required to comply with CEQA. In order to assist us in completing this required environmental review, please provide us with the information outlined below. Please note that upon review of the submitted information, City staff may request additional supporting documentation to assist in the environmental analysis of your project to ensure compliance with CEQA.

This Environmental Information Form works in concert with the other applications. Both need to be completed in order for your application to be accepted as complete. If you need assistance in completing the Environmental Information Form, or have questions regarding the environmental review procedures, please contact the Planning Department at (626) 333-2211.

General Information

1. Name developer, agent, or project sponsor: Quinn Development LLC Phone Number: 714-528-0800

   Address: 2681 Saturn St, Brea, CA 92821
   Street *City* *Zip*

2. Project name: Orange Ave Assessor's Parcel Number: 8202-033-906

   Address: 125 North Orange Ave, City of Industry 91744
   Street *Zip*

Environmental Setting (Attach additional sheets and photos as necessary)

1. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects:

   Undeveloped flat vacant dirt. Site has a small amount of asphalt and concrete.

2. Provide photographs of the site and describe any existing structures onsite and the use of the structures:

   No structures exist on site. See attached photos of site.

3. Describe the surrounding properties (north, east, south, and west of the project site), including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (industrial, commercial, etc.), intensity of land use (warehousing, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.).:

   North: a small (approx 3,000 sf) older retail strip. West: a large paved parking lot and an industrial building approx 24' high setback 30' from the street. South: large paved parking lot. East: Orange Ave and across it a large paved parking lot/yard.

4. Provide photographs of the surrounding uses and adjoining properties.

Project Description (attach additional sheets as necessary)

1. List and describe any other permits and approvals required for project implementation, including those required by local, regional, state, and/or federal agencies:

   Building Permit for the 80,000 SF Building from County of Los Angeles.

2. List any other development proposals associated with the project and its relationship to a larger project or series of projects, if any:

   None

3. Demolition proposed: No: X Yes:____ Square feet:_____

4. Tentative development schedule including start and completion dates, and phasing if proposed:

   July 2015 through December 2015

5. If commercial or office, indicate the type, whether neighborhood, city or regionally oriented, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

   N/A

6. If industrial, manufacturing or warehouse, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

   Major Function: warehousing. Hours of operation: 7am - 6pm Monday through Friday. Employees Per Shift: 8

   Loading Doors will face the South with loading hours between 7am - 6pm Monday through Friday.

7. If institutional, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, location of loading facilities and anticipated hours of loading/delivery operations, and community benefits to be derived from project:

N/A

8. If the project involves an exception, conditional use permit, or re-zoning application, state this and indicate clearly why the application is required:

N/A

Potential Environmental Impacts

If any of the following items are applicable to your project please discuss (use a separate sheet as necessary).

	Yes	No
1. Change in existing features of any drainage ways or hills, or substantial alteration of any ground contours.		X
2. Change in scenic views or vistas from existing residential areas or public lands or roads.		X
3. Change in pattern, scale, or character of the general area of the project.		X
4. Result in significant amounts of solid waste or debris.		X
5. Change in or introduction of air emissions (e.g., dust, ash, smoke, fumes) or odors in the vicinity during grading and/or construction phases.		X
6. Change in surface water (e.g., channel, stream) or ground water quality or quantity.		X
7. Substantial alteration of existing drainage patterns that could lead to flooding on- or offsite.		X
8. Substantial change in noise or vibration levels in the project vicinity during grading and/or construction phases.		X
9. Substantial change in traffic patterns and circulation in the project vicinity.		X
10. Substantial change in topography of project site and/or vicinity.		X
11. Site located on filled land or on slopes of 10 percent or more.		X
12. Use or disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives.		X
13. Substantial change in demand for public services and utilities and service systems (police, fire, water, wastewater, solid waste, electricity, gas, etc.)		X
14. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)		X

What studies have been prepared for this site that might assist the City in reviewing the potential environmental impacts of the project? Some examples of such studies include environmental site assessment, soils and geology study, biological resources study, cultural resources study, hydrology study, etc. These studies may have been prepared for this project or some earlier development project. Supporting documentation or studies may answer questions and facilitate the processing of your application.

Certification

I am the legal owner of the property that is the subject of this application or have been authorized by the owner to act on his/her behalf regarding this application. I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. I further acknowledge that any false statements or information presented herein may result in the revocation of any approval or permit granted on the basis of this information.

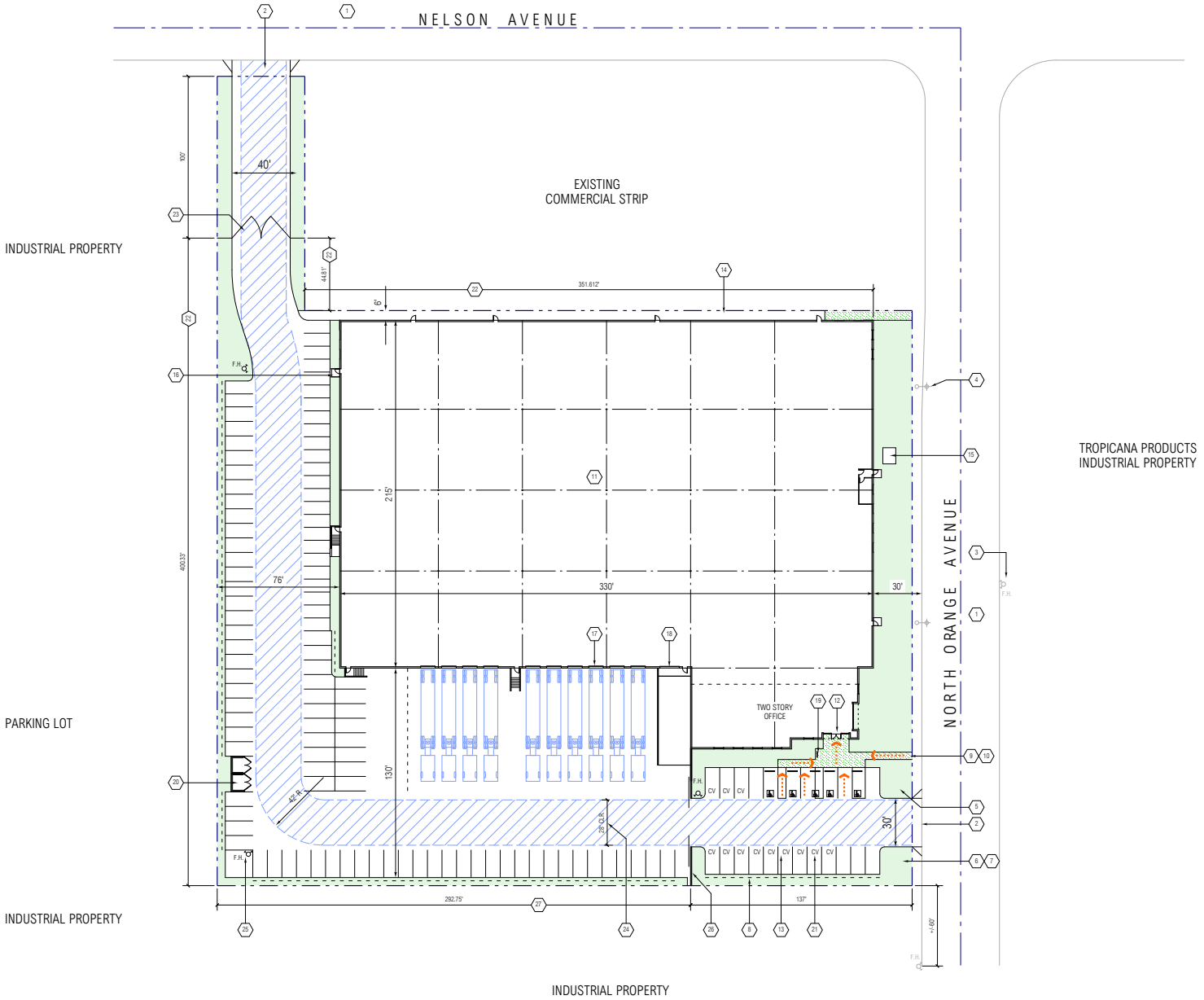
Name of preparer: Desmond Donnellan Preparer's signature: _____

Date: 10-17-14

Attachment 2

Site Plan

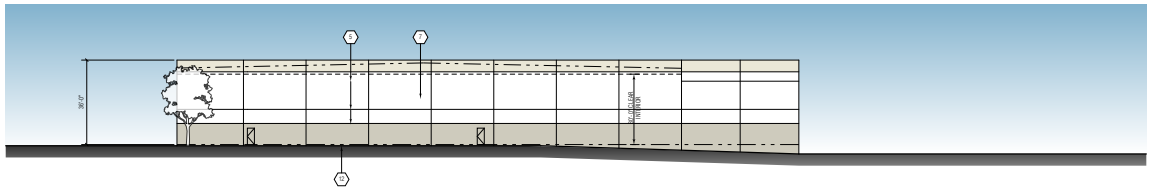
DP 14-9
Site Plan



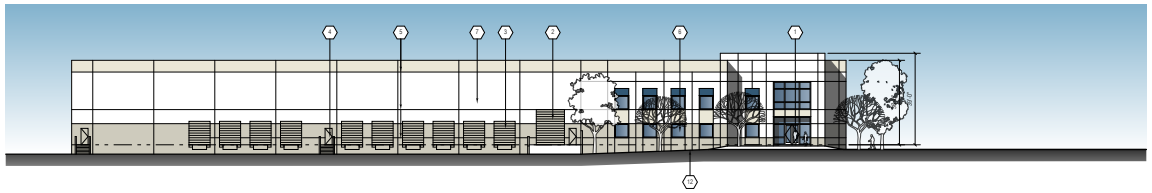
Attachment 3

Elevations

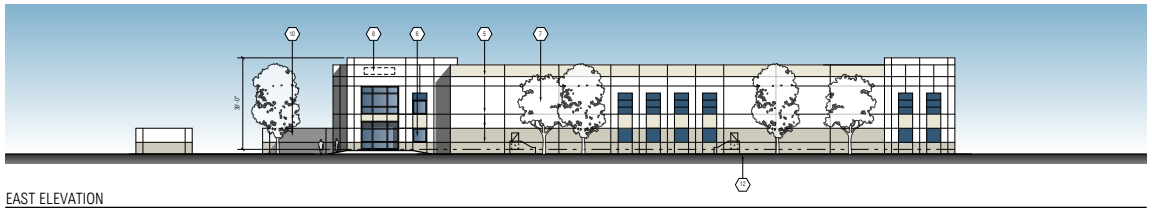
DP 14-9
Elevations



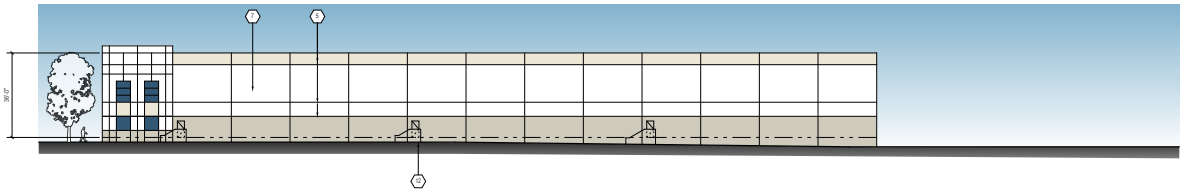
WEST ELEVATION
SCALE: 1" = 20'-0"



SOUTH ELEVATION
SCALE: 1" = 20'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION
SCALE: 1" = 20'-0"

KEYNOTES

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (TWO LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. WALL MOUNTED L.E.D. LIGHT FIXTURE WITH WHITE FIXTURE HOUSING.
12. PROPOSED FINISH GRADE.

FINISH SCHEDULE

1. FIELD COLOR - SHERWIN WILLIAMS SW 7014 ELDER WHITE
2. ACCENT COLOR - SHERWIN WILLIAMS SW 7016 MINDFUL GRAY
3. BASE ACCENT COLOR - SHERWIN WILLIAMS SW 7018 DOVETAIL
4. ACCENT COLOR - SHERWIN WILLIAMS SW 6235 FOGGY DAY
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

Attachment 4

Location map

DP 14-9
Location Map

Attachment 5

Environmental Background: a) Notice of Availability of a Mitigated Negative Declaration, b) Mitigation Monitoring and Reporting Program, and c) Initial Study for Nelson Industrial Warehouse/Office Development Plan 14-9, February 2015, PlaceWorks

CITY OF INDUSTRY
NOTICE OF AVAILABILITY OF A
MITIGATED NEGATIVE DECLARATION

Purpose: To allow the public review period provided under Section 15072 of California Code of Regulations, notice is hereby given that, pursuant to the authority and criteria contained in the California Environmental Quality Act and Industry Municipal Code, the Planning Director of the City of Industry has analyzed the request for the following project and has made the environmental determination described herein.

Project and Location: Development Plan 14-9 is a request to develop a new 80,000 square foot industrial building on an existing 3.69 (160,624 square foot) lot at 125 Orange Avenue in the City of Industry, Los Angeles County.

Environmental Determination: After reviewing the Initial Study for the project, the Planning Director has determined that this project will not have a significant effect on the environment with implementation of proposed mitigation measures and a Mitigated Negative Declaration (MND) has been prepared and is recommended for consideration at the public meeting described below. The MND reflects the independent judgment of City staff and considers project design features, site and surrounding environmental conditions, previous environmental evaluations, standard construction/engineering practices, and potential future projects. The project location does not include any sites listed on an Environmental Protection Agency hazardous waste site list complied pursuant to Government Code Section 65962.5.

Review Period. The MND is available for a minimum 20-day public review period beginning May 7, 2015, and ending May 27, 2015. Comments on the adequacy of the document must be received by the City prior to final approval on the date listed below. Copies of all relevant material are on file in the office of the Planning Director, located at the address listed below.

Public Hearing: The City Council is tentatively scheduled to consider the MND and Development Plan 14-9 at a regularly scheduled meeting to be held on May 28, 2015, at 9:00 AM in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744.

Questions and Comments: Questions and written comments should be directed to Troy Helling, Senior Planner at:

City Administrative Offices
15625 E. Stafford Street, Suite 100
P.O. Box 3366
City of Industry, CA 91744
(626) 333-2211

JN 9148

May 2015 | MITIGATION MONITORING PROGRAM

Quinn Development LLC Development Plan 14-9

For City of Industry

Prepared for:

City of Industry
Brian James, Planning Director
15625 East Stafford, Suite 100
City of Industry, California 91744-0366
626.333.2211

Prepared by:

PlaceWorks
Dwayne Mears, Principal, Environmental Planning
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

Project Number: IND-07.135

PLACEWORKS

Section **Page**

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1.2 PROJECT SUMMARY 2
1.3 PROJECT LOCATION 2
1.4 ENVIRONMENTAL IMPACTS 2
1.5 MITIGATION MONITORING PROGRAM ORGANIZATION 2

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Mitigated Negative Declaration. The MMP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Industry monitoring requirements. Section 21081.6 states:

> (a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.
>
> (b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
>
> (c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over

> natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with the construction of the proposed project.

1.2 PROJECT SUMMARY

The project consists of construction and operation of an 80,000-square-foot industrial building for manufacturing and warehouse use on a vacant 3.69-acre site. Parking would consist of 124 automobile parking spaces and 10 truck bays.

1.3 PROJECT LOCATION

The project site is in the west part of the City of Industry, at 125 Orange Avenue. The site is vacant and is surrounded to the northeast by two commercial buildings housing retail, restaurants, and service uses; to the north by Nelson Avenue and single-family residential uses; to the west by a shoe distribution warehouse; and to the west and south by a food service distributor. .

1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a "Mitigated Negative Declaration," meaning that at least one impact was found to be potentially significant unless mitigation was incorporated. In this instance, mitigation was required for environmental impacts in two evaluation categories, air quality and noise. With adoption of mitigation measures, the Initial Study found that all identified impacts would be reduced to a less than significant level. No impacts were found to be significant and unavoidable.

1.5 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Mitigated Negative Declaration, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared.

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
3.3 AIR QUALITY							
AQ-1	If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric-powered.	During Project Operation	Applicant and all subsequent tenants	Planning Department	Planning Department		
AQ-2	Prior to issuance of any construction permits, the construction contractor shall prepare a dust control plan (Plan) and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM10 and PM2.5 emissions. The Plan shall be submitted to and verified by the City of Industry Planning Department. The City of Industry Engineering Official or designee shall verify compliance that these measures have been implemented during normal construction site inspections. • During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.	Prior to issuance of any construction permits	Construction contractor	City of Industry Planning Department and City of Industry Engineering Official or designee	Planning Department		

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
						Responsible Monitoring Party	Project Mitigation Monitor
3.12 NOISE							
N-1	The following construction-related measures are intended to reduce project construction noise to the extent reasonably feasible and practical: • The construction contractor shall schedule all construction activities, deliveries, and haul trucks during the daytime hours of 7:00 AM to 7:00 PM, Monday through Saturdays (excluding holidays), in accordance with Section 12.08.440 of the County of Los Angeles Municipal Code. • All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Stationary, noise-generating equipment (e.g., generators and compressors) shall be located as far as possible from adjacent residential properties. • If stationary, noise-generating equipment must be located within 200 feet of existing residential properties, then such equipment shall have temporary acoustical enclosures, blanketing, or barriers to reduce the noise emissions. • The contractor shall utilize “quiet” air compressors and other stationary noise sources where technology exists. • The contractor shall reduce non-essential idling of construction equipment to no more than five minutes. • The construction contractor shall post a sign, clearly visible at the construction site, with a contact name and telephone number of the construction contractor to respond to in the event of a noise complaint. This designated contact person shall be responsible for responding to any complaints about construction noise. The contact person shall determine the cause of the noise complaint (e.g., bad muffler) and shall implement practical and reasonable measures to correct the problem.	During project construction	Construction contractor	Planning Department	Planning Department		

February 2015 | Initial Study

Quinn Development LLC Development Plan 14-9

for City of Industry

Prepared for:

City of Industry
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PLACEWORKS

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1. Introduction

The project applicant, Quinn Development LLC, is seeking approval of the City of Industry for a Development Plan consisting of development of an 80,000-square-foot industrial building on a 3.69-acre site at 125 Orange Avenue in the City of Industry.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

1.1 PROJECT LOCATION

The project site is in the west part of the City of Industry in the San Gabriel Valley in Los Angeles County. The part of the City of Industry containing the project site is surrounded by the City of La Puente to the north; the unincorporated Community of Avocado Heights to the west; and the unincorporated Community of Hacienda Heights to the south. Regional access to the site is from State Route 60 (SR-60, the Pomona Freeway) via the 7th Street ramps about 1.5 mile south of the site.

The 3.69-acre project site, is at 125 Orange Avenue on a flag lot fronting both Orange Avenue on the east and Nelson Avenue on the north.[1] The site is fenced and locked; access to the site is via locked gates on Orange Avenue.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The site is vacant and was previously graded and developed as a parking lot for a Vlasic Pickles. The parking lot was demolished in 2006 and the site has been vacant since. Most of the site is bare land; vegetation onsite includes tumbleweeds (*Salsola tragus*) and grasses; and by several trees along the north site boundary. There was a substantial amount of standing water in the southeast part of the project site as of a site visit on December 26, 2014; rainfall in downtown Los Angeles totaled 3.88 inches during December 2014 (Weather Underground 2015). The project site is between 300 and 305 feet above mean sea level (amsl); the site and surrounding land have a west slope of about 0.4 percent grade.

[1] Roadways near the project site, as well as the site boundaries, are oriented northeast-southwest (Orange Avenue) and southeast-northwest (Nelson Avenue). Henceforth in this document Orange Avenue is referred to as north-south, and Nelson Avenue east-west.

1.2.2 Surrounding Land Use

The site is surrounded to the northeast by two commercial buildings at 14240 Nelson Avenue and 14262 Nelson Avenue. The building at 14240 Nelson Avenue contains a market; the building at 14262 Nelson Avenue is occupied by retail and restaurant uses and by service uses including a hair salon, a tax preparation service, and a laundromat.

The site is surrounded to the north by Nelson Avenue and single-family residential uses; to the west by a shoe distribution warehouse; and to the west and south by a food service distributor. To the east opposite Orange Avenue is a food distributor. Two Union Pacific Railroad tracks pass about 500 feet southwest of the project site; one is at grade and the other bridges over Orange Avenue.

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

Building

The project would develop an 80,000-square-foot concrete tilt-up manufacturing and warehouse building including 72,000 square feet of manufacturing and warehouse space and 8,000 square feet of office space. The office space would be half on the ground level and half on a mezzanine level; the footprint of the building would be 76,000 square feet. The building would be 38 feet high at its highest points at the northeast and southeast corners of the building, and 36 feet high elsewhere. The building would be built on spec, and the building occupant is presently unknown.

Access, Circulation, and Parking

Site access would be via a main entrance from Orange Avenue and a second gated entrance from Nelson Avenue; an L-shaped driveway would connect the two entrances and pass around the south and west sides of the building. Ten truck bays plus one ground-level loading door would be on the south side of the building. Automobile parking spaces would be near the south and west sides of the building. The main entrance to the building would be at its southeast corner. Employee and/or emergency exits would be provided along all four sides of the building.

Landscaping

The project would install 19,534 square feet of landscaping along the east, southeast, and west sides of the building, and along both sides of the driveway exiting to Nelson Avenue.

1.3.2 Project Phasing

Upon approval of the Development Plan by the City of Industry, the building would be built in one phase.

1.4 EXISTING ZONING AND GENERAL PLAN

The existing General Plan land use designation is Employment, and the existing zoning designation is Industrial (I).

1.5 CITY ACTION REQUESTED

Development Plan Approval.

