

CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

AUGUST 24, 2017
9:00 AM



Mayor Mark Radecki
Mayor Pro Tem Cory Moss
Council Member Abraham Cruz
Council Member Catherine Marcucci
Council Member Newell Ruggles

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

Addressing the City Council:

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

Americans with Disabilities Act:

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

Agendas and other writings:

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

4. Public Comments

5. **CONSENT CALENDAR**

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

5.1 Consideration of the Register of Demands for August 24, 2017

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

5.2 Consideration of Ordinance No. 803 – AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADDING CHAPTER 9.94 (RECREATIONAL MARIJUANA) TO ARTICLE IX (MISCELLANEOUS) OF TITLE 9 (PUBLIC PEACE, MORALS, AND WELFARE) OF THE CITY OF INDUSTRY MUNICIPAL CODE AND ADOPTING A NOTICE OF EXEMPTION REGARDING SAME

RECOMMENDED ACTION: Adopt Ordinance No. 803.

6. **ACTION ITEMS**

6.1 Consideration of Resolution No. CC 2017-32 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, FIXING THE RATE OF TAXES AND LEVYING TAXES FOR THE 2017/18 FISCAL YEAR ON PROPERTY WITHIN THE CITY TO PAY THE BONDED OR OTHER INDEBTEDNESS OF THE CITY

RECOMMENDED ACTION: Adopt Resolution No. CC 2017-32.

6.2 Consideration of Resolution No. CC 2017-33 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, FIXING THE AMOUNT OF REVENUE FROM PROPERTY TAXES NECESSARY TO PAY THE BONDED OR OTHER INDEBTEDNESS OF THE CITY ACCRUING DURING THE 2017/18 FISCAL YEAR

RECOMMENDED ACTION: Adopt Resolution No. CC 2017-33.

6.3 Consideration of a Cooperative Agreement between the City of Industry, Historical Society of Southern California, and Historical Resources, Inc., for inventory and storage of artifacts

RECOMMENDED ACTION: Approve the Agreement.

- 6.4 Consideration of award of Contract No. CITY-1436, Pavement & Curb Markings to PCI, in the amount of \$548,426.50

RECOMMENDED ACTION: Award the contract to PCI, in the amount of \$548,426.50.

- 6.5 Consideration of Development Plan No. 17-8, proposed by 333 Turnbull, LLC, dba Snak King Corporation, for a new 158,779 square foot industrial warehouse building located at 333 Turnbull Canyon Road in the City of Industry

- a. Consideration of Resolution No. CC 2017-29 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING MINOR EXCEPTIONS FOR LOT COVERAGE, SETBACKS, PARKING AND LANDSCAPING DEVIATIONS, AND DEVELOPMENT PLAN NO. 17-8 FOR THE CONSTRUCTION OF AN INDUSTRIAL WAREHOUSE BUILDING AT 333 TURNBULL CANYON ROAD IN THE CITY OF INDUSTRY, CALIFORNIA, AND THE NOTICE OF EXEMPTION REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION: Adopt Resolution No. CC 2017-29.

- 6.6 Consideration of Development Plan No. 17-1, proposed by Rockland Holding LLC, dba Fox Luggage, for a new 80,312 square foot industrial warehouse building at 125 Orange Avenue in the City of Industry

- a. Consideration of Resolution No. CC 2017-30 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR DEVELOPMENT PLAN NO. 17-1 TO ALLOW THE CONSTRUCTION OF AN INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE "I"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

RECOMMENDED ACTION: Adopt Resolution No. CC 2017-30.

- b. Consideration of Resolution No. CC 2017-31 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 17-1 FOR THE CONSTRUCTION OF AN INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECOMMENDED ACTION:
31.