1. Introduction

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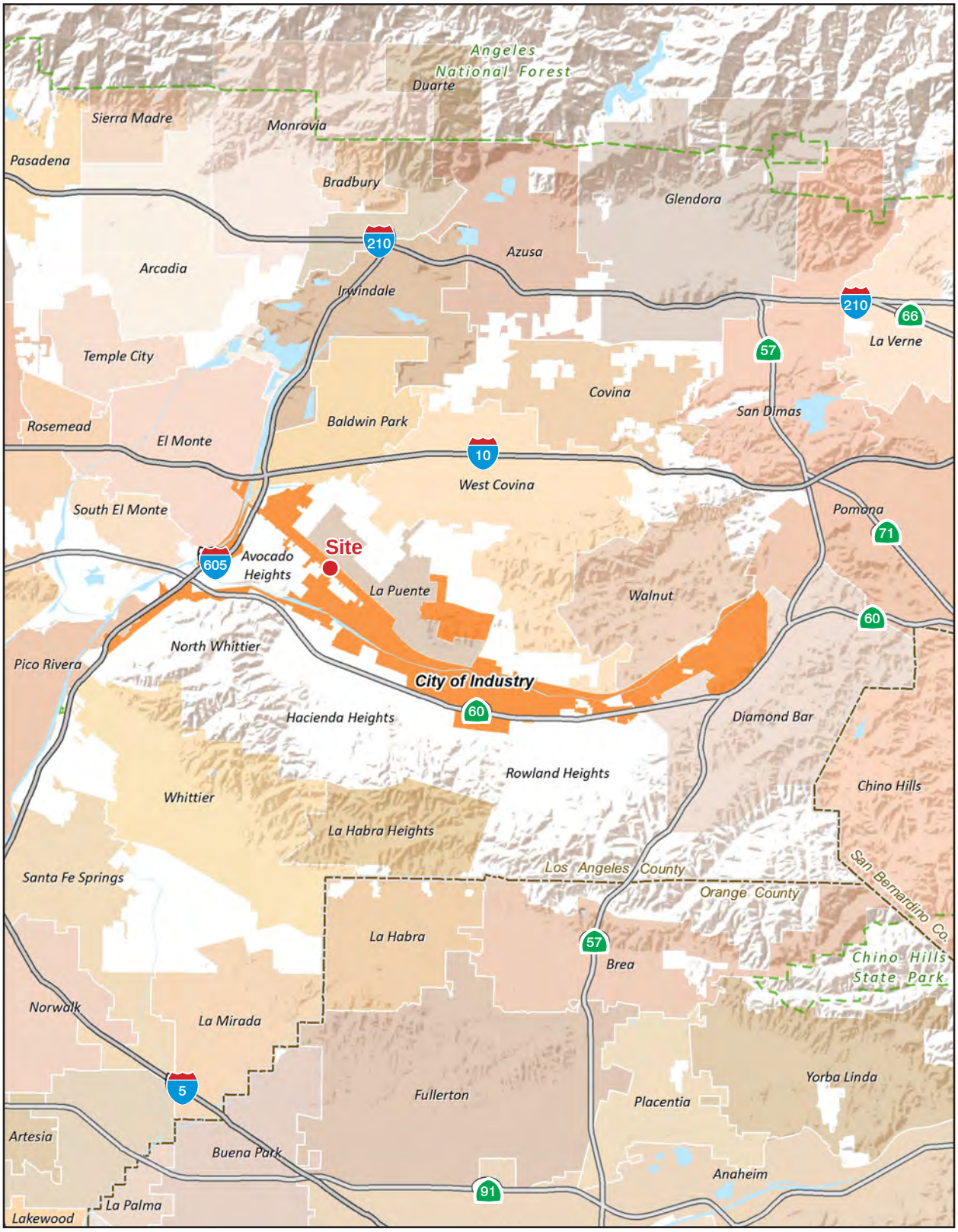
Figure 1 - Regional Location

1. Introduction



Note: Unincorporated county areas shown in white.

0 3
Scale (Miles)

Source: ESRI, 2014.

1. Introduction

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Figure 2 - Local Vicinity
1. Introduction

Project Site City Boundary

0 500
Scale (Feet)

Source: ESRI, 2014.

1. Introduction

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Figure 3 - Aerial Photograph
1. Introduction

Project Site City Boundary

0 200
Scale (Feet)

Source: Google Earth Pro 2014

1. Introduction

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Figure 4 - Site Photographs
1. Introduction

View looking south across the site from northeast site boundary. The Puente Hills are in the left background, and a food service warehouse is in the right background.

View looking west across the site from the northeast site boundary. A food service warehouse is in the left background, and industrial buildings in the right background.

View looking west across the site from the southeast corner of the site. The water in the foreground is remnant from recent rains. Industrial buildings are in the center middle ground, and commercial buildings in the right middle ground. The San Gabriel Mountains are in the background.

1. Introduction

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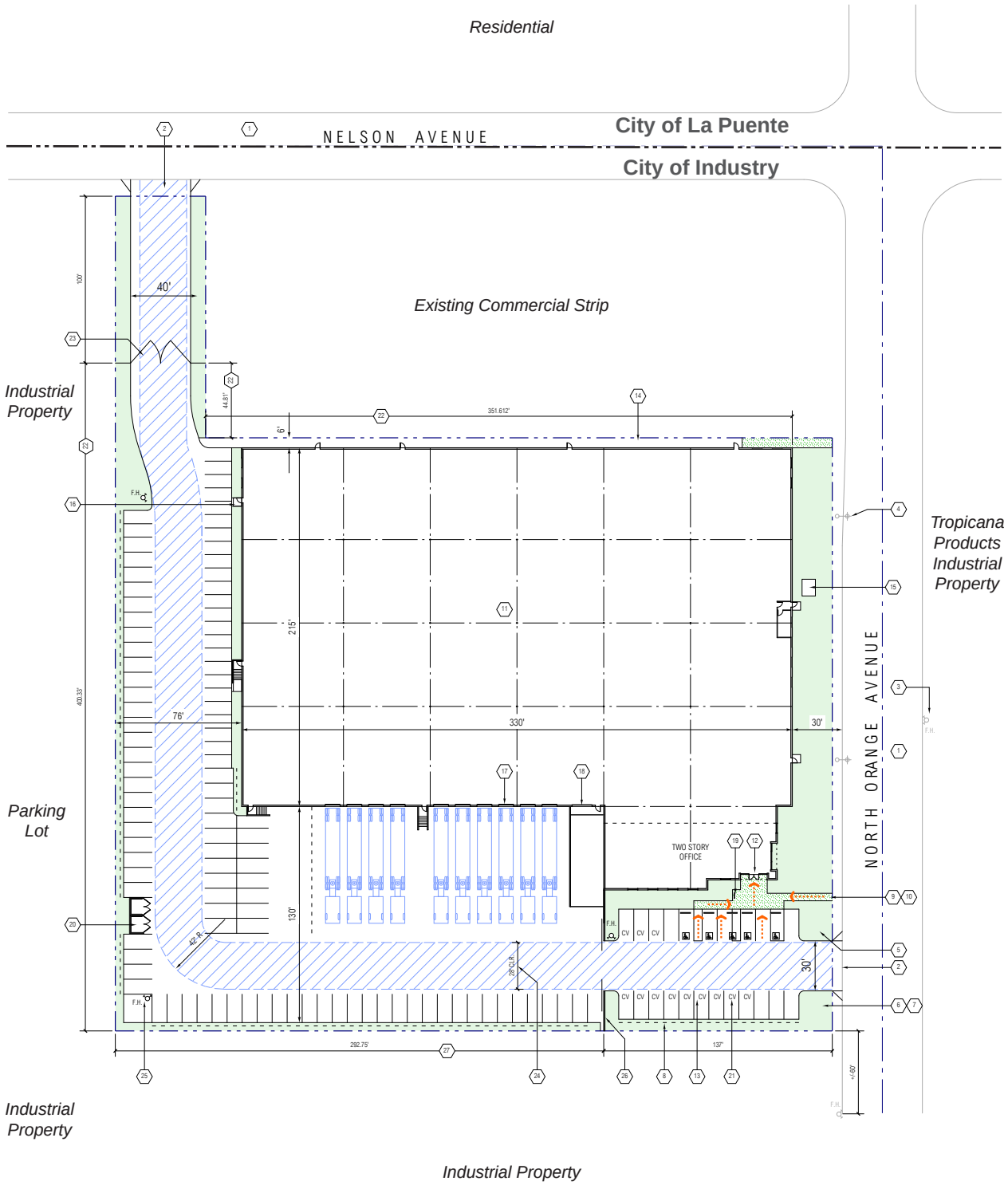
Figure 5 - Site Plan
1. Introduction



Source: RGA, 2014

1. Introduction

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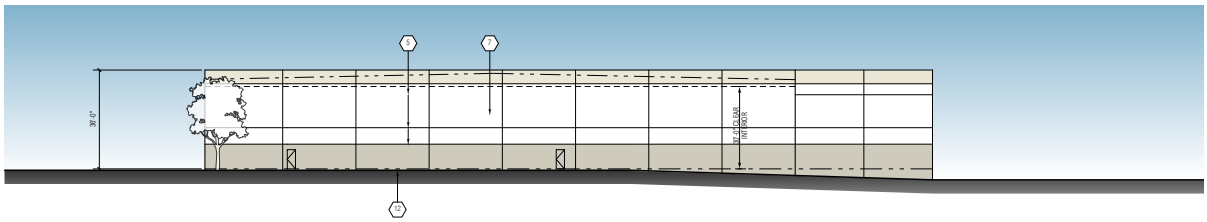
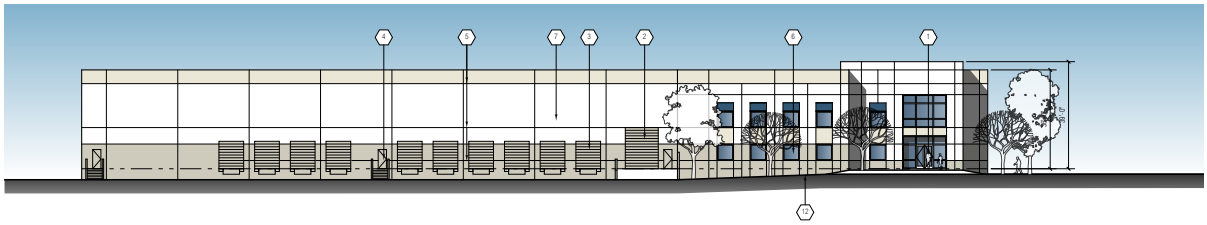
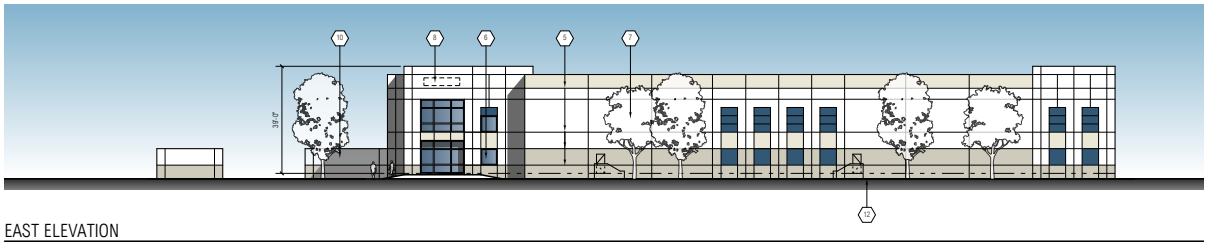
Figure 6 - Elevations
1. Introduction



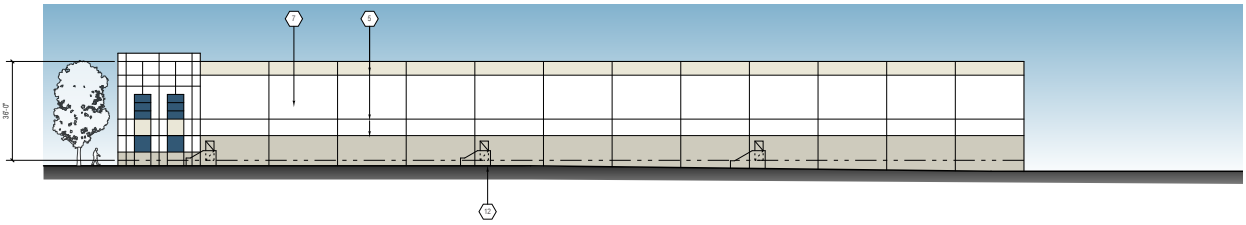
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

FINISH SCHEDULE

1. FIELD COLOR - SHERWIN WILLIAMS SW 7014 ELDER WHITE
2. ACCENT COLOR - SHERWIN WILLIAMS SW 7016 MINDFUL GRAY
3. BASE ACCENT COLOR - SHERWIN WILLIAMS SW 7018 DOVETAIL
4. ACCENT COLOR - SHERWIN WILLIAMS SW 6235 FOGGY DAY
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

0 70
Scale (Feet)

Source: RGA, 2014

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Development Plan 14-9.

2. **Lead Agency Name and Address:**
City of Industry
15625 East Stafford, Suite 100
P.O. Box 3366
City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**
Brian James, Planning Director
626.333.2211

4. **Project Location:**
125 Orange Avenue in the west part of the City of Industry south of the intersection of Orange Avenue with Nelson Avenue.

5. **Project Sponsor's Name and Address:**
Quinn Development LLC
1221 South Hacienda Boulevard
Hacienda Heights, CA 91745

6. **General Plan Designation:** Employment.

7. **Zoning:** Industrial (I).

8. **Description of Project:**
The project consists of construction and operation of an 80,000-square-foot industrial building for manufacturing and warehouse use on a vacant 3.69-acre site. Parking would consist of 124 automobile parking spaces and 10 truck bays.

9. **Surrounding Land Uses and Setting:**
The site is vacant. Most of the site is bare land; vegetation onsite includes tumbleweeds and grasses, and by several trees along the north site boundary. The site is surrounded to the northeast by two commercial buildings housing retail, restaurants, and service uses; to the north by Nelson Avenue and single-family residential uses; to the west by a shoe distribution warehouse; and to the west and south by a food service distributor.

2. Environmental Checklist

10. Other Public Agencies Whose Approval Is Required:

Los Angeles County Fire Department
Los Angeles County Building Department
Los Angeles County Public Works Department
South Coast Air Quality Management District
State Water Resource Control Board

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

2.3 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g. the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analysis Used.** Identify and state where they are available for review.

   b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

2. Environmental Checklist

c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

No Impact. Vistas of the Puente Hills to the south are visible from much of the site, and vistas of the San Gabriel Mountains to the north are visible from the south end of the site. The north end of the proposed building would be about 215 feet south of residential property lines along the north side of Nelson Avenue. Vistas of the Puente Hills to the south are currently blocked from residences along the north side of Nelson Avenue by the two commercial buildings along the south side of Nelson Avenue. No impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. There are no historic buildings or rock outcroppings onsite. Trees onsite are ornamental landscape trees and are not considered scenic resources. The project site is not in a state scenic highway, as the nearest such highway to the site is SR-91 about 16 miles to the southeast. Impacts would be less than significant.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The site surroundings consist of distribution uses to the west, east, and south, and commercial uses and a residential neighborhood in La Puente to the north. The existing vacant site detracts, and does not contribute, to the visual quality of the site and its surroundings. The project would develop a concrete tilt-up industrial and warehouse building, with landscaping, conforming with the appearance of the surrounding industrial uses. The project would have a favorable impact on the visual quality of the site and its surroundings, and no adverse impact would occur.

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

Less Than Significant Impact. Safety and security lighting would be installed on the exterior of the proposed building. No parking lot lights are shown on the project site plan. Existing industrial, commercial, and residential buildings on surrounding properties also have exterior safety and security lighting installed. Any signage that would be installed by the project would comply with City of Industry Sign Regulations, Chapter 15.32 of the City of Industry Municipal Code. The project would not create a new source of substantial light or glare and would not adversely affect daytime or nighttime views. Impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped on the project site, as the site is not mapped on the California Important Farmland Finder maintained by the Division of Land Resource Protection (DLRP 2014). The site is vacant and is not used for agriculture. Project development would not convert mapped important farmland to non-agricultural uses, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The site is zoned for industrial use, and not for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. No Williamson Act contracts are in effect for the project site. No impact would occur.

c) c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is zoned for industrial use, and is not zoned for forest land, timberland, or timberland production. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is vacant and vegetated with shrubs, grasses, and several trees. There is no forest land onsite, and project development would not convert forest land to non-forest use. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. There is no mapped important farmland on or near the site, and no forest land onsite. Project development would not indirectly convert important farmland to non-agricultural uses, or forest land to non-forest uses, and no impact would occur.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix B.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxides (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as in either attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated as nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS and nonattainment for and lead (Los Angeles County only) under the National AAQS (CARB 2014a).[2]

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal in informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals contained in the AQMP. The most recent adopted comprehensive plan is the 2012 AQMP, which was adopted on December 7, 2012 (see Appendix B to this Initial Study for a description of the 2012 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. The proposed project is not a regionally significant project per CEQA Guidelines Section 15206 that would warrant Intergovernmental Review by SCAG.

[2] CARB has proposed to redesignate the SoCAB as attainment for lead and NO_2 under the California AAQS (CARB 2013).

3. Environmental Analysis

While the proposed project would result in an increase in employment in the City of Industry, the project would not substantially affect the regional growth projections because the land use is consistent with the City of Industry underlying General Plan land use designation. Therefore, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP to attain the AAQS. Furthermore, regional emissions generated by construction and operation of the proposed project would be less than the SCAQMD emissions thresholds with mitigation. As a result, the project would not be considered by SCAQMD to be a substantial source of air pollutant emissions and would not conflict or obstruct implementation of the AQMP. Therefore, impacts are less than significant and no mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact With Mitigation Incorporated. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by site preparation, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction of the 3.69-acre project site would involve site preparation, site grading, construction of the proposed manufacturing and warehouse building, and on-site paving and landscaping. Construction activities would start as early as summer 2015 and would take approximately 6 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, based on the project's preliminary construction schedule and equipment list provided by the Applicant. Results of the construction emission modeling are shown in Table 1, *Maximum Daily Regional Construction Emissions*. As shown in the table, air pollutant emissions from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant. No mitigation measures are required.

Table 1 Maximum Daily Regional Construction Emissions

Source	Criteria Air Pollutants (lbs/day)[1,2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	5	57	44	<1	11	7
Grading	4	41	28	<1	5	4
Building Construction	4	32	25	<1	3	2
Building Construction + Paving + Architectural Coating	51	55	42	<1	5	4
Maximum Daily Emissions	51	57	44	<1	11	7
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2
Notes: Totals may not total to 100 percent due to rounding.
[1] Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.
[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 150 g/L for interior paints as indicated by the Applicant.

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions associated with the project would be generated by equipment used onsite and truck idling (area sources), natural gas used for heating (energy), and trips generated by the proposed manufacturing and warehousing building (transportation). Trip generation is based on the trip generation rates from the Institute of Transportation Engineers Trip Generation Manual (9th Edition), fleet mix from the Fontana Truck Trip Generation Study (City of Fontana 2003), and trip length provided by Southern California Association of Governments (SCAG) for passenger vehicles and trucks for the City of Industry in the 2012 Regional Transportation Plan (RTP) model. Regional daily criteria air pollutants generated by the project were modeled with CalEEMod and are shown in Table 2, *Maximum Daily Regional Operational Phase Emissions*.

Table 2 Maximum Daily Regional Operational Phase Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	3	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	2	8.30	23	<1	4	1
Offroad[2]	5	46.88	30	<1	4	4
Total Emissions	10	**55.49**	53	<1	8	5
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	**Yes**	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding. Bold: Exceed Threshold.
[1] Transportation emissions based on truck trip generation rates from the ITE Trip Generation Manual, 9th Generation, and fleet mix based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes onsite.
[2] Assumes 4 diesel-powered forklifts at the facility operating for 4 hours per each shift and a total of 3 work-shifts per day.

3. Environmental Analysis

As shown in the table, except for NO_X, air pollutant emissions generated from operation-related activities would be less than their respective SCAQMD regional significance threshold values. The highest NO_X emissions would be from the forklifts operating at the manufacturing and warehousing building.

Table 3, *Maximum Daily Regional Operational Phase Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-1, which would require the forklifts operating at the manufacturing and warehousing building to be electric instead of diesel-powered. As shown in the table, NO_X emissions would be reduced to below the SCAQMD regional emissions threshold. Therefore, with incorporation of mitigation, impacts from project-related operation activities to the regional air quality would be less than significant.

Table 3 Maximum Daily Regional Operational Phase Emissions - Mitigated

	Criteria Air Pollutants (lbs/day)					
Source	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	3	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation[1]	2	8	23	<1	4	1
Offroad[2]	0	0	0	0	0	0
Total Emissions	4	9	23	<1	4	1
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding.

1 Transportation emissions based on truck trip generation rates from the ITE Trip Generation Manual, 9th Generation, and fleet mix based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes onsite.

2 Incorporates Mitigation Measure AQ-1, which requires the forklifts operating at the facility to be electric instead of diesel-powered. Electricity usage of the electric forklifts is assumed in the facility's overall energy use.

Mitigation Measure

AQ-1 If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric-powered.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SoCAB is designated as nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2014a).[3] According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a

3 CARB has proposed to redesignate the SoCAB as attainment for NO_2 and lead under the California AAQS (CARB 2014a).

cumulative impact (SCAQMD 1993). With mitigation, construction and operational activities would not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants and impacts would be less than significant. No mitigation measures are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction

LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect those sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). Receptors proximate to the proposed project site are the surrounding residences.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 4, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs.

3. Environmental Analysis

Table 4 Localized Construction Emissions

Source	Pollutants(lbs/day)[1,2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building Construction	30	19	2.12	1.99
SCAQMD 1.31-acre LST	95	785	5.62	4.31
Exceeds LST?	No	No	No	No
Building Construction + Paving + Architectural Coating	53	33	3.56	3.34
SCAQMD 1.81-acre LST	114	964	6.62	4.81
Exceeds LST?	No	No	No	No
Grading	40	27	5.13	3.58
SCAQMD 2.50-acre LST	131	1,161	8.16	5.67
Exceeds LST?	No	No	No	No
Site Preparation	57	43	**10.81**	**7.09**
SCAQMD 3.50-acre LST	152	1,422	10.49	7.00
Exceeds LST?	No	No	**Yes**	**Yes**

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. Bold: Exceed Threshold.
Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Construction LSTs are based on receptors within 82 feet (25 meters) of a 3.69-acre site in SRA 11.
[1] Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.
[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 150 g/L for interior paints as indicated by the Applicant.

As shown in this table, the maximum daily NO_x and CO construction emissions generated from onsite construction-related activities would be less than their respective SCAQMD LSTs. However, PM_{10} and $PM_{2.5}$ emissions generated during site preparation-related activities would exceed the SCAQMD LSTs. Therefore, project-related construction activities would have the potential to expose sensitive receptors to substantial pollutant concentrations.

Table 5, *Localized Construction Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-2. This measure requires watering disturbed areas at least three times per day. As shown in the table, emissions of PM_{10} and $PM_{2.5}$ would be reduced to below the SCAQMD LSTs for the site preparation phase. Therefore, with incorporation of mitigation, construction LST impacts would be less than significant.

Table 5 Localized Construction Emissions - Mitigated

Source	Pollutants(lbs/day)[1,2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building Construction	30	19	2.12	1.99
SCAQMD 1.31-acre LST	95	785	5.62	4.31
Exceeds LST?	No	No	No	No
Building Construction + Paving + Architectural Coating	53	33	3.56	3.34
SCAQMD 1.81-acre LST	114	964	6.62	4.81
Exceeds LST?	No	No	No	No
Grading	40	27	4.76	3.39
SCAQMD 2.50-acre LST	131	1,161	8.16	5.67
Exceeds LST?	No	No	No	No
Site Preparation	57	43	9.78	6.52
SCAQMD 3.50-acre LST	152	1,422	10.49	7.00
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Construction LSTs are based on receptors within 82 feet (25 meters) of a 3.69-acre site in SRA 11.

[1] Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of three times per day (per Mitigation Measure AQ-2), reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 150 g/L for interior paints as indicated by the Applicant.

Mitigation Measure

AQ-2 Prior to issuance of any construction permits, the construction contractor shall prepare a dust control plan (Plan) and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM_{10} and $PM_{2.5}$ emissions. The Plan shall be submitted to and verified by the City of Industry Planning Department. The City of Industry Engineering Official or designee shall verify compliance that these measures have been implemented during normal construction site inspections.

- During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

3. Environmental Analysis

Operational

LSTs

Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Table 6, *Localized Onsite Operational Emissions*, shows localized maximum daily operational emissions.

Table 6 Localized Onsite Operational Emissions

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources[1]	<1	<1	<1	<1
Off-Road Sources[1]	47	30	4	4
Truck Idling[2]	1	<1	<1	<1
Maximum Daily Onsite Operation Emissions	48	30	4	4
SCAQMD LST	156	1,472	3.13	2.00
Exceeds LST?	No	No	Yes	Yes

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. Bold: Exceed Threshold.
Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Operational LSTs are based on receptors within 82 feet (25 meters) of a 3.69-acre site in SRA 11.
[1] Area and off-road sources based on CalEEMod Version 2013.2.2.
[2] Truck idling is based on EMFAC2014 idle emission rates for medium duty trucks (MDV), medium-heavy duty diesel instate trucks (T6 Instate Heavy), and heavy-heavy duty diesel tractor construction truck (T7 Tractor) for the buildout year (2016), and assumes 5 minutes of idling per trip (10 minutes of idling per truck), which is consistent with the default idling assumed in CalEEMod, Version 2013.2.2

As shown in this table, the maximum daily NO_x and CO operational emissions generated from onsite operation-related activities would be less than their respective SCAQMD operational phase LSTs. However, PM_{10} and $PM_{2.5}$ emissions from operation activities would exceed the SCAQMD operational phase LSTs. The highest PM_{10} and $PM_{2.5}$ emissions would be from the forklifts operating at the manufacturing and warehousing buildings. Therefore, the project-related operational activities would have the potential to expose sensitive receptors to substantial pollutant concentrations.

Table 7, *Localized Onsite Operational Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-1. This measure would require the forklifts operating at the warehouse to be electric instead of diesel-powered. As shown in the table, PM_{10} and $PM_{2.5}$ emissions would be reduced to below the SCAQMD operational phase LSTs. Therefore, with incorporation of mitigation, operational LST impacts would be less than significant.

Table 7 Localized Onsite Operational Emissions - Mitigated

Source	Pollutants (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources[1]	<1	<1	<1	<1
Off-Road Sources[1]	0	0	0	0
Truck Idling[2]	1	<1	<1	<1
Maximum Daily Onsite Operation Emissions	1	<1	<1	<1
SCAQMD LST	156	1,472	3.13	2.00
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A.
Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. Operational LSTs are based on receptors within 82 feet (25 meters) of a 3.69-acre site in SRA 11.
[1] Area and off-road sources based on CalEEMod Version 2013.2.2.
[2] Truck idling is based on EMFAC2014 idle emission rates for medium duty trucks (MDV), medium-heavy duty diesel instate trucks (T6 Instate Heavy), and heavy-heavy duty diesel tractor construction truck (T7 Tractor) for the buildout year (2016), and assumes 5 minutes of idling per trip (10 minutes of idling per truck), which is consistent with the default idling assumed in CalEEMod, Version 2013.2.2
[3] Incorporates Mitigation Measure AQ-1, which requires the forklifts operating at the facility to be electric instead of diesel-powered. Electricity usage of the electric forklifts is assumed in the facility's overall energy use.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011). The proposed project could generate up to 306 average daily trips. These trip generations are significantly less than the volumes cited above. Furthermore, the SoCAB has since been designated as attainment under both the national and California AAQS for CO. The project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation measures are required.

Health Risk Screening Analysis

A health risk screening analysis was performed by using SCREEN 3 model to estimate worst-case ground level concentrations to determine if a Health Risk Assessment was needed to determine if toxic air emissions associated with operational activities at the facility (i.e., diesel truck emissions) could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. (see Appendix B). The nearest sensitive receptors are the residential receptors east of the project site across Nelson Avenue. If operational emissions from the manufacturing/warehousing facility do not pose a risk to residents at the nearby single-family residence, then

there also would be no risk to sensitive receptors that are located at greater distances from the facility. The screening analysis evaluated both carcinogenic and non-carcinogenic health risks, as discussed below.

Carcinogenic Health Risks

Health risks associated with exposure to carcinogenic compounds at the proposed project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The State of California has established that a project would result in a significant impact with regard to increasing exposure to carcinogens regulated under Proposition 65 if the project increases cancer risk by one in 100,000 (1.0×10^{-5}) or more. The SCAQMD has established a maximum incremental cancer risk of 10 in a million (10×10^{-6}) for CEQA projects.

Results of the screening modeling (see Appendix B) indicate that the incremental cancer risk for the nearest sensitive receptor, based on the maximum ground floor concentration for a 70-year, 24-hour outdoor exposure duration is 3.7×10^{-6} (3.7 in a million). In comparison to the significance threshold of 10 in a million (10×10^{-6}), carcinogenic risks are below the threshold value for residents that could be impacted by implementation of the project. Also, the 9-year exposure scenario, representing childhood exposure, was calculated to be 2.6×10^{-6} (2.6 in a million), which also is below the threshold value. Therefore, cancer risk impacts to off-site sensitive receptors would be less than significant and no mitigation measures are necessary.

Noncarcinogenic Health Risks

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds a value of 1.0, a health hazard is presumed to exist. The screening analysis performed for the proposed project indicates that the hazard index identified for each toxicological endpoint totaled less than 1.0 for the nearest sensitive receptors (see Appendix B). Therefore, noncarcinogenic impacts to off-site sensitive receptors would be less than significant and no mitigation measures are necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Warehousing operations would not result in the types of odors generated by the aforementioned land uses. Additionally, the proposed project would be subject to and would be required to comply with SCAQMD Rule 402, which would minimize potential odor-related nuisances. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, impacts associated with operation- and construction-generated odors would be less than significant and no mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Most of the site is bare land; vegetation onsite includes tumbleweeds (*Salsola tragus*) and grasses; and by several trees along the north site boundary. The site was in agricultural use in 1948 and 1952, and the northern half of the site was in agricultural use in 1964. The site was used for industrial storage in 1972 and 1980, and the southern half of the site was used for such storage in 1964. The site was part of a paved parking lot for one of the neighboring distribution facilities in 2003 and 2005 (NETR 2015). The site is shown as vacant on a 1927 topographic map (USGS 1927). The vegetation onsite is typical of disturbed, previously developed sites in urban southern California. No native habitat, and no suitable habitat for sensitive species, is present onsite. No substantial impact to sensitive species would occur either directly or through habitat modification.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. No riparian habitat – that is, habitat along the banks of rivers and streams – was identified onsite (site visit, PlaceWorks, December 26, 2014). Occurrences of three sensitive natural communities are listed in the Baldwin Park and El Monte topographic quadrangles on the California Natural Diversity Database maintained by the California Department of Fish and Wildlife: California walnut woodland, Riversidian alluvial fan sage scrub, and walnut forest (CDFW 2015). None of the aforementioned natural communities is present onsite. No impact would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does

support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. While standing water was present on part of the southeastern portion of the site as of a site visit on December 26, 2014, the standing water is considered to be a temporary remnant from recent rainstorms and not an indication of wetlands onsite. Rainfall in downtown Los Angeles totaled 3.88 inches during December 2014 (Weather Underground 2015). Aerial photographs from September 2014, July 2014, April 2014, April 2013, March 2011, and November 2009 do not show surface water onsite (Nearmap 2015, Google Earth 2015). Considering past industrial, parking, and agricultural uses of the site, it is expected that any wetlands that might once have existed onsite would have been destroyed through past developments. The nearest wetland to the site mapped on the National Wetlands Mapper is an engineered drainage channel next to the west side of Workman Mill Road about 0.7 mile to the northwest (USFWS 2015). No impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Trees onsite could be used by nesting migratory birds protected under the federal Migratory Bird Treaty Act (MBTA), the domestic law implementing the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. Options for compliance with the MBTA include:

- Avoiding grading activities during the nesting season, February 15 to August 15; or
- If grading activities are to be undertaken during the nesting season, a site survey for nesting birds by a qualified biologist before commencement of grading activities. If nesting birds are found, the applicant would consult with the USFWS regarding means to avoid or minimize impacts to nesting birds.

The project would comply with the MBTA, and impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Industry has no ordinances protecting biological resources, and no impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not in the plan area of a habitat conservation plan or Natural Community Conservation Plan (USFWS 2014b, CDFW 2014), and no impact would occur.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

No Impact. There are no historic buildings onsite. The site was in agricultural use in 1948 and 1952, and the northern half of the site was in agricultural use in 1964. The site was part of a paved parking lot for one of the neighboring distribution facilities in 2003 and 2005 (NETR 2015). The use of the site in 1972 and 1980, and of the southern half of the site in 1964, cannot be ascertained from available aerial photographs. The site was occupied in 1972 and 1980 by multiple parallel rows of circular objects. The objects are clearly man-made and are not trees; and are larger than 55-gallon drums. Large industrial buildings were present in 1972 and 1980 south and southwest of the project site (the building southwest of the project site is still present and is occupied by a food service distributor; the building to the south has been removed, and the site of that building is now part of the parking lot for the food service distributor). Given the proximity of the project site to large industrial facilities to the south and southwest in 1972 and 1980, the circular objects are tentatively identified as industrial storage; similar circular objects occupied the south half of the site in 1964. The site is shown as vacant on a 1927 topographic map (USGS 1927). Project development would not damage historic resources, and no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. Archaeological Resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project development would involve ground disturbance on the entire site, with deeper disturbances in the central and southern parts of the site in the footprint of the proposed building. There is some possibility that prehistoric and/or historic archaeological resources could be buried in site soils and could be damaged by project ground-disturbing activities. In the event that archaeological resources are unearthed during project grading and/or construction activities, ground disturbance must be stopped within 50 feet of the discovery until the discovery can be evaluated by a qualified archaeologist. Impacts would be less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Paleontological resources are fossils, that is, evidence of past life on earth; including bones, shells, leaves, tracks, burrows, and impressions. The site is underlain by young alluvial fan deposits of middle Holocene age (USGS 2006). There is some possibility that fossils could be present in site soils and thus could be damaged by project grading and/or construction activities. In the event that fossils are unearthed during project grading and/or construction activities, ground disturbance must be stopped within 50 feet of the discovery until the discovery can be evaluated by a qualified paleontologist.

The project site is flat, and there are no unique geological features onsite. Impacts would be less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The project site is not in or next to an Alquist-Priolo Earthquake Fault Zone; the nearest such zone is along the Whittier Fault about 4.3 miles to the south (CGS 1991). The Whittier Fault is also the closest active fault to the site mapped by the California Geological Survey (CGS 2013). Project development would not expose people or structures to substantial hazards from surface rupture of a known active fault, and no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project site is in a seismically active region, and strong ground shaking is very likely to occur during the design lifetime of the proposed building. Active faults in the project region include the Raymond Fault nine miles to the north; the Workman Hill Fault 5.5 miles to

the west; the Chino Fault 16 miles to the east; and the Cucamonga Fault 19 miles to the northeast, as well as the aforementioned Whittier Fault (CGS 2013). The peak ground acceleration estimated to occur near the project site with a 10 percent probability of exceedance in 50 years – that is, an average recurrence interval of 475 years – is 0.51g where g is the acceleration of gravity (CGS 1998). Ground acceleration of 0.51g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale (Wald 1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS 2012).

In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS 2012).

Project design and construction would comply with seismic safety requirements of the California Building Code (CBC), which comprises Part 2 of Title 24 of the California Code of Regulations. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The geotechnical investigation for the project would calculate seismic design parameters, pursuant to CBC requirements, that must be used in the design of the proposed building. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The project site is in a zone of required investigation for liquefaction mapped by the California Geological Survey (CGS 1999). The geotechnical investigation for the project would assess liquefaction potential onsite and provide recommendations for grading and for foundation design to minimize liquefaction hazards. Impacts would be less than significant.

iv) Landslides?

No Impact. The project site is flat, and there are no slopes on or near the site that could generate a landslide. No impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Project development would involve grading and construction activities that would temporarily leave disturbed soil vulnerable to erosion if effective erosion control measures were not used. Construction of the proposed project would be required to comply with best management practices (BMPs) that reduce or eliminate soil erosion from construction sites. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Compliance with these BMPs is required by the federal Clean Water Act, and, within the City of Industry, is administered by the City. With

compliance with existing regulations governing erosion from construction sites, the project would have less than significant impacts on soil erosion, and no mitigation measures are necessary.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Project development would not cause substantial hazards related to liquefaction and landslides, as substantiated above in Sections 3.6.a.iii and 3.6.a.iv, respectively. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Compliance with recommendations of the geotechnical report for minimizing hazards from liquefaction would also minimize hazards from lateral spreading.

Subsidence

The major cause of ground subsidence is withdrawal of groundwater. The project site is underlain by the Main San Gabriel Valley Groundwater Basin (Basin). Groundwater levels in the Basin are maintained by the Main San Gabriel Basin Watermaster. Substantial ground subsidence in the region is not expected, and project development would not cause substantial hazards related to subsidence. Impacts would be less than significant.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. The project geotechnical report would contain recommendations for remedial grading to remove near-surface soils that may not be suitable for supporting the proposed building, and replacing such soils with engineered fill. The project would comply with recommendations of the project geotechnical report. Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. The project geotechnical investigation would include testing of site soils for expansion potential and an assessment of expansiveness of the soils. The geotechnical report would contain recommendations for remedial grading to remove near-surface soils that may not be suitable for supporting the proposed building, and replacing such soils with engineered fill. The project would comply with recommendations of the project geotechnical report. Impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would not use septic tanks or other alternative waste water disposal systems. The project would include installation of sewer laterals connecting to existing sewer mains in surrounding roadways. No impact would occur.

3.7 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.[4, 5]

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on manufacture of cement, steel, and other "life-cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.[6] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix B to this Initial Study.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, truck idling, consumer products, coatings), water/wastewater

[4] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[5] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

[6] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

3. Environmental Analysis

generation, and waste disposal. Annual GHG emissions were calculated for construction and operation of the project. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. Project-related GHG emissions are shown in Table 8, *Project-Related GHG Emissions*. As shown, the proposed project at buildout would generate 1,750 metric tons of carbon dioxide-equivalent ($MTCO_2e$) emissions per year and would not exceed the SCAQMD's bright-line threshold of 3,000 $MTCO_2e$.[7] Because the GHG emissions associated with the project would not exceed the SCAQMD bright-line threshold, the proposed project's cumulative contribution to GHG emissions is considered less than significant and no mitigation measures are necessary.

Table 8 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total
Area	<1	<1%
Energy	330	19%
Transportation[1]	867	50%
Offroad[2]	452	26%
Waste	89	5%
Water	4	<1%
Amortized Construction Emissions[3]	8	<1%
Total Emissions	1,750	100%
SCAQMD's Proposed Screening Threshold	3,000	NA
Exceeds Proposed Screening Threshold	No	NA

Source: CalEEMod, Version 2013.2.2. Totals may not add up to 100 percent due to rounding. Assumes implementation of the 2013 California Green Building Standards Code (CALGreen) and 2013 Building and Energy Efficiency Standards. The 2013 Building and Energy Efficiency Standards are 30 percent more energy efficient than the 2008 Standards for non-residential buildings.
Note: $MTCO_2e$: metric tons of carbon dioxide-equivalent.
1 Transportation emissions based on truck trip generation ITE Trip Generation Manual, 9th Generation, and based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes on-site.
2 Assumes 4 forklifts at the facility operating for 4 hours per each shift and a total of 3 work-shifts per day.
3 Total construction emissions are amortized over 30 years.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The California Air Resources Board's (CARB's) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the target of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered within

[7] This threshold is based on SCAQMD's 3,000 $MTCO_2e$ for all land use types combined threshold proposed by SCAQMD's Working Group, which is based on a survey of the GHG emissions inventory of CEQA projects. Approximately 90 percent of CEQA projects GHG emissions inventories exceed 3,000 $MTCO_2e$, which is based on a potential threshold approach cited in CAPCOA's White Paper, *CEQA and Climate Change*.

the 2008 Scoping Plan baseline inventory. The revised 2020 BAU forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley[8] and the 33 percent Renewable Portfolio Standard (RPS) or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS) (CARB 2012).[9]

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. In addition, new buildings are required to comply with the 2013 Building and Energy Efficiency Standards (or future cycle update) and California Green Building Code (CALGreen). The project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 was adopted.

In addition to AB 32, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the Southern California Association of Governments (SCAG) region, the SCS was adopted in April 2012 (SCAG 2012). The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed warehouse is a permitted use under the Employment general plan designation; hence, it is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). No impact would occur and no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact.

Construction

The construction of the proposed warehouse building would require fuels, lubricating fluids, solvents, or other substances. However, activities using these substances would be of short duration. The use, transport,

[8] The CARB originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley). On September 24, 2009, the CARB adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009, while providing vehicle manufacturers with new compliance flexibility.

[9] In May 2014, CARB completed a five year update to the 2008 Scoping Plan. CARB recalculated the 1990 GHG emission levels with the updated global warming potential (GWP) in the Intergovernmental Panel on Climate Change's Fourth Assessment Report, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 $MMTCO_2e$ (CARB 2014c)

storage, and disposal of hazardous materials using these substances comply with existing regulations established by several agencies, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department.[10]

Operation

The proposed building is a high-cube warehouse intended for manufacturing and warehousing uses. Project operation use would involve transport, use, and disposal of hazardous materials; the specific substances and quantities of such materials are presently unknown. The use, transport, and disposal of such materials would be required to comply with the regulations described above. Impacts would be less than significant and no mitigation is required.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact.

Existing Hazardous Materials Onsite

The project site was not listed as a hazardous materials site on any of three regulatory databases searched on January 6, 2015: GeoTracker (State Water Resources Control Board); EnviroStor (Department of Toxic Substances Control); and EnviroMapper (US Environmental Protection Agency).

Hazardous Materials to be Used in Project Construction and Operation

Existing regulations require that prospective building occupants maintain equipment and supplies for containing and cleaning up minor spills of hazardous materials; train staff on such containment and cleanup; and notify appropriate emergency response agencies immediately in the event of a hazardous materials release of greater quantity and/or hazard than onsite staff can safely stop, contain, and clean up. Impacts would be less than significant and no mitigation is needed.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. One school is within 0.25 mile of the project site: the Hacienda La Puente Adult Education School at 14101 East Nelson Avenue in the City of La Puente, about 500 feet northwest of the project site. Health risks from diesel truck emissions onsite were found to not pose substantial health hazards to residents in houses opposite Nelson Avenue north of the site (see Section 3.3.d of this Initial Study); therefore, such emissions would not pose substantial health hazards to persons at Hacienda La Puente Adult Education School. Impacts would be less than significant.

[10] The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The project site was not listed as a hazardous materials site on any of three regulatory databases searched. The same three databases were searched for listings within 0.25 mile of the project site, listed below in Table 9. None of the sites listed is considered to be an environmental concern for the project site. Both of the leaking underground storage tank (LUST) cases and one of the two cleanup program cases listed have been closed. Site remediation has been conducted at the one open cleanup program case, which is 650 feet southwest and cross-gradient from the proposed project site. Impacts would be less than significant and no mitigation is required.