Adopt Resolution No. CC 2017-

7. **CITY COUNCIL COMMITTEE REPORTS**

8. **AB 1234 REPORTS**

9. **CITY COUNCIL COMMUNICATIONS**

10. **CLOSED SESSION**

10.1 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section
54956.9(d)(2): One (1) Potential Case

11. Adjournment to Thursday, September 14, 2017 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

**CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF AUGUST 24, 2017**

FUND RECAP:

<u>FUND</u>	<u>DESCRIPTION</u>	<u>DISBURSEMENTS</u>
100	GENERAL FUND	5,445,619.14
103	PROP A FUND	7,281.56
120	CAPITAL IMPROVEMENT FUND	3,216,606.23
161	IPUC - ELECTRIC	433,792.13
TOTAL ALL FUNDS		9,103,299.06

BANK RECAP:

<u>BANK</u>	<u>NAME</u>	<u>DISBURSEMENTS</u>
BOFA	BANK OF AMERICA - CKING ACCOUNTS	2,128,372.51
PROP A	PROP A - CKING ACCOUNT	7,281.56
REF	REFUSE - CKING ACCOUNT	1,323,267.62
WFBK	WELLS FARGO - CKING ACCOUNT	5,644,377.37
TOTAL ALL BANKS		9,103,299.06

APPROVED PER CITY MANAGER

**CITY OF INDUSTRY
BANK OF AMERICA
August 24, 2017**

Check	Date		Payee Name	Check Amount
CITYELEC.CHK - City Electric				
1420	08/09/2017		CITY OF INDUSTRY	\$224,029.74
	Invoice	Date	Description	Amount
	08/09/07	08/09/2017	TRANSFER FUNDS-ELECTRIC	\$224,029.74
CITYGEN.CHK - City General				
WT1019	07/14/2017		CAL-PERS	\$50,013.78
	Invoice	Date	Description	Amount
	AUGUST 2017	07/14/2017	CALPERS MEDICAL PREMIUM FOR AUGUST 2017	\$50,013.78
WT1020	07/26/2017		MIDAMERICA ADMINISTRATIVE &	\$23,347.59
	Invoice	Date	Description	Amount
	AUG-SEP2017	07/26/2017	MEDICAL PREMIUM REIMBURSEMENTS	\$23,347.59
24369	08/09/2017		CITY OF INDUSTRY	\$1,700,000.00
	Invoice	Date	Description	Amount
	08/09/17	08/09/2017	TRANSFER FUNDS-CITY REGISTER 8/10/17	\$1,700,000.00
24370	08/09/2017		CIVIC RECREATIONAL INDUSTRIAL	\$35,000.00
	Invoice	Date	Description	Amount
	08/09/17	08/09/2017	TRANSFER FUNDS-CRIA A/P	\$35,000.00
24371	08/09/2017		CIVIC RECREATIONAL INDUSTRIAL	\$90,000.00
	Invoice	Date	Description	Amount
	08/09/17-A	08/09/2017	ADD'L TRANSFER-CRIA A/P	\$90,000.00

**CITY OF INDUSTRY
BANK OF AMERICA
August 24, 2017**

Check	Date		Payee Name	Check Amount
PARKCIT.CHK - Parking Citation Checking				
608	08/03/2017		SUPERIOR COURT OF CALIFORNIA,	\$5,458.00
	Invoice	Date	Description	Amount
	JUNE 2017	07/24/2017	PARKING CITATIONS REPORT-JUNE 2017	\$5,458.00
609	08/03/2017		TURBO DATA SYSTEMS, INC	\$403.40
	Invoice	Date	Description	Amount
	26366	06/30/2017	CITATION PROCESSING-MAY/JUN 2017	\$403.40
610	08/10/2017		ELHAMI, MICHAEL K.	\$10.00
	Invoice	Date	Description	Amount
	08/10/17	08/10/2017	REFUND-CITATION #136852	\$10.00
611	08/10/2017		SANCHEZ, FRANK R & FRANCISCA	\$55.00
	Invoice	Date	Description	Amount
	08/10/17	08/10/2017	REFUND-CITATION #135439	\$55.00
612	08/10/2017		YUWEI, ZHANG	\$55.00
	Invoice	Date	Description	Amount
	08/10/17	08/10/2017	REFUND-CITATION #135432	\$55.00