Table 9 Environmental Database Listings within 0.25 Mile of Project Site

Site Address Distance from Project Site	Database	Reason for Listing and Regulatory Status
Hansen Foods Inc 14380 Nelson Ave, La Puente 550 feet southeast	GeoTracker	Leaking Underground Storage Tank (LUST) site Release of solvents affected drinking water aquifer Case closed 1997.
Hexcel-MCI Site (former) 140 Orange Ave Opposite Orange Ave to south	GeoTracker	Cleanup program site. Release of tetrachloroethylene (PCE) affected drinking water aquifer. Case closed 2013.
	EnviroMapper	Small quantity generator of hazardous wastes (SQG)
Custom Commercial Wheel Co. 14278 E Valley Bl 650 feet southwest	GeoTracker	Cleanup program site. Release of volatile organic compounds (VOCs) affected drinking water aquifer. Case open; site remediation 1989.
	EnviroMapper	SQG
Mercury Hardwood 14166 Nelson Ave 1,300 feet northwest	GeoTracker	LUST site Gasoline release affected soil Case closed 1990.
Tropicana Products Inc 240 N Orange Av Southeast opposite Orange Av	EnviroMapper	SQG (conditionally exempt)
Rapid Rack Industries Inc 14266 Valley Blvd 600 feet southwest	EnviroMapper	SQG

Sources: SWRCB 2015; DTSC 2015; USEPA 2015

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not in an airport land use plan, and the nearest public use airport to the site is El Monte Airport in the City of El Monte 4.2 miles to the northwest. Project development would not cause hazards related to aircraft flying to or from a public-use airport, and no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no heliports within one mile of the project site (Airnav.com 2015), and no impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. Project construction and operation would not block access to the project site or to surrounding properties, and would not interfere with the duties of emergency response officials. Project development would not interfere with implementation of the OAERP, and no impact would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. There is no wildland vegetation on or near the project site, and the nearest Very High Fire Hazard Severity Zone to the project site mapped by the California Department of Forestry and Fire Prevention is about 1.1 miles to the southwest (CAL FIRE 2011). Project development would not expose people or structures to substantial wildfire hazards, and impacts would be less than significant. No mitigation measures are needed.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact.

Construction

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described below in Table 10.

Table 10 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Operation

Applicants of projects one acre or more in area must prepare and comply with a Standard Urban Stormwater Mitigation Plan (SUSMP) pursuant to Order Number 01-182, issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 2001, which sets requirements for discharges to municipal storm drainage systems in 84 cities in Los Angeles County – and portions of unincorporated Los Angeles County – within the Los Angeles Watershed. A SUSMP Manual, issued by the Los Angeles County Public Works Department in 2002, sets forth requirements for SUSMPs. The SUSMP specifies BMPs the project will use in the operations phase to minimize contamination of stormwater.

The following BMPs apply to commercial or industrial projects developing 100,000 or more square feet of impervious area and thus apply to the proposed project:

- **Peak Storm Water Runoff Discharge Rates:** Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion.

- **Minimize Pollutants of Concern:**

- **Properly Design Trash Storage Areas**

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- **Structural or Treatment Control BMPs:** Must infiltrate or treat storm water runoff from specified volume or flow rate; for example, an 85th-percentile 24-hour storm event (approximately equivalent to a two-year storm); or runoff from rain of 0.2 inches per hour intensity or greater (DPW 2002).

The project would comply with water quality standards, and impacts would be less than significant. No mitigation is needed.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is over the Main San Gabriel Valley Groundwater Basin ("Basin"). The site is not used for intentional groundwater recharge. Project development would not substantially interfere with groundwater recharge. Industry Public Utilities (IPU) would provide water to the proposed buildings. IPU obtains its water supplies from the La Puente Valley County Water District (LPVCWD), the San Gabriel Valley Water Company (SGVWC), and City of Industry Well No. 5. SGVWC and LPVCWD water supplies each consist of groundwater from the Basin; and recycled water for nonpotable uses. The SGVWC projects that it will have adequate water supplies to meet water demands in its service area through 2035 (Stetson 2011). Groundwater levels in the Basin are maintained by the Main San Gabriel Basin Watermaster. Impacts would be less than significant and no mitigation is necessary.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Less Than Significant Impact. Existing storm drainage onsite is via surface flow. There are storm drains in Nelson Avenue north of the site, and in Orange Avenue east of the site; the storm drain network in the project region extends westward to the San Gabriel River (DPW 2015). Project development would not substantially change the drainage pattern on and surrounding the site. At project completion the entire site would be developed with impervious areas and landscaping, and in post-project conditions the project would not generate substantial erosion. During project construction the project would implement BMPs to minimize erosion, as described above in Section 3.9.a. Impacts would be less than significant and no mitigation is required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The project would install underground storm drains connecting to existing storm drains in surrounding roadways; at project completion drainage in the project region would flow westward as it does now. The Los Angeles County Department of Public Works requires that certain types of development projects limit post-project runoff rates to no greater than pre-project rates. Such requirement applies to commercial or industrial developments including 100,000 square feet or more of impervious area and thus applies to the proposed project. Project drainage improvements would comply with such

requirement; thus, project development would not cause flooding on- or off-site and impacts would be less than significant. No mitigation is required.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The direction of drainage flow on and immediately downstream of the site at project completion would be similar to existing conditions. The project would install underground storm drains connecting to existing storm drains in surrounding roadways to limit the post-project runoff discharge rate to no greater than the pre-project rate. Therefore, project development would not exceed the capacity of existing storm drains in roadways near the project, and impacts would be less than significant. No mitigation is needed.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. The project would comply with water quality requirements set forth in the Statewide General Construction Permit and in the Standard Urban Stormwater Management Plan Manual, as substantiated above in Section 3.9.a. Impacts would be less than significant and no mitigation is needed.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project site is in Flood Hazard Zone X, indicating that it is outside of 100-year and 500-year flood zones (FEMA 2014). The project would not develop housing. No impact would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project is outside of 100-year and 500-year flood zones, and no impact would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The project site is in the dam inundation area of Puddingstone Dam, which is on Walnut Creek 11 miles east of the project site (DPW 2008). Puddingstone Dam serves mainly for flood control and stores water from Walnut Creek and San Dimas Wash. The dam is earthen; was built in 1928; and can impound a reservoir of up to 16,342 acre-feet of water (LACAO 2010). Puddingstone Dam is inspected periodically by the California Division of Safety of Dams (DOSD). The likelihood of failure of Puddingstone Dam is considered to be low due to periodic inspections and maintenance by the DOSD. Impacts would be less than significant, and no mitigation is needed.

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. There are no inland water bodies close enough to the project site to pose a flood hazard to the site due to a seiche, and no impact would occur.

Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is about 22 miles inland from the Pacific Ocean and at an elevation of about 300 feet above mean sea level; therefore, there is no tsunami flood risk at the site. No impact would occur.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on or near the site that could generate a mudflow, and no impact would occur.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. Project development would not divide an established community. The site is surrounded by industrial and commercial uses; the nearest residential neighborhood to the site is opposite Nelson Avenue in the City of La Puente. No impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed manufacturing and warehouse use is permitted under both the Employment General Plan land use designation and the Industrial zoning designation. The project would not conflict with land use regulations, and no impact would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not in the plan area of a habitat conservation plan or Natural Community Conservation Plan, and no impact would occur.

3.11 MINERAL RESOURCES

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

No Impact. The project site is mapped as Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey, meaning that significant mineral deposits are known to be absent, or where it is judged that there is little likelihood that such deposits are present (CGS 1994). The nearest active mine to the project site mapped on the Office of Mine Reclamation's *Mines Online* website is the Durbin sand and gravel mine in the City of Baldwin Park about 3.3 miles to the north (OMR 2014). Project development would not cause a loss of availability of a known mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. No mining sites are designated in the City of Industry General Plan, and the nearest mine to the site mapped on the *Mines Online* website is over three miles away. Project development would not cause a loss of availability of a mining site designated in the City of Industry's General Plan, and no impact would occur.

3.12 NOISE

A background discussion regarding the fundamentals of noise and vibration, along with the regulatory setting for noise impacts used for this Initial Study is presented in Appendix C.

Existing Noise Environment

The project site is located at 125 Orange Avenue in the City of Industry. The project site is currently vacant, bare land (see Figure 3, *Aerial Photograph*).The site is bound by Orange Avenue to the east and Nelson Avenue to the north, both of which are two-lane collector roads. The north side of Nelson Avenue is within the City of La Puente. The major sources of noise in the vicinity of the project site are vehicular traffic on Nelson Avenue, Orange Avenue, and Valley Boulevard (approximately 625 feet to the south of the project site), as well as rail traffic on the UPRR Los Angeles Subdivision Line (approximately 500 feet to the south). The railroad line is a major freight, double-track line that begins at the Los Angeles/Long Beach ports and runs through Pomona. Beside the numerous freight trains, the Southern California Regional Rail Authority (SCRRA) currently operates the Riverside Line, running 12 daily passenger diesel-locomotive commuter (Metrolink) trains per weekday along the UPRR Los Angeles Subdivision Line.

Surrounding uses include warehouses, manufacturing facilities, commercial, retail, and restaurant uses. The nearest residences are single-family homes and Palm Garden Apartments on the north side of Nelson Avenue. The residences are exposed to traffic along Nelson Avenue and the industrial uses located south of Nelson Avenue. These residential structures are approximately 200 feet from the façade of the proposed project's manufacturing/warehouse building, and are separated from the project site by commercial buildings on Nelson Avenue.

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Noise Impact Assessment

The generation of noise associated with the proposed project would occur over the short-term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses that correspond to the CEQA Guidelines.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The following discusses land use and noise compatibility, and potential noise impacts related to project operations.

On-Site Impacts

An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards. The City of Industry Noise Element sets as a goal a community noise equivalent level (CNEL) of up to 75 decibels on the A-weighted scale (dBA) as "normally acceptable" and up to 80 dBA CNEL as "conditionally acceptable" for the proposed industrial land use. The City sets a standard for both single and mobile home dwellings of 50 to 60 dBA CNEL as "normally acceptable" and 55 to 70 dBA CNEL as "conditionally acceptable."

The General Plan EIR (PlaceWorks, 2012) provided information for 50 key roadway segments[11] within the City (for existing year, 2010, conditions). The majority of segments studied had average daily traffic (ADT) volumes greater than 10,000 vehicles, while four segments had volumes between 4,500 and 10,000 vehicles. The segments with less than 10,000 ADT generally had traffic-generated noise levels between 69 and 71 dBA CNEL (at a distance of 50 feet from the centerline). As these sections of Nelson Avenue and Orange Avenue are two-lane roads and were not included in the traffic study for the General Plan Update, it can be reasonably assumed that the ADTs are below 10,000 vehicles and, therefore, that the existing noise levels are below 71 dBA CNEL at 50 feet. Valley Boulevard had ADT volumes between 35,000 and 38,000 vehicles for the segments nearest to the project site. The project boundary is 640 feet north of the centerline, resulting in traffic-generated noise levels at the project site between 60 and 65 dBA CNEL due to Valley Boulevard. Thus, the project site has a noise environment that is less than the 75 dBA CNEL and the industrial/warehouse land use is "normally acceptable" with the existing setting. Given this land use compatibility, the project is not subject to a significant noise impact.

Off-Site Impacts

Stationary source impacts include noise generated from on-site mechanical equipment and, for the purposes of this analysis, trucking operations while within the confines of the project property. These sources have the potential to create noise impacts in the adjoining community.

The County of Los Angeles Noise Ordinance (Section 12.08) establishes that the impact would be significant if project-related stationary noise exceeded the exterior noise standards included listed in Table 11 below:

[11] All of the segments studied were four or more lanes.

Table 11 County of Los Angeles Exterior Noise Standards

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA)[1,2]				
		Standard 1 (L_{50})	Standard 2 (L_{25})	Standard 3 (L_8)	Standard 4 (L_2)	Standard 5 (L_{max})
Noise-Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10 PM to 7 AM	45	50	55	60	65
	7 AM to 10 PM	50	55	60	65	70
Commercial Properties	10 PM to 7 AM	55	60	65	70	75
	7 AM to 10 PM	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles Municipal Code, Section 12.08.390.

1 According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels.

2 If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

Project Mechanical Equipment

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the warehouse structure would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise; all in accordance with City of Industry/County of Los Angeles noise standards listed above to ensure that such equipment does not exceed allowable noise limits. Due to distance of at least 220 feet from the project site to the nearest residential property line, traffic on Nelson Avenue would generally overshadow noise from the operation of rooftop HVAC units at the Project buildings. Due to distance, traffic noise on Nelson Avenue, and compliance with pertinent local noise regulations, noise levels from project mechanical equipment would be less than significant.

Loading Bay Operations

On-site truck operations would be considered a stationary noise source subject to the City's noise regulation limitations (see Table 1 above). The project will conduct operations from 7 AM to 6 PM Monday through Friday, with an expected 60 trucks per day.

Noise measurements taken for a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA L_{eq} as measured at a distance of 50 feet. For the purposes of this analysis, the following relationships between noise level metrics[12] will be used to evaluate compliance with City and County ordinances. (PlaceWorks, 2012):

- $L_{50} \approx Leq - 3$ dB
- $L_{25} \approx Leq$
- $L_8 \approx Leq + 3$ dB

[12] Reference measurements for a proposed trucking operation project in the City of Industry Data taken on 8/23/12 for Parriott/Macy's Trucking Project; PlaceWorks project IND-07.102.

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- $L_2 \approx$ Leq + 7 dB
- $L_0 \approx$ Leq + 10 dB

Therefore, the following noise levels (as measured at a distance of 50 feet from the activity) are used in this impact assessment.

Table 12 Source Noise Levels for Complete Trucking Operations at Reference Distance of 50 feet[1]

L_{eq}[2]	L_{50}[2]	L_{25}[2]	$L_{8.3}$	$L_{1.6}$	L_0=L_{max}
73 dBA	70 dBA	73 dBA	76 dBA	80 dBA	83 dBA

Source: Caltrans, 2009 and PlaceWorks 2012 (measurements of truck operations for Parriott/Macy's Truck Yard Project.
[1] Includes truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away.
[2] Greyed entries are not applicable for the proposed project operations (see text). This information is shown for completeness only.

The loading bay area is located on the south side of the proposed warehouse/manufacturing building (See Figure 5 for the current site plan layout), more than 400 feet from the nearest residences. The nearest residences (across Nelson Avenue) would experience 18 dB of sound reduction due to distance attenuation alone, and another 10 dB attenuation due to the project building and the existing adjacent commercial building. The calculated noise levels at the residences and their relationship to the pertinent stationary noise level limits are shown in Table 13, *Compliance Assessment for Truck Maneuvering Activities*.

Table 13 Compliance Assessment for Truck Maneuvering Activities

L_{50} Sound Level Metric		L_{25} Sound Level Metric		$L_{8.3}$ Sound Level Metric		$L_{1.6}$ Sound Level Metric		L_0=L_{max} Sound Level Metric	
Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit
42 dBA	50 dBA (day)	45 dBA	55 dBA (day)	48 dBA	60 dBA (day)	52 dBA	65 dBA (day)	55 dBA	70 dBA (day)
In compliance		In compliance		In compliance		In compliance		In compliance	

Notes: Includes truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away.
Calculations included in Appendix C.

Noise from truck maneuvering and loading may also be experienced at the adjacent commercial property to the north and industrial properties adjacent to the site. It shall be noted however that these properties are not noise-sensitive and already exposed to these types of noise, and portion of the commercial building that would be affected would be the rear, where no exterior areas would be affected. Noise from truck maneuvering and loading would not cause substantial noise increases and would not interfere with the operation of these nearby uses In summary, noise levels from trucking activities near or in the loading bays of the proposed project would not exceed the noise level standards for noise-sensitive receptors, and would not disrupt operations at the adjacent commercial or industrial properties. Thus, impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Potential vibration impacts associated with development projects are usually related to the use of use of heavy construction equipment during (a) demolition and grading phases of construction and/or (b) the operation of large trucks over uneven surfaces during project operations. The City of Industry does not set quantitative standards for vibration impacts. However, the County of Los Angeles Noise Ordinance, Section 12.08.560 (Vibration) prohibits operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way. The perception threshold is to be a motion velocity of 0.01 inch/second over the range of 1 to 100 Hertz (Hz).

With respect to construction, Caltrans notes that groundborne vibration is typically associated with blasting operations, the use of pile drivers, and large-scale demolition activities, none of which are anticipated for the construction or operation of the project. Rather, the project's site development would include performing surface repairs, repaving/re-striping some areas of the existing asphalt, trenching for new utilities, erecting the main building, erecting trash enclosures, and installing improved fencing and access controls (including walls and gates). Because of the distances to the nearest sensitive receptors and because there would be no substantial demolition and grading that would require the use of equipment that would have the potential to produce substantial levels of ground borne vibration, vibration impacts during construction would be less than significant.

The project site would serve as a warehousing facility with on-site truck and trailer movements (primarily near the loading bay on the south side of the proposed building). Operation of the warehouse/manufacturing building would not involve any mechanical equipment that would induce significant groundborne vibration. The project would, however, involve the movements of heavy tractors and trailers. Vibration from vehicles is dependent on vehicle speed and weight, plus the presence of surface discontinuities. Due to site constraints and road geometry, these truck movements would occur at very low speeds (less than 15 miles per hour). Traffic flows, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage; even with notable potholes or degraded railroad crossings (Caltrans, 2004). As vibration dissipates rapidly with distance and since trucks will be traveling at very low speeds and over freshly refurbished and smooth surfaces, vibration effects during project operation at the nearest homes (across the Nelson Avenue) would not be perceptible or result in any undue effects. Thus, vibration impacts during project operations would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

Road Noise

Changes of less than 1 dBA are usually indiscernible, even under quiet, controlled conditions. A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside

environments. A change of 5 dB is readily discernable to most people in an exterior environment. Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. As discussed in Item (a) above, a substantial increase in ambient noise is defined as 3 dBA CNEL.

For general traffic noise, a doubling of traffic volumes (i.e., +100 percent) would be necessary to cause a perceptible noise increase of 3 dB or more. Likewise, a 58 percent increase in volumes would be needed to result in a change of +2 dB and a 26 percent increase in volumes would be needed to result in a change of +1 dB. As presented in the transportation analysis in Section 3.16, the proposed project would generate 306 daily vehicle trips at build-out. This project-related increase would be much less than a 50 percent increase in volumes and would have an associated change in noise levels of less than 2 dB, which is also well below the 3 dBA threshold of significance. Thus, permanent noise increases due to project-related traffic would be less than significant.

Stationary Source Noise

As previously discussed in Item (a) above, on-site mechanical equipment would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise and to adhere to allowable noise limits. Since these types of equipment items would be consistent with similar equipment at existing facilities in the area, no substantial noise level increases would occur due to the contributions of the proposed project. Thus, noise levels from project mechanical equipment would be less than significant. In addition, given the similar warehousing and truck movement activities at existing facilities in the area, coupled with the average hourly rate of 5.5 trucks conducting maneuvering/idling activities in the project loading bay area discussed in response a) above, such operations would not substantially increase area noise levels (by 3 dB or more) and this permanent noise source would be less than significant.

In summary, both project-generated road noise and stationary source noise would not increase area noise levels above the 3 dBA threshold and the impact would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. Both the City of Industry and County of Los Angeles allow construction within the hours specified within the County of Los Angeles Noise Ordinance (i.e., 7:00 AM to 8:00 PM Monday through Saturday), provided it does not exceed the maximum acceptable noise levels at off-site receptor locations (i.e., 75 dBA during the above permitted hours of construction activity). Compliance with the Noise Ordinance is mandatory and, as such, construction noise does not constitute mitigation under CEQA.

Two types of noise impacts could occur during the project construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. However, any increase in noise would be less than 1 dBA when averaged over a 24-hour period, and would therefore have a less than significant impact on noise receptors along the truck routes.

The second type of impact is related to noise generated by on-site construction, when local residents would be subject to elevated noise levels due to the operation of various types of construction equipment. Construction activities are typically carried out in discrete steps, each of which has a relatively distinct mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 14, *Construction Equipment Noise Levels*, lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

Table 14 Construction Equipment Noise Levels

Equipment	Noise Level (dBA) at 50 ft	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%

3. Environmental Analysis

Table 14 Construction Equipment Noise Levels

Equipment	Noise Level (dBA) at 50 ft	Typical Duty Cycle
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

Source: Thalheimer 2000.
KVA = kilovolt amps

Noise ranges have been found to be similar during all phases of construction, although the actual construction of the structures tends to be somewhat less than that from grading. The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earth-moving equipment category. This category includes excavating machinery (e.g., back-fillers, bull-dozers, excavators, front loaders, etc.) and earth-moving and compacting equipment (e.g., compactors, scrapers, graders, etc.). Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Heavy equipment, such as a dozer or an excavator, can have maximum, short-duration noise levels in excess of 80 dBA at 50 feet from the equipment. The later construction of structures is somewhat reduced from this value and the physical presence of the structure may break up line-of-sight noise propagation.

Composite construction noise by phase has been characterized by Bolt, Beranek, and Newman (1971). In their study, construction noise for earthwork and finish-work related to industrial development is presented as 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction effort. Noise levels are typically reduced from this value and the physical structures further break up line of sight noise. However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction. The project is to be placed in an industrial area, but there are proximate residential uses across Nelson Avenue. Most construction would be performed more than 200 feet from existing sensitive receptors, except for a small area adjacent to Nelson Avenue where the northern project driveway would be located. The noise produced from construction decreases at a rate of approximately 6 dB per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and/or shielding/scattering effects). Therefore, at 100 feet, the source noise level would be about 6 dB less or 83 dBA L_{eq}. Similarly, at 200 feet, the noise level would be about 12 dB less or 77 dBA L_{eq}. The nearest single-family homes would be on the order of 200 feet from construction activities along the site's northern border and may experience intermittent periods of construction activities with noise levels as high as 77 dBA L_{eq}. The operation of such equipment would result in the generation of both steady and episodic noise above the ambient levels currently experienced near the project site. It shall be noted that the residences across Nelson Avenue would be shielded from noise for the majority of construction activities by the existing commercial buildings to the north of the project site. Shielding would reduce noise levels at the residences by approximately 10 dB, therefore the anticipated noise levels during construction would be below 70 dBA L_{eq}, below the 75 dBA standard. The driveway / lot entrance on Nelson Avenue would require light grading and paving as near as 70 feet from the homes directly across the street. It will be assumed that the entrance will be

constructed during the beginning of construction activities, during the Site Preparation phase. Construction for this phase would be expected to last less than a week and produce noise levels around 86 dBA L_{eq} at the nearest receptors. These closest and worst-case levels would be infrequent and short-lived throughout the least noise-sensitive portions of the day and only occur for very limited times when construction is performed near the nearest site boundary on a worst-case workday. Without implementation of best construction management practices, there may be the potential for disturbance related to noise at nearby properties due to the operation of construction equipment. Therefore, without mitigation, there would be a significant noise impact during construction.

To reduce temporary noise over approximately eight months and since there would be the potential for significant noise impacts at adjacent uses during project construction, implementation of the following mitigation measure would reduce construction-related noise impacts such that they would be less than significant at the nearby uses.

Mitigation Measure

Noise 1 The following construction-related measures are intended to reduce project construction noise to the extent reasonably feasible and practical:

- The construction contractor shall schedule all construction activities, deliveries, and haul trucks during the daytime hours of 7:00 AM to 7:00 PM, Monday through Saturdays (excluding holidays), in accordance with Section 12.08.440 of the County of Los Angeles Municipal Code.
- All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Stationary, noise-generating equipment (e.g., generators and compressors) shall be located as far as possible from adjacent residential properties.
- If stationary, noise-generating equipment must be located within 200 feet of existing residential properties, then such equipment shall have temporary acoustical enclosures, blanketing, or barriers to reduce the noise emissions.
- The contractor shall utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall reduce non-essential idling of construction equipment to no more than five minutes.
-
- The construction contractor shall post a sign, clearly visible at the construction site, with a contact name and telephone number of the construction contractor to respond to in the event of a noise complaint. This designated contact person shall be responsible for responding to any complaints about construction noise. The contact person shall

determine the cause of the noise complaint (e.g., bad muffler) and shall implement practical and reasonable measures to correct the problem.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within an area covered by an airport land use plan or within 2 miles of a public airport or public-use airport. The nearest public airport is El Monte Airport, approximately 4.5 miles northwest of the site (Airnav.com, Google Earth 2015). While light plane and other aircraft noise is occasionally noticeable in the project area, the project is well beyond any airport's 60 dBA CNEL zone. Therefore, the proposed project would not expose people to excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Haddicks Heliport and the Los Altos Heliport are the nearest private use facilities to the project site, at approximately 1.1 miles to the southeast. (Airnav.com, Google Earth 2015). Helicopter take-offs and landings are infrequent and at sufficient distances from the project site that they would not expose workers employed in the warehouse/manufacturing building to excessive noise levels. Impacts would be less than significant.

3.13 POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The project would not develop housing or extend infrastructure into currently unserved areas. Project operation is expected to generate 85 jobs, as shown below in Table 15. The unemployment rate in Los Angeles County in November 2014 was estimated to be 7.9 percent (EDD 2014). Thus, it is expected that project employment would be absorbed from the regional labor force, and would not attract new workers into the region. Project construction would generate a small number of temporary jobs. Construction employment is also expected to be absorbed from the regional labor force rather than attracting new workers into the region. Impacts would be less than significant.

Table 15 Estimated Operational Project Employment

Use	Square Feet	Employment Generation	
		Square Feet per Job[1]	Total Employment
Manufacturing/Warehouse	72,000	1,040	69
Office	8,000	487	16
Total	80,000	Not applicable	85

[1] Source: Natelson 2001

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing onsite, and project development would not displace housing. No impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no residents onsite, and no impact would occur.

3.14 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services to the City of Industry, the City of La Puente, and the unincorporated communities of Avocado Heights and Hacienda Heights. The nearest fire station to the project site is Station 87 at 140 South Second Avenue in the City of Industry about one mile to the northwest. Project development would result in a slight increase in demands for fire protection and emergency medical services compared to the existing vacant site. There are adequate firefighting resources in the region to serve the proposed project as well as existing developments in the region, and project development would not require construction of new or expanded fire stations. Impacts would be less than significant and no mitigation is required.

b) Police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Industry. The nearest LASD station to the project site is the Industry Station at 150 Hudson Avenue in the City of Industry, about 1.5 miles to the southeast. Project development would generate a very slight increase in demands for police protection compared to the existing vacant site. Project development would not require construction of new or expanded sheriff's stations, and impacts would be less than significant. No mitigation is needed.

c) Schools?

No Impact. The project site is within the Hacienda La Puente Unified School District. Demand for schools is generated by the number of residential units in a school's attendance area. The project would not develop residences and would not generate students. No impact would occur, and no mitigation is needed.

d) Parks?

No Impact. Demand for parks is generated by the population within each park's service area. The project would not increase population and would not create demand for parks. No impact would occur.

e) Other public facilities

No Impact. Demand for library services is generated by the population within a library's service area. The project would not increase population and would not create demand for libraries. No impact would occur.

3.15 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Demands for parks are generated by the population in the park's service areas. The project would not increase population and would not increase use of parks, and no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The project would not develop recreational facilities and would not require development of such facilities, and no impact would occur.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact.

Existing Conditions

Regional access is provided by the Interstate 605 Freeway and the SR-60 Freeway. Sunset Avenue/7th Street is the major street that provides north-south access, and Valley Boulevard is the major street that provides east-west access. Valley Boulevard is a 5 to 6-lane divided road, and Sunset Avenue/7th Street is a 4-lane divided road. Orange Avenue and Nelson Avenue along site frontages are each two-lane undivided roadways. The nearest intersections to the project site are Orange Avenue at Nelson Avenue, Orange Avenue at Valley Boulevard (both signalized), and Nelson Avenue at Long Lane (cross-street stop). Orange Avenue crosses one Union Pacific Railroad track at-grade about 550 feet south of the site; a second track bridges over Orange Avenue next to the aforementioned track. The elevated track is part of the Alameda Corridor East; thus, most rail traffic in this corridor uses the elevated track, and the at-grade track is used for local rail service.

Sidewalks are located along both sides of Nelson Avenue and Orange Avenue in the vicinity of the project site, marked pedestrian crossings are located at the intersection of Orange Avenue at Nelson Avenue. There are no marked bicycle lanes on Orange Avenue or Nelson Avenue near the site. Three public transit agencies provide bus services near the project site: Foothill Transit, the Metropolitan Transportation Authority of Los Angeles County (Metro), and Norwalk Transit System.

- **Foothill Transit Route 274** operates on Puente Avenue and Workman Mill Road near the project site; extends northeast-southwest from Baldwin Park to Whittier.
- **Foothill Transit Route 281** operates on Sunset Avenue near the project site; extends north-south from Puente Hills Mall in the City of Industry to the City of Glendora.
- **Foothill Transit Route 282** operates on Valley Boulevard near the project site; extends northwest-southeast from El Monte to Puente Hills Mall in the City of Industry.
- **Metro Line 194** operates on Valley Boulevard near the project site; extends east-west from El Monte to California Polytechnic State University Pomona in unincorporated Los Angeles County.
- **Norwalk Transit System Route 1** operates on Workman Mill Road near the project site, extending north-south between the City of Industry and the City of Bellflower.

Project Trip Generation

Once operational, the proposed project would result in an increase in traffic volumes on the roadways that provide access to the project site. To evaluate potential traffic impacts related to the project on local traffic, trip generation rates attributable to the project were determined for daily and peak hour traffic flows. Morning peak hour traffic is assumed to occur between the hours of 7:00 AM and 9:00 AM, while evening peak hour traffic occurs between the hours of 4:00 PM to 6:00 PM.

The proposed project's trip generation was based on trip generation rates established for the manufacturing land use category in the Institute of Transportation Engineers' Trip Generation Manual (ITE 2012). Because the project is in an industrial zone, passenger car equivalent (PCE) factors were applied. Truck volumes were converted to PCE volumes to reflect the fact that trucks take up more room on the road than automobiles and are typically slower during acceleration and deceleration. Based on San Bernardino County Congestion Management Program (CMP) guidelines,[13] the following PCE factors were applied:

- 2 axle trucks = 1.5
- 3 axle trucks = 2.0
- 4+ axle trucks = 3.0.

[13] San Bernardino County CMP guidelines were used for PCE factors in the absence of relevant Los Angeles County or City of Industry guidelines. Such practice is standard for the preparation of traffic studies in Southern California, including those previously prepared for the City of Industry.

3. Environmental Analysis

To apply the PCE factors, the proposed project's vehicle mix was estimated based on the City of Fontana Truck Trip Generation Study (City of Fontana 2005). The vehicle mix assumed for light warehousing uses are:

- Automobiles = 80.3 percent
- 2 axle trucks = 5.2 percent
- 3 axle trucks = 4.5 percent
- 4+ axle trucks = 10 percent.

As shown in Table 16, the project is estimated to generate a total of 306 daily vehicle trips, of which 60 would be truck trips[14] and the remainder would be passenger car trips. This total number of vehicle trips converts to 390 PCE trips using the factors identified above. Of this total, 74 PCE trips would occur during the morning weekday peak hour and 74 PCE trips would occur during the evening weekday peak hour.

Table 16 Project Trip Generation

Category	Daily Traffic	AM Peak Hour Traffic			PM Peak Hour Traffic		
		Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out
TRIP GENERATION RATES[1]							
Manufacturing (ITE Code 140)	3.82	0.57	0.16	0.73	0.26	0.47	0.73
GENERATED TRAFFIC VOLUMES							
Project Trips (vehicles)[2]	306	46	13	58	21	37	58
Project Trips (PCE)[3]	390	59	16	74	27	47	74

PCE = Passenger car equivalent
1 Trip generation rates based on ITE Trip Generation Manual, 9th Edition (2012). Rate units are trips per 1,000 square feet of building space.
2 Assumes a manufacturing use of 80,000 square feet.
3 PCE trips calculated using City of Fontana Truck Trip Rates and PCE conversion factors.

The Congestion Management Program for the County of Los Angeles states that the minimum project-added traffic that is needed before an intersection has to be studied is 50 two-way trips in either the morning or evening weekday peak hour. This is consistent with most local jurisdictions that require traffic impact studies for projects that generate more than 50 peak hour trips. Mainline freeway monitoring locations must also be analyzed for projects that would add 150 or more trips during either the morning or evening weekday peak hour. As the project-related trips would be distributed thru the circulation network, assuming that 60% of the project trips would access Valley Boulevard via Orange Avenue at Valley Boulevard, the project volumes would add 45 peak hour trips to that intersection, and remaining trips would be distributed to the east, west, and north via its two access driveways to Nelson Avenue and Orange Avenue. The project would not add 50 peak hour trips to any intersection, therefore it would not meet either of these thresholds. Therefore, no significant impact would occur at study area roadways and intersections and no mitigation measures are necessary.

[14] Using the assumptions stated in the text, truck trips are assumed to comprise 19.7 percent of project vehicle trips, resulting in an estimated 60 truck trips per day (0.197 x 306 = 60).

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by the Metropolitan Transit Authority in December 2010 (MTA 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under the conditions listed on the following page.

- At CMP arterial monitoring intersections where the proposed project will add 50 or more vehicle trips during either morning or evening weekday peak hours.

- At CMP mainline freeway monitoring locations where the proposed project will add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Pomona Freeway (SR 60). The nearest CMP arterial roadway to the site is Azusa Avenue approximately 2 miles to the east. As indicated in Section 3.16.a, the proposed project would result in an increase of 74 morning peak hour trips and 74 evening peak hour trips that would be distributed via two project driveways to the circulation network. These trips do not add 50 or more trips to a CMP intersection or 150 or more trips to a mainline freeway. Therefore, the proposed project does not meet the intersection/freeway criteria and the analysis of traffic impacts to CMP roadways is not required. Impacts are less than significant and no mitigation measures are necessary.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. The nearest public-use airport to the project site is El Monte Airport in the City of El Monte 4.2 miles to the northwest. Project development would not require relocation of air traffic patterns and would not change air traffic levels, and no impact would occur.

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less Than Significant Impact. Site access would be via two driveways. The main one on Orange Avenue would be open and provide access to the parking area in front of the office building. The internal driveway would extend from the eastern access driveway and extend to Nelson Avenue. Access gates would be located at the entrance at Nelson Avenue and at the terminus of the parking area facing Orange Avenue. All driveways would allow for full access (right and left turn in and out). The intersections of the driveways with Orange Avenue and Nelson Avenue would be perpendicular to the streets and would be on minor 2-lane streets with limited traffic, where gaps in traffic would allow for opportunities for left turn movements in and out of the project driveways. In addition, the intersections of the project driveway with Orange Avenue and Nelson Avenue would be about 460 feet south and 400 feet west of the intersection of Orange Avenue with Nelson Avenue, respectively. The project design would not have any design features that would increase

hazards or be incompatible with the nearby industrial, warehouse, and commercial uses near the site. All driveways would be designed according to City of Industry Standards. In summary, the project would not create unsafe turning movements and increase hazards to due to a design feature. Impacts would be less than significant and no mitigation is needed.

e) Result in inadequate emergency access?

Less Than Significant Impact. The project site plan would provide access to the proposed building complying with requirements of Section 503 of the 2013 California Fire Code (CFC; California Code of Regulations Title 24, Part 9). The site plan and building plans would be reviewed by the LACoFD during the plan check process, in part to assure that the site plan includes adequate turning radii for LACoFD firefighting vehicles. Project construction and operation would not block emergency access to surrounding properties. All staging of equipment and building materials, and stockpiling of soil, would be done onsite. Impacts would be less than significant, and no mitigation is needed.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The project would generate a demand for non-motorized travel as the proposed use would result in a substantial number of additional pedestrians and bicycles in the project area. Most of the streets in the project vicinity have sidewalks along the sides of the street. The nearest intersections along Orange Avenue are equipped with painted crosswalks, and pedestrian push buttons to activate the signals at the signalized intersections. With regard to public transit, the nearest bus stop is located approximately 600 feet south of the project site. The proposed project would not adversely affect the performance of these transit or non-motorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes. Impacts would be less than significant.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Project construction would comply with the Statewide General Construction Permit, and project operation would comply with Los Angeles County's SUSMP Manual, as substantiated above in Section 3.9.a. The proposed project would be warehouse-distribution land use and would not require a separate waste discharge permit from the LARWQCB. Project development would not exceed waste discharge requirements of the LARWQCB, and impacts would be less than significant. No mitigation is needed.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

Water Treatment

Industry Public Utilities (IPU) would provide water to the project site; IPU obtains its water supplies from the La Puente Valley County Water District (LPVCWD), the San Gabriel Valley Water Company (SGVWC), and City of Industry Well No. 5. SGVWC and LPVCWD water supplies each consist of groundwater from the Basin; and recycled water for nonpotable uses. Groundwater from the Basin is treated with air stripping; ion exchange treatment; liquid phase granular activated carbon adsorption; oxidation with peroxide injection and ultraviolet light; and disinfection using chlorine (Stetson 2011).

Project Water Demand

Project water demand is estimated as 2,904 gallons per day (gpd), that is, 110 percent of forecast wastewater generation estimated below in Table 17 using wastewater generation factors from the City of Los Angeles (Los Angeles 2006). It is assumed that 10 percent of project water use would be for landscape irrigation. There is adequate water treatment capacity in the region for estimated project water demands, and project development would not require new or expanded water treatment facilities, and impacts would be less than significant.

Table 17 Estimated Project Wastewater Generation

Land Use	Square Feet	Wastewater Generation, gallons per day	
		Per square foot[1]	Total
Warehouse	72,000	0.02	1,440
Office	8,000	0.15	1,200
Total	80,000	Not applicable	2,640

[1] Source: City of Los Angeles 2006. For warehouse with office use separate factors are used for each type of use as directed in the aforementioned reference.

Wastewater Treatment

The Los Angeles County Sanitation Districts provides wastewater treatment for much of Los Angeles County including the project site. Wastewater from the project site and surrounding area is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County near the west boundary of the City of Industry. The SJCWRP has capacity of 100 mgd and average wastewater flows of 62 mgd, for residual capacity of 38 mgd (LACSD 2014).

Estimated Project Wastewater Generation

The project is estimated to generate about 2,640 gallons of wastewater per day, as shown above in Table X. There is adequate wastewater treatment capacity in the region for project-generated wastewater, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project would install underground storm drains connecting to existing storm drains in surrounding roadways. The onsite portions of such installation would be part of the portion of the whole project conducted onsite for which impacts are evaluated throughout Chapter 3 of this Initial Study. The portions of such installations in roadways would involve trenching for short distances between the edge of the roadway right-of-way and the existing storm drain in the roadway. Such trenching would be in existing paved roadway(s) and thus would not impact resources – such as biological or cultural resources – that could be on or in affected soils. Respecting potential traffic impacts of such installations, the Los Angeles County Sheriff's Department would be notified before any temporary lane closures. No additional significant impact would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact.

Industry Public Utilities (IPU) would provide water to the project site; IPU obtains its water supplies from the La Puente Valley County Water District (LPVCWD), the San Gabriel Valley Water Company (SGVWC), and City of Industry Well No. 5. Of those three water providers, only the SGVWC issues an Urban Water Management Plan. Thus, water supply and demand information for the project region was obtained from the Integrated Regional Water Management Plan (IRWMP) for the Upper San Gabriel and Rio Hondo Subregion of the Greater Los Angeles County Integrated Regional Water Management (IRWM) region.[15] The Integrated Regional Water Resources Management Plan for the Greater Los Angeles County IRWM region was prepared by the Los Angeles County Department of Public Works (DPW) in 2013. DPW forecasts that water supplies will be adequate to meet water demands in the Upper San Gabriel and Rio Hondo Subregion through the 2015-2035 period, as shown below in Table 18.

[15] The regional water wholesaler for the project region is the Upper San Gabriel Valley Municipal Water District (USGVMWD). However, the USGVMWD's 2010 Urban Water Management Plan excludes groundwater in forecasts of water supplies; thus, water supply and demand data from the Upper San Gabriel and Rio Hondo Subregion were used.

Table 18 Projected Water Supplies, Upper San Gabriel River and Rio Hondo IRWM Subregion, Acre-Feet per Year

	2015	2020	2025	2030	2035
Water Supplies					
Groundwater	207,696	217,764	218,766	221,376	222,609
Imported Water	120,442	118,371	121,568	125,114	126,887
Recycled Water	12,356	15,621	17,217	18,903	20,572
Local Surface Water	18,380	18,341	18,341	18,341	18,341
Conservation	22,691	24,718	27,563	30,016	32,258
Stormwater Capture and Direct Use	1,428	0	0	0	0
Water Transfers	(34)	0	0	0	0
Total	382,993	394,816	403,456	413,751	420,668
Water Demands					
Water Demands	325,122	341,951	349,647	357,392	363,856
Residual Supply	57,871	52,865	53,809	56,359	56,812

Source: LACDPW 2014b

Estimated Project Water Demands

Project operation is forecast to use about 2,904 gpd of water. There are sufficient water supplies in the region to meet estimated project water demands, and project development would not require new or expanded water supplies. Impacts would be less than significant and no mitigation is needed.

e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. There is adequate wastewater treatment capacity in the region for estimated project-generated wastewater, as substantiated above in Section 3.17.b. Project development would not require construction of new or expanded wastewater treatment facilities, and impacts would be less than significant. No mitigation is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact.

In 2013, the most recent year for which data are available, over 99 percent of solid waste landfilled from the City of Industry was disposed of at the three facilities listed below in Table 19 or at Puente Hills Landfill in the City of Industry (CalRecycle 2014a). Puente Hills Landfill closed in October 2013 and is thus omitted from the Table below. Azusa Land Reclamation Company Landfill accepts certain types of non-hazardous wastes including asbestos-containing waste, contaminated soil, tires, and construction and demolition debris, but does not accept municipal solid waste. The two other listed landfills accept municipal solid waste, construction and demolition debris, and tires.

Table 19 Landfills Serving City of Industry

Facility and Nearest City	Remaining Capacity, Cubic Yards	Permitted Daily Throughput, Tons	Average Daily Disposal, Tons	Residual Capacity, Tons per Day	Estimated Closing Date
Azusa Land Reclamation Co. Landfill Azusa, Los Angeles County	51,512,201	8,000	667	7,333	2045
El Sobrante Landfill Corona, Riverside County	145,530,000	16,054	8,410	7,644	2045
Olinda Alpha Sanitary Landfill Brea, Orange County	38,578,383	8,000	7,030	970	2021
Total	235,620,584	32,054	16,107	15,947	Not applicable

Sources: CalRecycle 2015a; CalRecycle 2015b; CalRecycle 2015c; CalRecycle 2015d; CalRecycle 2015e

Estimated Project Solid Waste Generation

Project operation is estimated to generate about 1,070 pounds of solid waste per day, or 0.54 ton per day, as shown below in Table 20. There is adequate residual landfill capacity in the region for project-generated solid waste, and project development would not require new or expanded landfills. Impacts would be less than significant.

Table 20 Estimated Project Solid Waste Generation

Use	Square Feet	Solid Waste Generation, Pounds per Day	
		Per square foot	Total
Manufacturing	72,000	0.0142	1,022
Office	8,000	0.006	48
Total	80,000	Not applicable	1,070

Source: CalRecycle 2009

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Assembly Bill 939 (AB 939; Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county; or show a plan to transform or divert its waste.

Assembly Bill 341 (2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses, and multifamily residences of five of more units, generating such wastes in amounts over certain thresholds. The law takes effect in 2016.