Checks	Status	Count	Transaction Amount
	Total	11	\$2,128,372.51

CITY OF INDUSTRY

PROP A

August 24, 2017

Check	Date		Payee Name	Check Amount
PROPA.CHK - Prop A Checking				
11719	08/03/2017		CITY OF INDUSTRY-REFUSE	\$78.80
	Invoice	Date	Description	Amount
	2926058	07/01/2017	DISP SVC-METROLINK	\$78.80
11720	08/03/2017		INDUSTRY SECURITY SERVICES	\$6,582.44
	Invoice	Date	Description	Amount
	14-20975	06/23/2017	SECURITY SVC-METROLINK	\$1,729.73
	14-21018	06/30/2017	SECURITY SVC-METROLINK	\$1,729.73
	14-21062	07/07/2017	SECURITY SVC-METROLINK	\$1,393.25
	14-21083	07/14/2017	SECURITY SVC-METROLINK	\$1,729.73
11721	08/03/2017		SO CAL INDUSTRIES	\$93.85
	Invoice	Date	Description	Amount
	278538	06/20/2017	RR RENTAL-METROLINK	\$93.85
11722	08/03/2017		SO CALIFORNIA EDISON COMPANY	\$219.49
	Invoice	Date	Description	Amount
	2018-00000073	07/20/2017	5/23-6/22/17 SVC-600 BREA CYN B	\$219.49
11723	08/03/2017		WALNUT VALLEY WATER DISTRICT	\$306.98
	Invoice	Date	Description	Amount
	2698150	07/12/2017	6/1-6/30/17 SVC-IRR METROLINK STA-SPANISH LN	\$287.55
	2697281	07/11/2017	6/7-7/5/17 SVC-PLATFORM METROLINK BREA CYN	\$19.43

Checks	Status	Count	Transaction Amount
	Total	5	\$7,281.56

**CITY OF INDUSTRY
WELLS FARGO REFUSE**

August 24, 2017

Check	Date			Payee Name	Check Amount
REFUSE - Refuse Account					
WT226	08/01/2017			CITY OF INDUSTRY DISPOSAL CO.	\$584,161.47
	Invoice	Date	Description		Amount
	2940499	07/31/2017	REFUSE SVC 7/1-7/23/17		\$584,161.47
WT227	08/09/2017			CITY OF INDUSTRY DISPOSAL CO.	\$739,106.15
	Invoice	Date	Description		Amount
	2962293	08/09/2017	REFUSE SVC 7/24-7/31/17		\$739,106.15

Checks	Status	Count	Transaction Amount
	Total	2	\$1,323,267.62

**CITY OF INDUSTRY
WELLS FARGO VOIDED CHECK
August 24, 2017**

Check	Date	Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo			

Check	Date	Description	Amount
66794	07/27/2017	08/04/2017	L A COUNTY TAX COLLECTOR
	Invoice		(\$6,970.80)
	8714 027 271 16	07/01/2017	SUPP PROP TAX FY 16/17-TONNER CYN (\$1,095.02)
	8714 026 274 16	07/01/2017	SUPP PROP TAX FY 16/17-TONNER CYN (\$4,608.47)
	8714 028 271 16	07/01/2017	SUPP PROP TAX FY 16/17-TONNER CYN (\$1,169.57)
	8714 026 275 16	07/01/2017	SUPP PROP TAX FY 16/17-TONNER CYN (\$97.74)

Check	Status	Count	Transaction Amount
	Total	1	(\$6,970.80)