The proposed project would include outdoor recyclable material storage areas in compliance with AB 341. The type of manufacturing/warehouse business that would occupy the project is not yet known; if the use generates substantial amounts of organic matter – as would a food processing business – then the project would include storage areas for organic matter. The project would comply with regulations governing solid waste disposal, and no impact would occur.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Project development would not substantially reduce the population, range, or habitat of a rare or endangered plant or animal species or fish and wildlife species; would not threaten to eliminate a plant or animal community; and would not eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant, and no mitigation is required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact With Mitigation Incorporated. The following related projects were identified by the City of Industry: all are within 0.5 mile of the project site and environmental documentation has been completed for all within the last 10 years.[16] Current conditions at each site were checked using aerial photographs from Nearmap.com on February 1, 2015.

- **Proctor Avenue Building:** Development of a 32,700-square-foot industrial building at 14242 Proctor Avenue, about 2,000 feet southwest of the proposed project site. The building has been constructed and appears to be in operation.

- **Nelson Industrial Park:** Development of two conjoined warehouse/office buildings totaling 200,000 square feet at 14500 Nelson Avenue, about 1,000 feet southeast of the proposed project site. The buildings have been constructed and are in operation.

- **Sunset Business Center:** Development of three industrial buildings totaling almost 200,000 square feet at 203-227 Sunset Avenue about 1,450 feet southeast of the proposed project site. The buildings have been constructed and are in operation.

- **FreshPoint Distribution Facility:** Conversion of an existing 110,500-square-foot building to food manufacturing and distribution use, and a 34,500-square-foot expansion of the building, at 155 Orange

[16] Square footages in this list are rounded to the nearest 100 square feet.

Avenue next to the southwest site boundary.[17] FreshPoint is currently operating in the 155 Orange Avenue facility.

- **Leegin Leather:** Development of a 72,300-square-foot warehouse building at 14218 Nelson Avenue about 500 feet northwest of the proposed project site (now a shoe distribution warehouse).

- **Voit Company:** Development of two industrial buildings totaling 57,300 square feet at 14202 and 14218 Nelson Avenue, next to the northwest site boundary. The buildings have been constructed and are in operation.

The six projects combined comprised development of about 597,000 square feet of industrial uses, and conversion of an existing 110,500-square-foot building to food manufacturing and distribution use. Three potentially significant impacts are identified in this Initial Study requiring mitigation to reduce the impacts to less than significant: construction emissions; operational emissions from forklifts; and construction noise. Construction has been completed on all six related projects; thus, related projects would not create construction emissions or construction noise that would combine with impacts of the proposed project to result in cumulative impacts. Most forklift operation at the proposed industrial building would be indoors (note that the proposed building would have 10 dock-height truck bays and one ground-level loading door). Mitigation Measure AQ-1 requires use of electric forklifts by the proposed project. Thus, operational emissions from the proposed project would not result in significant cumulative impacts in combination with impacts from related projects. Impacts would be less than significant after implementation of mitigation.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. Three potentially significant impacts on human beings are identified in this Initial Study: construction emissions; operational emissions; and construction noise. Mitigation measures included herein would reduce each of these impacts to less than significant.

[17] The address in the 2006 Initial Study was 14130 Nelson Avenue.

4. Consultant Recommendation

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry adopt a Mitigated Negative Declaration for this project. We find that the project would not have a significant effect on the environment after implementation of mitigation measures included in this Initial Study. We recommend that the second category be selected for the City's determination (See Section 5, *Lead Agency Determination*).

Date	Dwayne Mears, AICP, for PlaceWorks

4. Consultant Recommendation

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5. Lead Agency Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	5-7-15 *Date*
TRoy HELLING. *Printed Name*	*For*

5. Lead Agency Determination

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6. List of Preparers

LEAD AGENCY

Brian James, Planning Director

PLACEWORKS

Dwayne Mears, AICP, Principal, Environmental Services

Michael Milroy, Project Planner

Fernando Sotelo, Senior Scientist

Nicole Vermilion, Manager, Air Quality and Greenhouse Gas Analysis

Stephanie Chen, Planner, Air Quality/GHG & Noise

John Vang, Project Planner

Cary Nakama, Graphic Artist

To conserve resources, the attachments are not reprinted. The attachments are available for review in the Planning Department.

Attachment 6

Resolution No. CC 2015-13

RESOLUTION NO. CC 2015-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED IN CONJUNCTION WITH DEVELOPMENT PLAN NO. 14-9 TO ALLOW THE CONSTRUCTION OF AN 80,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE "M"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, Quinn Development, LLC, a California limited liability corporation, has filed an application for approval of Development Plan No. 14-9 to allow the construction of an 80,000 square foot tilt-up industrial building with 2,500 square feet of mezzanine space within the building's footprint (the "Application") on property located at 125 Orange Avenue in the City of Industry within the "M"-Industrial Zone (the "Site"); and,

WHEREAS, the Site is more particularly shown on the map attached hereto as Exhibit "A" and incorporated herein by this reference; and,

WHEREAS, in accordance with the requirements of the California Environmental Quality Act, California Public Resources Code section 21000 *et seq.,* the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.,* and the Environmental Impact Report Guidelines of the City of Industry (collectively, "CEQA"), the Planning Director of the City of Industry has prepared an Initial Study and approved for circulation a Mitigated Negative Declaration for the Application (the "Initial Study/Mitigated Negative Declaration"); and,

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on May 7, 2015 through, and including, May 27, 2015. Copies of the Initial Study/Mitigated Negative Declaration were made available to the public at the Planning Department on May 7, 2015, and the Initial Study/Mitigated Negative Declaration was distributed to interested parties and agencies. On May 7, 2015, a Notice of Availability of the Initial Study/Mitigated Negative Declaration, including the time and place of the City Council meeting to review the Application and Initial Study/Mitigated Negative Declaration was published in the local newspaper and posted at the project site, City Hall, council chambers and fire station 118; and,

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of significant effects

on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and,

WHEREAS, in accordance with the requirements of CEQA, a mitigation monitoring and reporting program (the "Mitigation Monitoring and Reporting Program") has been prepared for the project represented in the Application for consideration by the City Council; and,

WHEREAS, the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project are, by this reference, incorporated into this Resolution as if fully set forth herein; and,

WHEREAS, the Initial Study/Mitigated Negative Declaration and all related environmental documents forming the basis for the Initial Study/Mitigated Negative Declaration and Resolution are located in, and in the custody of, the Office of the City Clerk, City of Industry; and,

WHEREAS, on May 28, 2015, the City Council of the City of Industry conducted a public meeting in connection with the Application and the Initial Study/Mitigated Negative Declaration and considered all evidence, oral and written; and,

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. The City Council hereby finds that the above recitations are true and correct and, accordingly, are incorporated as a material part of this Resolution.

SECTION 2. The City Council does hereby make the following findings: (1) it has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Application; (2) the Initial Study/Mitigated Negative Declaration prepared for the Application has been completed in compliance with CEQA; and (3) the Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City Council.

SECTION 3. The City Council hereby approves the Mitigated Negative Declaration and adopts the related Mitigation Monitoring and Reporting Program prepared for the Application.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

APPROVED AS TO FORM:

_____
Michele R. Vadon, City Attorney

Attachment 7

Resolution No. CC 2015-14

RESOLUTION NO. CC 2015-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING DEVELOPMENT PLAN NO. 14-9 TO ALLOW THE CONSTRUCTION OF AN 80,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE "M"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, Quinn Development, LLC, a California limited liability corporation, has filed an application for approval of Development Plan No. 14-9 to allow the construction of an 80,000 square foot tilt-up industrial building with 2,500 square feet of mezzanine space within the building's footprint (the "Application") on property located at 125 Orange Avenue in the City of Industry within the "M"-Industrial Zone (the "Site"); and,

WHEREAS, the use proposed in the Application is allowed in the "M"-Industrial Zone subject to the approval of a Development Plan; and,

WHEREAS, the Site is more particularly shown on the map attached hereto as Exhibit "A" and incorporated herein by this reference; and,

WHEREAS, an Initial Study and Mitigated Negative Declaration were prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), California Public Resources Code section 21000 *et seq.,* the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.,* and the Environmental Impact Report Guidelines of the City of Industry; and,

WHEREAS, prior to the adoption of this Resolution the City Council approved their Resolution No. CC 2015-13 to approve the Mitigated Negative Declaration and adopt the related Mitigation Monitoring and Reporting Program prepared for the Application; and,

WHEREAS, said Initial Study and Mitigated Negative Declaration and all related environmental documents forming the basis for the Mitigated Negative Declaration and Resolution are located in, and in the custody of, the Office of the City Clerk, City of Industry; and,

WHEREAS, on May 28, 2015 the City Council of the City of Industry conducted a duly noticed public meeting in conjunction with the Application and considered all evidence, oral and written; and,

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. The City Council hereby finds that the above recitations are true and correct and, accordingly, are incorporated as a material part of this Resolution.

SECTION 2. Pursuant to the requirements of the Industry Municipal Code, Section 17.36.070, in conjunction with Development Plan No. 14-9, the City Council hereby finds, based upon the substantial evidence contained in the record, including the written and oral staff reports presented to the City Council with respect to the Application, as well as all other written and oral testimony submitted at the May 28, 2015 public meeting, as follows:

A. The Site is suitable for development in accordance with the Development Plan;

B. The development when taken as a whole is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties;

C. The development is in general accord with all elements of the Industry Zoning Ordinance; and,

D. The development is consistent with the provisions of the Industry General Plan.

SECTION 3. The City Council does hereby approve the Application subject to the conditions and standard code requirements set forth in Exhibit “B” attached hereto and incorporated herein by this reference, including but not limited to the condition that there must be recorded prior to any development of the Site a covenant and agreement to hold the three parcels constituting the Site under a single ownership, and in accordance with the plans submitted in conjunction with the Application.

SECTION 5. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 28th day of May, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap, Deputy City Clerk

APPROVED AS TO FORM:

_____
Michele R. Vadon, City Attorney

EXHIBIT A
DP 14-9
Location Map

CITY OF INDUSTRY

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

EXHIBIT B

Standard Requirements and Conditions of Approval

Application: **Development Plan 14-9**

Applicant: **Quinn Development, LLC**

Location: **125 Orange Avenue**

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The applicant shall install an 8-foot tall CMU wall and an 8-foot tall solid entry gate on the Nelson Avenue entrance to screen the parking area of the new industrial building from the residences on the north side of Nelson Avenue.

2. The applicant shall install a sound screen around the north, east and west sides of any rooftop equipment that generates noise or locate it on the southern 1/3 of the building to limit the noise impacts to the residences to the north.

3. If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric-powered.

4. Prior to issuance of any construction permits, the construction contractor shall prepare a dust control plan (Plan) and implement the following measures during ground-disturbing activities in addition to the existing requirements for fugitive dust control under South Coast Air Quality Management District Rule 403 to further reduce PM10 and PM2.5 emissions. The Plan shall be submitted to and verified by the City of Industry Planning Department. The City of Industry Engineering Official or designee shall verify compliance that these measures have been implemented during normal construction site inspections.
    - During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
    - During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day.
    - During all construction activities, the construction contractor shall limit onsite vehicle

speeds on unpaved roads to no more than 15 miles per hour.

5. The following construction-related measures are intended to reduce project construction noise to the extent reasonably feasible and practical:
    - The construction contractor shall schedule all construction activities, deliveries, and haul trucks during the daytime hours of 7:00 AM to 7:00 PM, Monday through Saturdays (excluding holidays), in accordance with Section 12.08.440 of the County of Los Angeles Municipal Code.
    - All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
    - Stationary, noise-generating equipment (e.g., generators and compressors) shall be located as far as possible from adjacent residential properties.
    - If stationary, noise-generating equipment must be located within 200 feet of existing residential properties, and then such equipment shall have temporary acoustical enclosures, blanketing, or barriers to reduce the noise emissions.
    - The contractor shall utilize "quiet" air compressors and other stationary noise sources where technology exists.
    - The contractor shall reduce non-essential idling of construction equipment to no more than five minutes.
    - The construction contractor shall post a sign, clearly visible at the construction site, with a contact name and telephone number of the construction contractor to respond to in the event of a noise complaint. This designated contact person shall be responsible for responding to any complaints about construction noise. The contact person shall determine the cause of the noise complaint (e.g., bad muffler) and shall implement practical and reasonable measures to correct the problem.

6. The applicant shall construct storm drains and water quality devices to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities. There is a potential that the applicant may have to construct a public storm drain along Orange Avenue south to the UPRR railroad tracks if the storm water cannot gravity flow into the street through a hydrodynamic separator.

7. Amplified sounds or outside speakers are not permitted.

Code Requirements and Standards

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.

2. The applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.

3. The applicant shall provide landscaping and automatic irrigation plans to be approved by the

Planning Director prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Such plans shall include: provision for an automatic irrigation/sprinkler system; specimen trees, shrubs, ground cover and/or grass; and specifications for the above to the satisfaction of the Planning Director. Additionally, such plans shall be designed and specimen trees, shrubs, ground cover and/or grass shall be designed so as to integrate compatibly with street parkway landscaping.

4. The applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.

5. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.

6. The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities.

7. The owner of the property must comply with the Subdivision Ordinance of the City of Industry.

8. Depending upon the nature of the proposed use, the applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer depending on the building use.

9. The applicant shall provide off-street parking as shown on the approved development plan.

10. The applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications.

11. The applicant shall construct storm drains and water quality devices to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities.

12. The applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. (Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit.)

13. Street lights shall be designed and installed along the street frontage of a development to the satisfaction of the City Engineer.

14. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).

15. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the real property shall be allowed.

16. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Interpretation and Enforcement

1. The Planning Department, Engineering Department, and contract agencies (Los Angeles County Fire Department, Los Angeles Department of Building and Safety) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.

2. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The owner of the property that is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

CITY COUNCIL

ITEM NO. 9.2

CITY OF INDUSTRY

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

MEMORANDUM

To: City Council May 21, 2015

From: Brian James

Subject: Development Plan 15-8

Proposal

Sections 17.36.020 and 17.36.100 of the Municipal Code require approval of a Development Plan by the City Council for new construction and expansions that exceed $75,000. The proposed project has a valuation of approximately $200,000. In addition, Staff has decided to bring all significant applications for the improvement of former redevelopment properties to the City Council in order to keep the Council informed.

Development Plan application 15-8 (Attachment 1) is being proposed by Art Weiss, Inc. to modify an existing building to reduce the building area from 51,800 square feet to 37,120 square feet, a reduction of 14,680 square feet, make façade improvements, increase the landscaping area, make interior modifications, and make other site improvements to a property at 15130 Nelson Avenue.

As shown on the attached site plan (Attachment 2), the modifications would include a 5,120 square foot addition on the rear of the property to supplement the warehouse area and add four dock-high loading doors and one grade-level loading door on the south side of the building. The loading area would continue to be oriented to the rear of the site and screened from Nelson Avenue by the building itself. The loading area would continue to be located within an enclosed area secured by a six-foot tall, chain-link, perimeter fence and one existing eight-foot tall, wrought-iron sliding gate.

The site would be accessed from Nelson Avenue via an existing 49 foot wide driveway. The parking lot would be resurfaced and restriped to provide 67 parking spaces located mainly on the southern side of the building. In addition, landscaping would be increased from the existing condition of 1,000 square feet to 6,150 square feet, improving upon the existing landscape deficiency and improving the Nelson Avenue street frontage.

As shown on the elevations (Attachment 3), the existing façade would be improved with stucco bands but otherwise the existing brick would remain. Many of the existing tanks and mechanical equipment have already been removed but screening would be added to the wrought-iron fence to hide the transformer on the eastern side of the building and a parapet added to screen remaining roof top equipment.

Existing Conditions

The existing building, which was built in 1971 and is 51,800 square feet, does not comply with several development standards including landscape area (1.2 percent provided versus 12 percent required), maximum floor area (65 percent existing versus 50 percent allowed), lack of trash/recycling enclosures, and lack of landscaping along the street frontage.

This site has been identified as Property 11 on the Long Range Property Management Plan and was acquired in 2008 to facilitate the relocation of a business to a new site in the City. The property was purchased by Art Weiss Industrial Properties for $2,375,000.

Location and Surroundings

As shown on the attached location map (Attachment 4), the proposed project is located at 15130 Nelson Avenue, which is approximately 225 feet east of Unruh Avenue. The site is surrounded by industrial uses on the southern, western, and eastern sides. Nelson Avenue separates the City of Industry from the City of La Puente and the residential neighborhood to the north.

Staff Analysis

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

- Meets design guidelines. Section 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The proposed project will transform an existing building that currently has no landscaping on the street frontage and replace dilapidated asphalt paving with modern, water efficient landscaping. In addition, the façade will be updated and equipment screened. These changes will present a clean and professional look along the Nelson Avenue frontage.
- Exceeds bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the development accommodate four bicycles for the first 50,000 square feet. Based on this formula, no bicycles must be accommodated but a bicycle rack is proposed.
- Meets trash and recycling enclosure requirements. Sections 17.36.060 O and Z of the Municipal Code requires a minimum of two ten foot by eight foot enclosures for trash and recycling containers. Currently none exist but two compliant enclosures are proposed.
- Meets access requirements. Section 17.36.060.K and N of the Municipal Code requires a minimum driveway and drive-aisle width of 26 feet. A driveway of 46 feet in width will be maintained on Nelson Avenue and drive-aisles ranging from 26 feet to approximately 40 feet in width are proposed for internal circulation.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one space per 750 square feet over 25,000 square feet. Based on this formula, the project is required to provide 66 parking spaces and 67 parking spaces are proposed.
- Improves upon an existing landscape deficiency. Section 17.36.060.Q of the Municipal Code requires that a minimum of 12 percent of the site be devoted to landscaping and currently 1.2 percent (1,000 square feet) of landscaping exists. The landscape area would be increased to 6,150 square feet (7 percent) but would still fall short of code requirements. Staff has determined that in cases where a minor enhancement project is improving upon an existing code efficiency, a formal zone exception application is not necessary. In cases of minor building changes, it is not feasible or necessary to rework an entire site to capture additional landscape area.

- All future occupants of the building will be required to obtain and comply with the requirements of a Use Permit. Through the Use Permit, Staff will scrutinize the operations of future occupants to ensure hours of operation, maintenance, noise, and other issues are addressed to minimize impacts to adjacent residences.

Environmental Analysis

The proposed project is exempt from compliance with the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Class 1, which exempts the operation, permitting, or minor alteration of existing facilities involving negligible or no expansion of the existing use and additions of less than 10,000 square feet in areas where services are provided and that are not environmentally sensitive. The proposal would involve alterations to an existing industrial building in a developed industrial area, result in a reduction of 14,680 square feet in the building area, and largely involve interior modifications and exterior façade improvements. After approval, a Notice of Exemption (Attachment 5) will be transmitted to the Los Angeles County Clerk for posting per the requirements of CEQA.

Findings

In regards to the Development Plan application, Staff recommends that the City Council find that:

- The proposed improvement is consistent with the General Plan designation of Employment and conforms with the zoning designation of Industrial for the subject property in the City of Industry because, as discussed in the Staff report, the proposed improvements to an existing industrial building would enhance the façade and landscaping, result in a professional appearance, screen mechanical equipment, enclose waste storage areas, and keep loading activities as far from residential properties as possible to minimize negative impacts;
- The proposed development is compatible with the surrounding area, which consists of industrial and residential uses because the improvements result in a professional appearance, screen mechanical equipment, enclose waste storage areas, and keep loading activities as far from residential properties as possible to minimize negative impacts. In addition, all future occupants will be required to obtain a Use Permit and operate in a manner that minimizes impacts to adjacent residents.
- There is adequate street access and traffic capacity for the proposed development on Nelson Avenue, which serves the project site because the proposed project will reduce the building footprint by 14,680 square feet and reduce vehicular trips.
- The proposed development will have no significant impact on the environment and is exempt from the requirements of the California Environmental Quality Act of 1970, as amended and addressed in the Staff report above;
- Due to the foregoing, the use requested will not be a menace to or endanger the public health, safety or general welfare to the City.

Recommendation

Because the proposed project complies with most of the development standards of the Municipal Code, improves an existing building, minimizes impacts to adjacent residents, has no environmental concerns, and satisfies the above-mentioned findings, Staff recommends that the City Council:

1. Approve Development Plan No. 15-8 with the Standard Requirements and Conditions of Approval contained therein (Attachment 6).

Attachments

- Attachment 1: Application
- Attachment 2: Proposed Site Plan
- Attachment 3: Proposed Elevations
- Attachment 4: Location Map
- Attachment 5: Notice of Exemption
- Attachment 6: Standard Requirements and Conditions of Approval

Attachment 1

Application

JN 9183
DP 15-8

City of Industry
Development Plan Application (Long Form)

15625 East Stafford Street • Suite 101• City of Industry • CA • 91744
Phone: (626) 333-2211• Fax: (626) 961-6795
www.cityofindustry.org

The Development Plan – Long Form – is used for most new construction, major exterior modifications and addition of exterior equipment, which cannot be exempted from Environmental Review. Please contact the Planning Department to determine if this application applies to your project.

Please type or print clearly

Project Location: 15130 Nelson Ave. (*Street*) 91744 (*Zip*) **Assessor's Parcel Number** 8208-011-903

Zoning Designation: Industrial **General Plan Designation:** Industrial/Employment

Project Contact Person: Matt Sawyer **Phone Number:** 562 810-1313 **Email Address:** ~~msawyer1002@sbcglobal.net~~ matt@orfness.com

Address: 10616 Rush Street, (*Street*) South El Monte (*City*) 91733 (*Zip*)

Applicant: [X] Property Owner [ ] Tenant [ ] Architect [ ] Engineer [ ] Builder

Name: Matt Sawyer **Phone Number:** 562 810-1313

Address: 10616 Rush Street (*Street*) South El Monte (*City*) 91733 (*Zip*)

Property Owner Information:

Name: Same as applicant. **Phone Number:**

Address: (*Street*) (*City*) (*Zip*)

Project Description (describe in detail):

Existing industrial building approx. 51,800 sq.ft. which includes improvements made, exterior walls are concrete and brick. The additions made to the building to be demolished and the original building to be restored approx. 32,000 sq.ft. A new concrete block addition will be added across the rear of the existing original building (approx.5,120 sq.ft.) A new truck well to be designed to accommodate 4 loading spaces and 1 ground level loading door at rear of property. One ground level loading door to be added at the east side of the building. Existing offices to be remodeled. The structure is one-story. The front set back to be landscaped.

Project Valuation: $200,000.00

	Existing	Proposed
Building Area	32,000 sq.ft.	5,120 sq.ft.
Landscape Area	1,000 sq.ft.	6,230 sq.ft.
Parking Spaces	52	67
Land Area	89,030 sq.ft.	Same

Applicant Name: Matthew Sawyer
Weiss Industrial Holdings, LLC

Applicant Signature:

Date: 4/17/15

CITY OF INDUSTRY

15625 East Stafford Street Suite 101 City of Industry CA 91744
(626) 333-2211 FAX (626) 961-6795
www.cityofindustry.org
planning@cityofindustry.org

PROPERTY OWNER CONSENT AFFIDAVIT FOR DEVELOPMENT PLAN APPLICATION - LONG

'15 NOV 4 AM 10:11:52

THIS FORM MUST BE NOTARIZED

BUSINESS DESCRIPTION Remodel

BUSINESS LOCATION 15130 Nelson Avenue

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF INDUSTRY)

DATE:

I/We, Weis Industrial Holdings, LLC, the **OWNER(s)** of the Real Property involved in this application, do hereby consent to the filing of this application. I/We do hereby appoint the following person(s) as my agent(s) to act on my behalf on the foregoing application:

OWNER'S AGENT: Matthew Sawyer *(e.g. Property Manager)* *(Printed Name of Agent)* Phone No. 562 810-1313

Address of Owner's Agent: 10616 Rush Street South El Monte CA 91733
(Number) *(Street)* *(City)* *(State)* *(Zip)*

OWNER: _____ *(Signature)*

OWNER: _____ *(Signature)*

Address: 10616 Rush Street *(Number)* *(Street)*
South El Monte, CA 91733 *(City)* *(State)* *(Zip)*

Address: _____ *(Number)* *(Street)*
_____ *(City)* *(State)* *(Zip)*

NOTE: A NOTARIZED OWNER'S AFFIDAVIT IS REQUIRED AS PARTY OF ALL APPLICATIONS. IF OWNERSHIP IS HELD OTHER THAN BY AND INDIVIDUAL, PROOF, IN THE FORM OF A SPECIAL POWER OF ATTORNEY, AUTHORIZED CORPORATE RESOLUTION, PARTNERSHIP AGREEMENT OR OTHER ACCEPTABLE DOCUMENT(S) SHALL BE SUBMITTED TO THE CITY ALONG WITH THE NOTARIZED SIGNATURES OF THOSE OFFICERS AUTHORIZED TO SIGN ON BEHALF OF THE CORPORATION OR PARTNERSHIP. PLEASE NOTE THAT OUR APPLICATION MAY NOT BE DETERMINED TO BE COMPLTE UNLESS AND UNTIL OWNERSHIP CAN BE VERIFIED.

FOR NOTARY USE ONLY

STATE OF _____)

COUNTY OF _____)

Subscribed and sworn to (or affirmed) before me this ____ day of _____ 20 _____

by _____ (Printed Name of Owner As Signed Above), by _____ (Printed Name of Owner As Signed Above)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared to me.

_____ **SEAL**
NOTARY PUBLIC

See attached CA Jurat

CALIFORNIA JURAT WITH AFFIANT STATEMENT **GOVERNMENT CODE § 8202**

☑ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–6 to be completed only by document signer[s], *not* Notary)

1 _____

2 _____

3 _____

4 _____

5 _____

6 _____

Signature of Document Signer No. 1 *Signature of Document Signer No. 2 (if any)*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Orange

Subscribed and sworn to (or affirmed) before me on this 17th day of April, 2015,
Date *Month* *Year*
by
(1) Matthew Sawyer
(and (2) _____),
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

KELLY HAYES
Commission # 1982042
Notary Public - California
Orange County
My Comm. Expires Jun 15, 2016

Signature Kelly Hayes
Signature of Notary Public

Seal
Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Property owner Consent Affidavit **Document Date:** 4/17/15
Number of Pages: _____ **Signer(s) Other Than Named Above:** _____

©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6827) Item #5910

Environmental Information Form

The Environmental Information Form is intended to provide the basic information necessary for the evaluation of your project to determine its potential environmental impacts. This review provides the basis for determining whether the project may have a significant impact on the environment, as required by state law, or more specifically, the California Environmental Quality Act (CEQA). After this information has been evaluated by the Planning Department, a determination will be made regarding the appropriate environmental documentation for your project, in accordance with the CEQA Guidelines.

If no significant environmental impacts are anticipated, or if impacts can be mitigated or avoided by a change or specific requirement in the project's design or operation, a Negative Declaration or Mitigated Negative Declaration will be prepared. If potential significant environmental impacts are identified, an Environmental Impact Report must be prepared, which focuses on the areas of concern identified by the Initial Study.

The City of Industry, as Lead Agency, is required to comply with CEQA. In order to assist us in completing this required environmental review, please provide us with the information outlined below. Please note that upon review of the submitted information, City staff may request additional supporting documentation to assist in the environmental analysis of your project to ensure compliance with CEQA.

This Environmental Information Form works in concert with the other applications. Both need to be completed in order for your application to be accepted as complete. If you need assistance in completing the Environmental Information Form, or have questions regarding the environmental review procedures, please contact the Planning Department at (626) 333-2211.

General Information

1. Name developer, agent, or project sponsor: Matt Sawyer Phone Number: 562 810-1313

   Address: 10616 Rush Street South El Monte 91733
   Street *City* *Zip*

2. Project name: Addition to Existing Industrial Building Assessor's Parcel Number: 568208-011-903

   Address: _____
   Street *Zip*

Environmental Setting (Attach additional sheets and photos as necessary)

1. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects:

   Original existing structure red brick and concrete construction (approx.32,000 sq.ft.) and additions ~~made to building (approx.19,900 sq.ft.). The lot is paved both front and rear and the topography is~~ flat, there are a few trees at the front of the lot.The front of the building faces north. There are no ~~Cultural, historical or scenic aspects to consider (no animal habitats known).~~

2. Provide photographs of the site and describe any existing structures onsite and the use of the structures:

   Original existing structure red brick and concrete construction (approx.32,000 sq.ft.) and additions ~~made to building (approx.19,900 sq.ft.) are wood stud and plaster with red brick veneer on exterior~~ Side. The previous use was industrial and offices.

3. Describe the surrounding properties (north, east, south, and west of the project site), including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (industrial, commercial, etc.), intensity of land use (warehousing, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.).:

Along the south side of Nelson Ave., the properties are industrial uses. Inustrial building on both the west and east side of the property. On the north side of Nelson Ave. all of the properties are single family residence (across street from property). The surrounding industrial building are a mixture of warehousing and manufacturing.

4. Provide photographs of the surrounding uses and adjoining properties.

Project Description (attach additional sheets as necessary)

1. List and describe any other permits and approvals required for project implementation, including those required by local, regional, state, and/or federal agencies:

Planning approval, building permit, NPDES, public works approval, fire department, trash and Construction material disposal, sanitation.

2. List any other development proposals associated with the project and its relationship to a larger project or series of projects, if any:

None

3. Demolition proposed: No:____ Yes: X Square feet: 19,800 Approx.

4. Tentative development schedule including start and completion dates, and phasing if proposed:

Start Date July 2015—Cpmpletion Date October 2015 No Phasing

5. If commercial or office, indicate the type, whether neighborhood, city or regionally oriented, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

Does Not Apply

6. If industrial, manufacturing or warehouse, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

Not known at this time. Project is being developed for either warehouse or manufacturing use.

7. If institutional, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, location of loading facilities and anticipated hours of loading/delivery operations, and community benefits to be derived from project:

8. If the project involves an exception, conditional use permit, or re-zoning application, state this and indicate clearly why the application is required:

Does Not Apply

Potential Environmental Impacts

If any of the following items are applicable to your project please discuss (use a separate sheet as necessary).

	Yes	No
1. Change in existing features of any drainage ways or hills, or substantial alteration of any ground contours.		X
2. Change in scenic views or vistas from existing residential areas or public lands or roads.		X
3. Change in pattern, scale, or character of the general area of the project.		X
4. Result in significant amounts of solid waste or debris.	X	
5. Change in or introduction of air emissions (e.g., dust, ash, smoke, fumes) or odors in the vicinity during grading and/or construction phases.		X
6. Change in surface water (e.g., channel, stream) or ground water quality or quantity.		X
7. Substantial alteration of existing drainage patterns that could lead to flooding on- or offsite.		X
8. Substantial change in noise or vibration levels in the project vicinity during grading and/or construction phases.		X
9. Substantial change in traffic patterns and circulation in the project vicinity.		X
10. Substantial change in topography of project site and/or vicinity.		X
11. Site located on filled land or on slopes of 10 percent or more.		X
12. Use or disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives.		X
13. Substantial change in demand for public services and utilities and service systems (police, fire, water, wastewater, solid waste, electricity, gas, etc.)		X
14. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)		X

What studies have been prepared for this site that might assist the City in reviewing the potential environmental impacts of the project? Some examples of such studies include environmental site assessment, soils and geology study, biological resources study, cultural resources study, hydrology study, etc. These studies may have been prepared for this project or some earlier development project. Supporting documentation or studies may answer questions and facilitate the processing of your application.

None

Certification

I am the legal owner of the property that is the subject of this application or have been authorized by the owner to act on his/her behalf regarding this application. I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. I further acknowledge that any false statements or information presented herein may result in the revocation of any approval or permit granted on the basis of this information.

Name of preparer: Victoria Chadbourne Preparer's signature: Victoria Chadbourne

Date: 4/10/14

CITY OF INDUSTRY
APPLICATION FOR CONSTRUCTION/DEMOLITION WASTE & RECYCLING SERVICES

Applications will not be accepted without this form signed by Valley Vista Visa Services and attached to the application. City of Industry Municipal Code requires every business to arrange for appropriate solid waste collection service with the City approved collector. The requirement applies to any permanent or temporary businesses operating in the City of Industry.

'15 MAY 4 AM10:12:12

Valley Vista Services - (800) 442-6454
17445 RAILROAD STREET
CITY OF INDUSTRY, CA 91745

BUSINESS INFORMATION (please type or print clearly)

Business Name/DBA: Weiss Ind Holding Llc Phone: _____

Service Address: 15130 Nelson Ave City of Industry
Street *Zip*

CONTRACTOR/PROJECT INFORMATION

Project Start Date: June 2015 Project Completion Date: TBD Contact Person: Del Owen

Lead Contractor: Hixson & Owen Development Contact Phone Number: (626) 622-5346

Contractor Address (Billing): 10616 Rush Street S. El Monte 91733

Estimate Material Types for Collection: Drywall, Wood, Plastic - Mixed C&D

Payment of a deposit based on a waste flow projection is required before receiving a signature on this application. The waste flow projection will be based on the actual waste generation (volume) estimated during the course of the project. No Deposit shall be returned if self-hauling or unauthorized haulers are used on Project.

All delinquent charges and penalties imposed are deemed to be civil debts owed to the City by the customer and property owner, and may be collected by any available means, including the filing of a civil action.

Payment for service is the joint obligation of the customer and the property owner (if separate from the customer). In the case of non-payment by the customer, the owner of the property may be held responsible for payment and no new service may be established and no property related permit, approval or entitlement may be issued by the City until all delinquent amounts are paid.

BILLING DISPUTE PROCEDURES - Any customer who has been billed for service and desires to contest the extent, degree or reasonableness of the charges billed, must file a written statement of such protest with the collector and the City Manager's office within 30 days of the mailing of the disputed bill. The City Manager will review the accounts of customers who dispute collection charges within 30 days after receiving a written request for review. If an error is found after such review, the City or collector will promptly correct the error and, if required and at the City's sole discretion, the City or collector will either credit the customer's account or give the customer a refund.

OFFICE USE ONLY

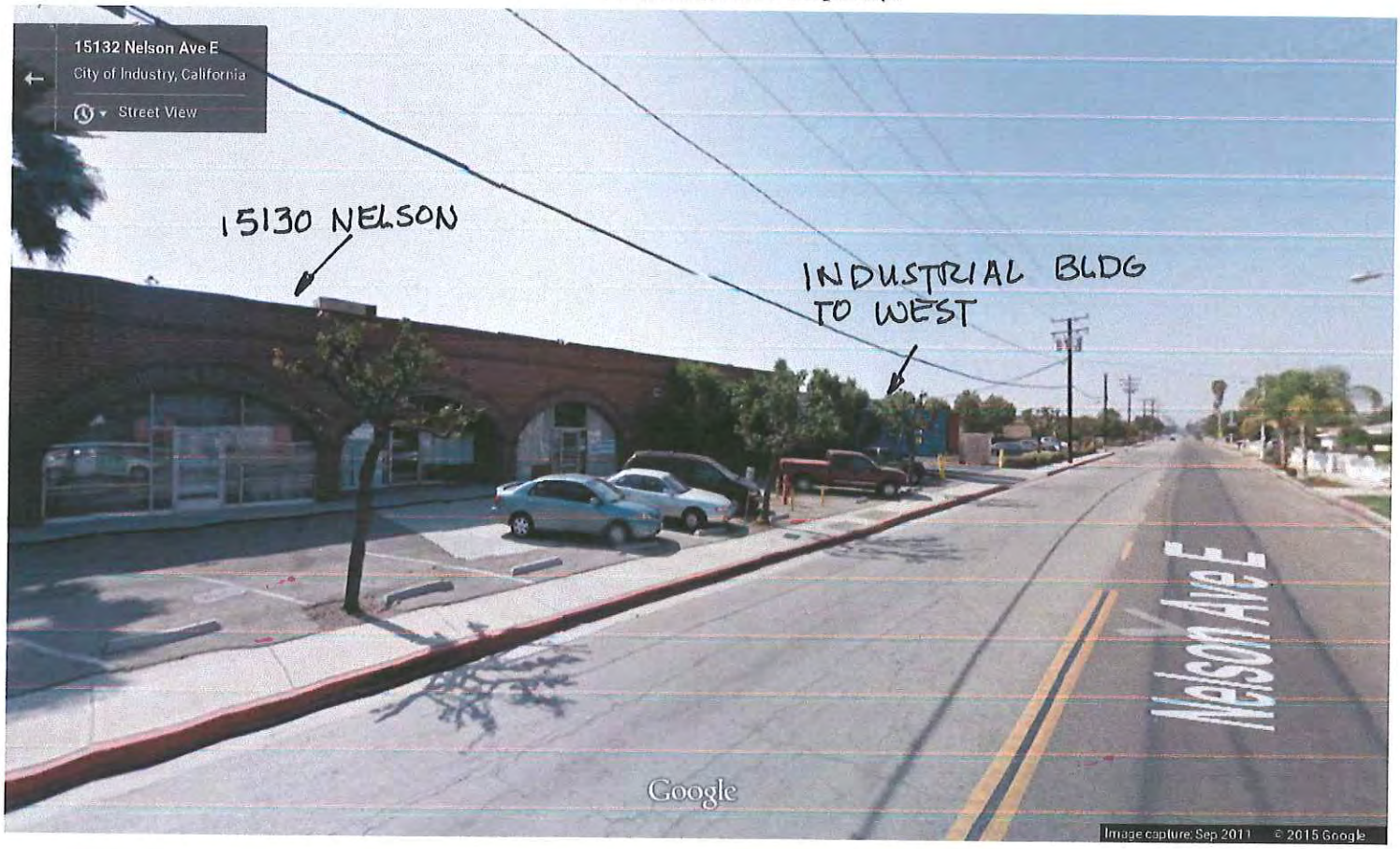
Recycling and solid waste collection services have been reviewed and/or arranged for by the above business.

Project Description: 32000 Sq A Ti Project

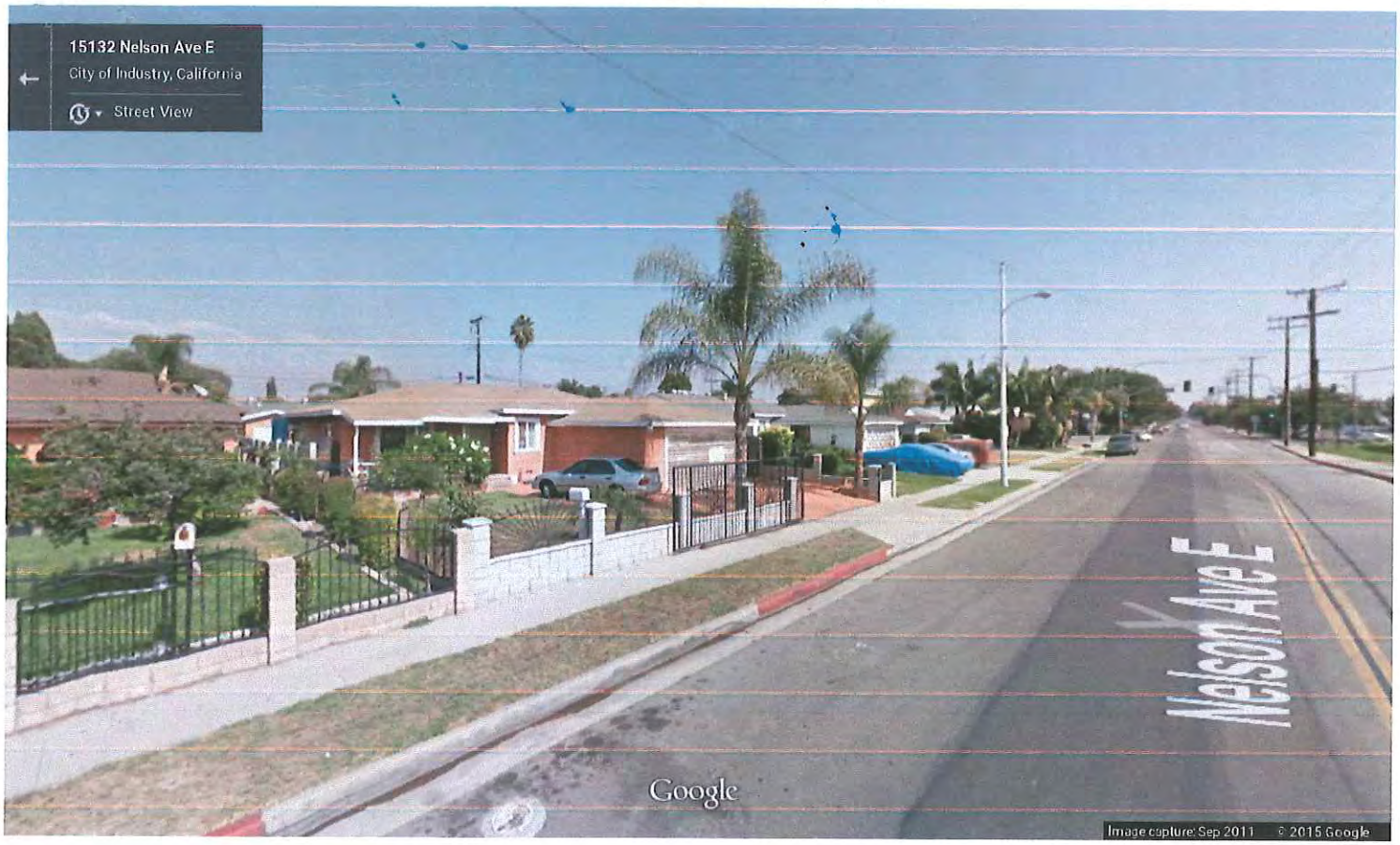
Scope of Services/Comments: See Attached Document

Approved by: Joel Im. Joel Simonian Date: 4/29/2015

Account#: _____ Deposit Amount: 24,641.20


15132 Nelson Ave E
City of Industry, California
Street View
15130 NELSON
INDUSTRIAL BLDG
TO WEST
Nelson Ave E
Google
Image capture: Sep 2011 © 2015 Google

VIEW ACROSS STREET FACING NORTH WEST



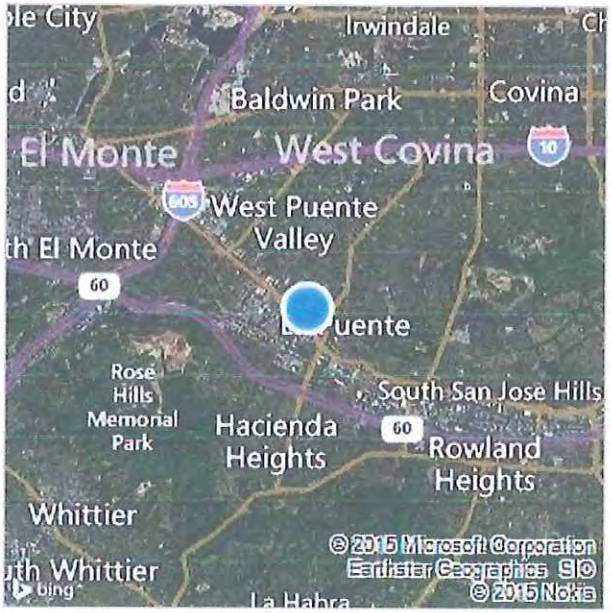
VIEW ACROSS STREET FACING NORTHEAST

bing Maps

15130 Nelson Ave, City of Industry, CA 91744

My Notes

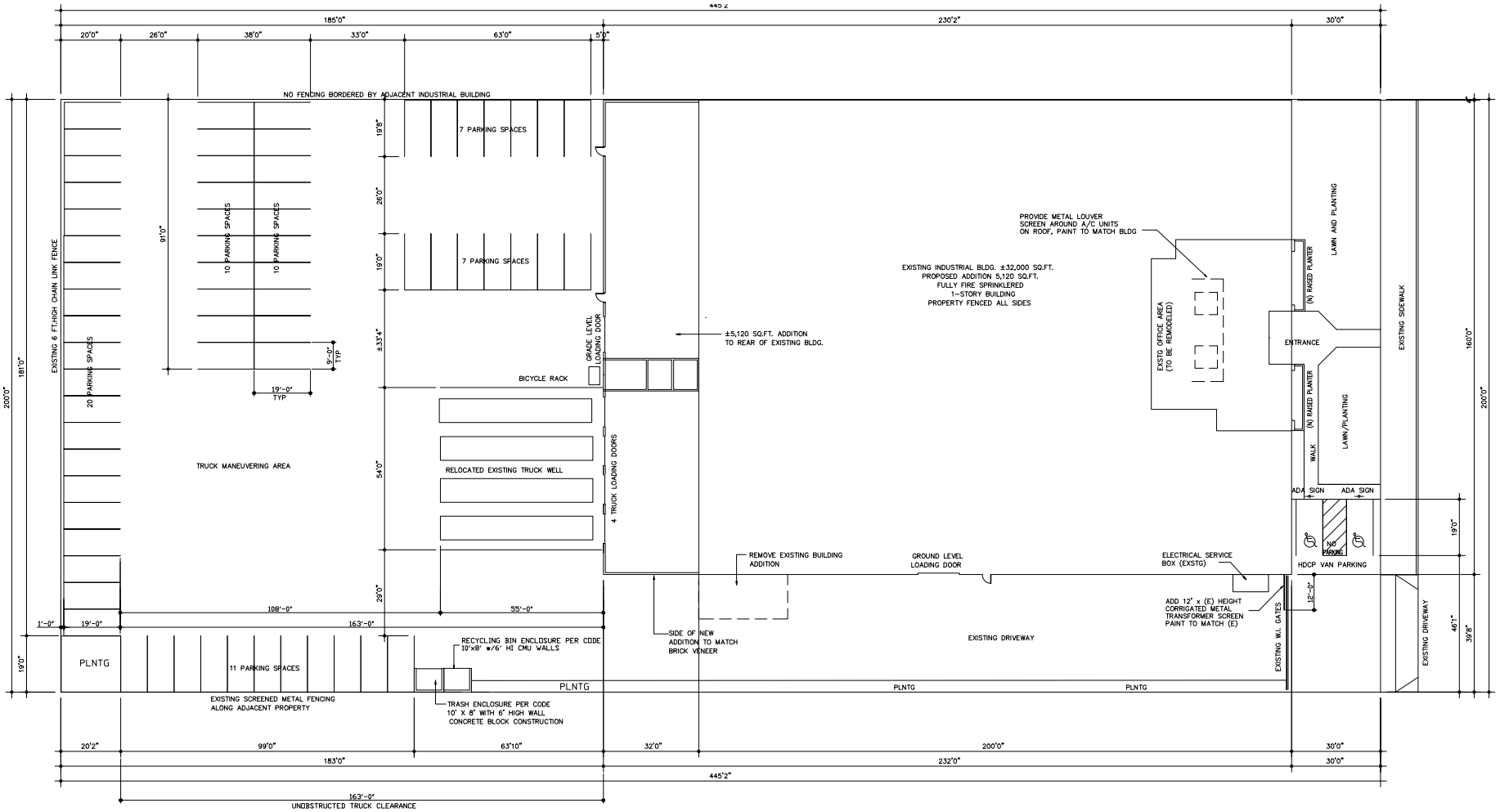
On the go? Use **m.bing.com** to find maps, directions, businesses, and more



Attachment 2

Proposed Site Plan

DP 15-8
Site Plan



SITE PLAN

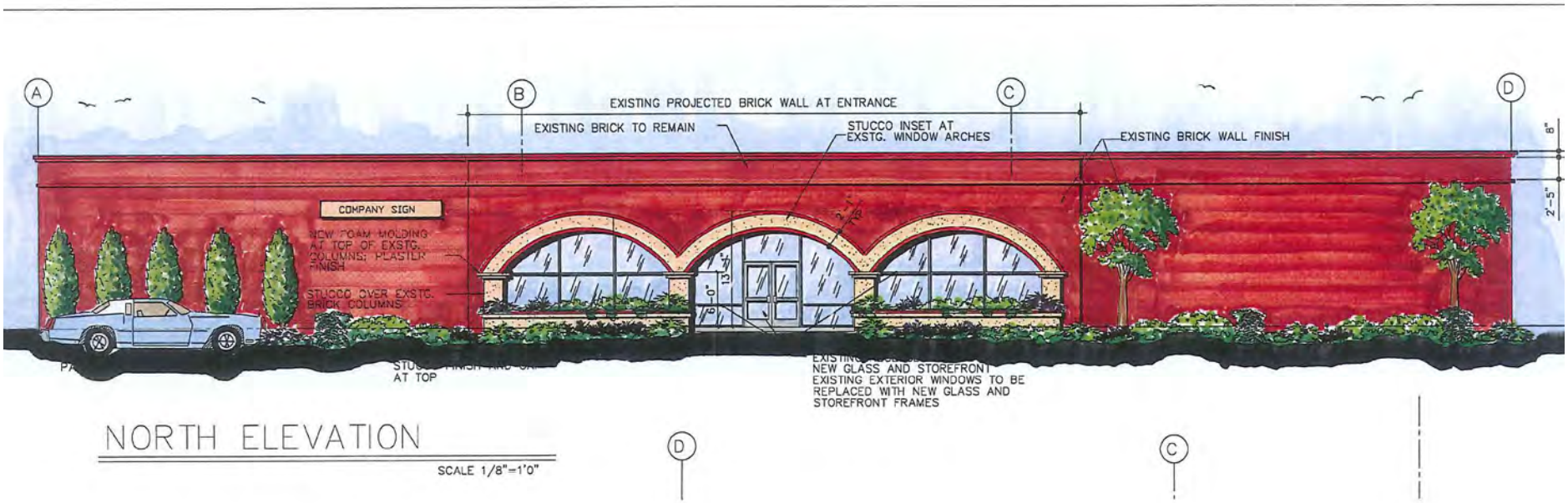
SCALE: 1/16"=1'-0"

SITE PLAN DATA:	
TOTAL SITE AREA	89,030.00 SQ. FT.
EXISTING BUILDING AREA	51,800 SQ. FT.
EXISTING AREA TO BE DEMOLISHED	19,800 SQ. FT.
EXISTING AREA TO REMAIN	32,000 SQ. FT.
PROPOSED BUILDING AREA	5,120 SQ. FT.
TOTAL BUILDING AREA	37,120 SQ. FT.
REQUIRED BUILDING/LOT RATIO	50%
PROPOSED BUILDING/LOT RATIO	41%
LANDSCAPE DATA :	
TOTAL LANDSCAPED AREA	6,150 SQ. FT.
REQUIRED LANDSCAPE RATIO	12%
PROPOSED LANDSCAPE RATIO	7%
PARKING DATA:	
TOTAL PARKING REQUIRED	66.16 SPACES
TOTAL PARKING PROVIDED	67.00 SPACES
TRUCK LOADING DATA:	
TRUCK WELL	4 LOADING SPACES
GROUND LEVEL LOADING	2 LOADING SPACES

Attachment 3

Proposed Elevations

DP 15-8
Elevations



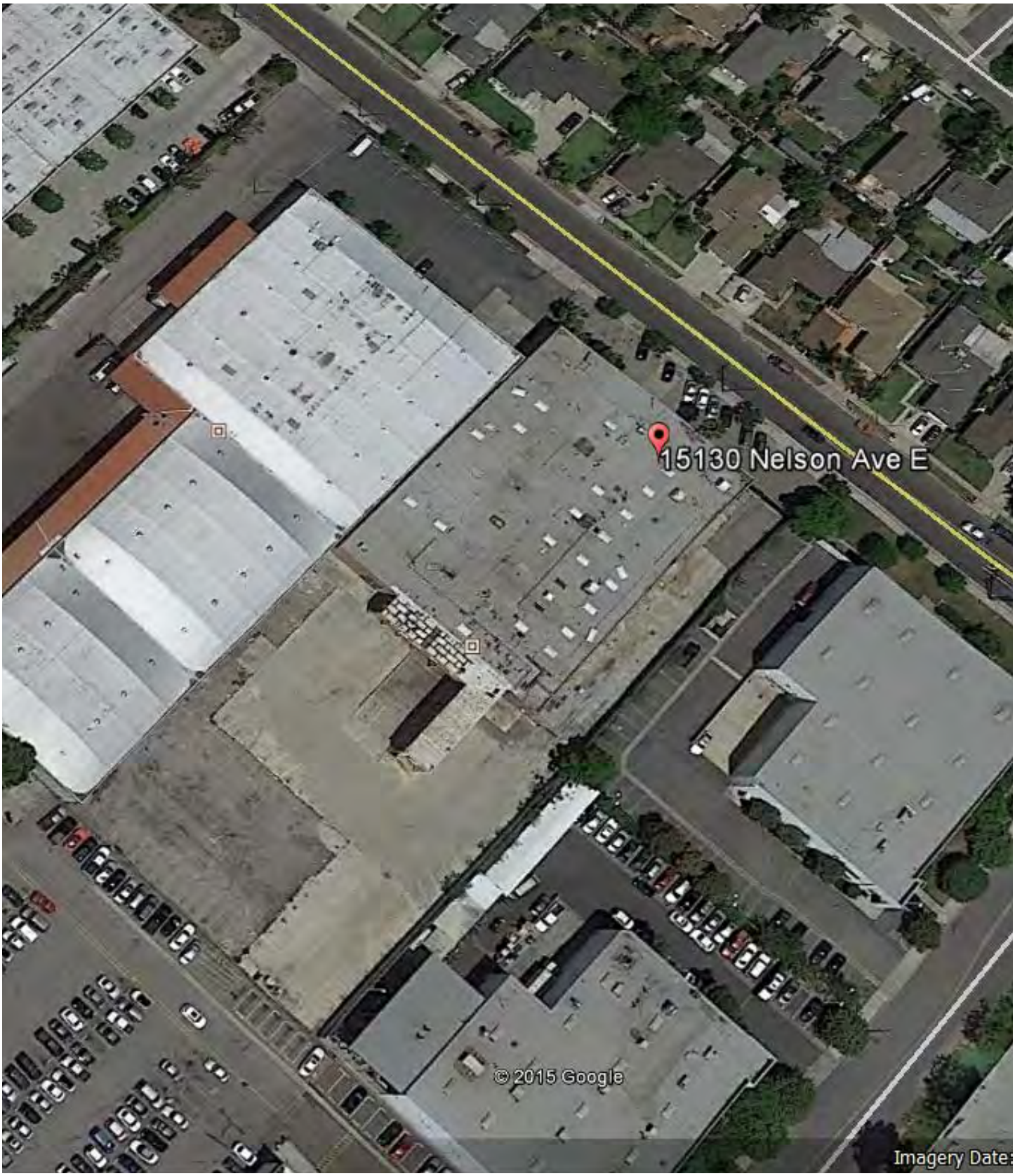
NORTH ELEVATION

SCALE 1/8"=1'0"

Attachment 4

Location Map

DP 15-8
Location Map



Attachment 5

Notice of Exemption

NOTICE OF EXEMPTION

To: County Clerk
County of Los Angeles
Environmental Filings
12400 East Imperial Highway #2001
Norwalk, CA 90650

From: City of Industry
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744

Project Title: Development Plan 15-8

Project Location - Specific: 15130 Nelson Avenue

Project Location-City: City of Industry **Project Location-County:** Los Angeles

Description of Project: DP 15-8 is to modify an existing building to reduce the floor area from 51,800 sf to 37,120 sf (reduction of 14,680 sf), make façade improvements, increase landscaping area, and make interior modifications.

Name of Public Agency Approving Project: City Council, City of Industry

Name of Person or Agency Carrying Out Project: Art Weiss, Inc.

Exempt Status: *(check one)*

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☑ Categorical Exemption. *State type and section number:* 15301
☐ Statutory Exemptions. *State code number:*

Reasons why project is exempt: Section 15301 Class 1, which exempts the minor alteration of existing structures involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The total square footage will be reduced by 14,680 square feet.

Lead Agency
Contact Person: Brian James Telephone: (626)333-2211

Signature: _____ Date: _____

Title: Planning Director

JN 9183

Attachment 6

Standard Requirements and Conditions of Approval

CITY OF INDUSTRY

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

Standard Requirements and Conditions of Approval

Application: **Development Plan 15-8**

Applicant: **Art Weiss, Inc**

Location: **15130 Nelson Avenue**

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The property owner or occupant shall install a sound screen around the northern, eastern, and western sides of any rooftop equipment that generates noise and locate said equipment on the southern 1/3 of the building to limit noise impacts to the residences to the north.

Code Requirements and Standards

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.

2. The applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.

3. The applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Director prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Such plans shall include: provision for an automatic irrigation/sprinkler system; specimen trees, shrubs, ground cover and/or grass; and specifications for the above to the satisfaction of the Planning Director. Additionally, such plans shall be designed and specimen trees, shrubs, ground cover and/or grass shall be designed so as to integrate compatibly with street parkway landscaping.

4. The applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.

5. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.

6. The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities.

7. Depending upon the nature of the proposed use, the applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer depending on the building use.

8. The applicant shall provide off-street parking as shown on the approved development plan.

9. The applicant shall construct storm drains and water quality devices to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities.

10. The applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. (Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit.)

11. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).

12. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the real property shall be allowed.

13. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Interpretation and Enforcement

1. The Planning Department, Engineering Department, and contract agencies (Los Angeles County Fire Department, Los Angeles Department of Building and Safety) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.

2. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The owner of the property that is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

CITY COUNCIL

ITEM NO. 9.3

CITY OF INDUSTRY

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

MEMORANDUM

To: City Council May 21, 2015

From: Brian James

Subject: Repeal of Chapter 9.26 of the Municipal Code

Background

Municipal Code Chapter 9.26 (Attachment 1) was written in 1958 and updated in 1982. This Chapter bans claw/hook games, video and electronic games, and antiquated games such as pin games and marble games.

This Chapter has not been enforced by the City. In fact, there are several businesses in the City that have operated for years with electronic and claw/hook games and there have been no law enforcement or code enforcement issues associated with these devises. In recent years, several businesses have been approved: 1) with a Conditional Use Permit as entertainment uses because they included large video arcade areas as a primary use (e.g. Round One and Lost Worlds); or 2) with a Use Permit because they only included video games as a small ancillary uses (e.g. Hacienda Pizza Kitchen). In addition, businesses are now starting to provide tablets (computers) to customers to provide in-house entertainment (e.g. Chili's and, forthcoming, Buffalo Wild Wings).

It is not clear what activity the prohibition on these types of games was intended to address, unless it was gambling and pornography. Gambling and pornography are addressed by State law and other provisions of the Municipal Code (Chapter 9.24 prohibits gambling and Chapter 17.14 addresses adult businesses). In addition, there are no planning related reasons to regulate these games that are not already offered through the existing Conditional Use Permit process or other provisions of the Municipal Code.

Recommendation

Because Chapter 9.26 is no longer relevant and potential issues are addressed by other provisions of the Municipal Code, Staff recommends that the City Council introduce Ordinance 791 (Attachment 2) repealing Chapter 9.26 of the Municipal Code.

Attachments

- Attachment 1: Chapter 9.26 of the Municipal Code
- Attachment 2: Ordinance 791

ATTACHMENT 1

Chapter 9.26 ELECTRONIC GAMES AND DEVICES

9.26.010 Definitions.

For the purposes of this chapter, the following terms are defined as hereinafter set forth:

A. "Pin game" means any table, cabinet or mechanism equipped for the playing of any game whereby any marble, ball, pellet or other moving object is propelled, released, rolled or shot along, over or above a surface set with pins, pegs or other obstructions or irregularities which deflect or impede the course of the moving object or which may divert or direct it beyond the control of the player.

B. "Marble game" means any table, cabinet or stand equipped for the playing of a game whereby marbles or balls are, with the aid of a mechanical plunger or other affixed device, propelled, released, shot or rolled so as to drop or come to rest in holes, slots, cups or traps, resulting in a score or tally being electrically or otherwise registered or shown which score or tally depends upon the course followed or point reached by the marble or ball or upon the contact points touched by it along its course, or upon any combination of such factors.

C. The phrase "any game similar to a marble game" means "balley-alley" and any other miniature mechanical bowling game device, by whatever name called; any table, cabinet or mechanical device equipped for the playing of any game whereby any marble, ball, pellet or any moving object is propelled, rolled, shot or released toward a goal, pin, set of pins, or other objective by means of any plunger, ejector, mechanical bat, mechanical hand or by means of any other striking or releasing mechanism which is affixed or attached to the table or cabinet, or which is an integral part of the mechanical device or which is mechanically manipulated, controlled or guided, and which game is so contrived that, at the conclusion of the operation or play thereof the score or result of play thereof is visible or otherwise discernible so as to permit or make practicable the playing off or awarding of a prize or reward upon the operation or play of the game.

D. "Claw, hook, or grab machine" means any amusement machine or device so designed that articles placed or heaped therein for the purpose of the game may be grabbed, hooked, or otherwise displaced, recovered or removed by the operation of any contrivance simulating in miniature a power shovel, clam shell, dragline or similar excavating tool or machine.

E. "Horse racing machine" means any mechanically operated amusement machine or device contrived to simulate in miniature the running of a horse race or any other race run by beasts, humans or machines, or which is contrived to put in motion any number of objects or symbols which then do, or appear to, run or move against each other in the manner of a miniature race, or which is designed to represent, by symbols, the running of any race and the order of the finish thereof.

F. "Video" or "electronic game" means any electrically operated entertainment device which can be used or played only after a coin or token is inserted therein or within an appurtenant box or receptacle. (Ord. 477 § 1, 1982; Ord. 89 § 1, 1958)

9.26.020 Keeping—Prohibited.

It is unlawful for any person to keep, maintain or possess in any place of business or in any place of public resort:

A. Any pin game, any marble game or any game similar to a marble game, any claw, hook, or grab machine or any horse race machine, the operation of which game or machine is controlled, permitted or made available by placing therein a coin, plug, disk, key or token, or which is let for use, operation or play upon the payment or delivery of anything of value therefor, or upon the making of any purchase;

B. Any mechanical device or mechanically operated contrivance for the playing of any game of chance, the use or operation of which is controlled, permitted or made available by placing therein any coin, plug, disk, key or token, or which is let for use, operation or play upon the payment or delivery of anything of value therefor, or upon the making of any purchase;

C. Any video or electronic game. Such prohibition shall not apply to a video or electronic game whose use and maintenance in a particular place of business or public resort was approved by the city prior to April 22, 1982, provided, that such game was being maintained on the date and has been maintained continuously thereafter in such place of business or public resort in a lawful manner. (Ord. 477 § 2, 1982; Ord. 89 § 2, 1958)

9.26.030 Exceptions.

The provisions of Section 9.26.020 shall not apply to the following, provided that a conditional use permit is first obtained for the installation and maintenance of contrivances and devices described in this chapter pursuant to Chapter 17.32 and Sections 17.12.040 or 17.16.050:

A. The keeping, possessing or exhibiting of any contrivance or device described in this chapter at or in any mercantile store in which such contrivances or devices are kept solely for sale, and which contrivances or devices members of the public are not permitted or allowed to operate, manipulate or play except as incident to a demonstration for the purpose of sale;

B. The installation, keeping, possessing and use of any contrivance or device described in this chapter at or in any private adult full-time educational institution where such contrivances and devices are used exclusively by students and staff of the educational institution for recreational purposes unrelated to business activities, provided that any and all proceeds derived by the educational institution from the installation, maintenance and use of such contrivances and devices shall be used only for purposes of maintaining such contrivances and devices and providing funds for other nonprofit recreational and educational student activities, and further provided that there shall be no more than a total of ten such contrivances and devices at any such educational institution;

C. The installation, keeping, possessing and use of any contrivance or device described in this chapter at or in a hospital or other full-time medical bed care facility where such contrivances and devices are used exclusively by patients and staff of the hospital or facility for recreational purposes unrelated to business activities, provided that any and all proceeds derived by the hospital or other medical facility from the installation, maintenance and use of such contrivances and devices shall be used only for purposes of maintaining such contrivances and devices and providing funds for other nonprofit patient recreational activities and services, and further provided that there shall be no more than a total of ten

such contrivances and devices at any such hospital or facility. (Ord. 492U § 1, 1984: Ord. 477 § 3, 1982: Ord. 89 § 3, 1958)

ATTACHMENT 2

ORDINANCE 791

ORDINANCE NO. 791

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, REPEALING CHAPTER 9.26 (ELECTRONIC GAMES AND DEVICES) OF TITLE 9 (PUBLIC PEACE, MORALS AND WELFARE) OF THE INDUSTRY MUNICIPAL CODE.

THE CITY COUNCIL OF THE CITY OF INDUSTRY ORDAINS AS FOLLOWS:

SECTION 1. Findings. The City Council finds as follows:

A. Chapter 9.26 (Electronic Games and Devices) of the Industry Municipal Code prohibits certain electronic games and devices in places of business within the City, unless there is a conditional use permit.

B. Most business that would have such devices are already regulated, including by conditional use permit, under Title 17 of the Industry Municipal Code.

C. Chapter 9.26 is both outdated and unnecessary for regulatory purposes, and therefore repealing Chapter 9.26 will further streamline the Industry Municipal Code.

SECTION 2. Repeal of IMC Chapter 9.26. Based on the findings made in Section 1 above, the City Council hereby repeals Industry Municipal Code Chapter 9.26.

SECTION 3. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any persons or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each any every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 4. Certification. The City Clerk is directed to certify the adoption of this ordinance and cause it to be published in accordance with applicable law.

PASSED, APPROVED, AND ADOPTED this 11th day of June, 2015.

_____
Tim Spohn, Mayor

ATTEST:

_____
Cecelia Dunlap
Deputy City Clerk

APPROVED AS TO FORM:

_____
Michele R. Vadon
City Attorney