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
66912	08/07/2017		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	DP 17-7	08/02/2017	FEE-NOTICE OF EXEMPTION FOR DP 17-7	\$75.00
66913	08/07/2017		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	CAMP COURAGE	08/02/2017	FEE-NOTICE OF EXEMPTION FOR TONNER	\$75.00
66914	08/07/2017		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	HUDSON-YAL	08/02/2017	FEE-NOTICE OF EXEMPTION FOR PHASE 1 HUDSON	\$75.00
66915	08/07/2017		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	AJAX AVE	08/02/2017	FEE-NOTICE OF EXEMPTION FOR AJAX AVE STORM	\$75.00
66916	08/07/2017		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	DON JULIAN/SIXTH	08/02/2017	FEE-NOTICE OF EXEMPTION FOR DON JULIAN/SIXTH	\$75.00
66917	08/08/2017		CALPINE ENERGY SOLUTIONS, LLC	\$55,765.58
	Invoice	Date	Description	Amount
	172090007519063	07/28/2017	WHOLESALE USE-JUN 2017	\$55,765.58
66918	08/08/2017		SATSUMA LANDSCAPE & MAINT.	\$118,488.11
	Invoice	Date	Description	Amount
	0717TA	07/28/2017	LANDSCAPE SVC-JUL 2017	\$38,670.84
	0717XROADS	07/28/2017	LANDSCAPE SVC-JUL 2017	\$30,261.49
	0717CH-2	07/28/2017	LANDSCAPE SVC-JUL 2017	\$28,264.51
	0717CH-1	07/28/2017	LANDSCAPE SVC-JUL 2017	\$21,291.27

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date	Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo				
66919	08/08/2017	SQUARE ROOT GOLF &		\$188,171.67
	Invoice	Date	Description	Amount
	1299H	07/27/2017	LANDSCAPE SVC-JUL 2017	\$150,072.05
	1296ELHM	07/27/2017	LANDSCAPE SVC-JUL 2017	\$10,439.20
	1297ELHM	07/27/2017	LANDSCAPE SVC-JUL 2017	\$6,744.00
	1298ELHM	07/27/2017	LANDSCAPE SVC-JUL 2017	\$20,916.42
66920	08/09/2017	AT & T		\$176.00
	Invoice	Date	Description	Amount
	5244717304	07/23/2017	06/19-07/18/17 SVC - 600 S BREA CYN-METROLINK	\$176.00
66921	08/09/2017	FRONTIER		\$375.76
	Invoice	Date	Description	Amount
	2018-00000085	07/22/2017	07/22-08/21/17 SVC - GS-21858 VALLEY BLVD	\$53.69
	2018-00000086	07/22/2017	07/22-08/21/17 SVC - EM-21733 BAKER PKWY BLDG	\$51.01
	2018-00000087	07/25/2017	07/25-08/24/17 SVC - EM-21760 GARCIA LN	\$65.77
	2018-00000088	07/25/2017	07/25-08/24/17 SVC - EM-21535 BAKER PKWY BLDG	\$51.01
	2018-00000089	07/28/2017	07/28-08/27/17 SVC - EM-21912 GARCIA LN-ALARM	\$65.77
	2018-00000090	07/28/2017	07/28-08/27/17 SVC - EM-21700 BAKER PKWY BLDG	\$51.01
	2018-00000091	07/28/2017	07/28-08/27/17 SVC - EM-179 S. GRAND AVE	\$37.50
66922	08/09/2017	ROWLAND WATER DISTRICT		\$3,120.11
	Invoice	Date	Description	Amount
	2018-00000111	07/26/2017	06/19-07/17/17 SVC - AZUSA AVE 205597	\$98.41
	2018-00000112	07/26/2017	06/19-07/17/17 SVC - AZUSA AVE-CENTER	\$111.37
	2018-00000113	07/26/2017	06/19-07/17/17 SVC - 1100 AZUSA AVE	\$153.54
	2018-00000114	07/26/2017	06/19-07/18/17 SVC - 1135 HATCHER STREET	\$27.13
	2018-00000115	07/26/2017	06/19-07/18/17 SVC - 1123C HATCHER STREET	\$131.09
	2018-00000116	07/26/2017	06/19-07/18/17 SVC - 1123D HATCHER STREET	\$59.53
	2018-00000117	07/26/2017	06/19-07/18/17 SVC - AZUSA AVE (RC)	\$105.79
	2018-00000118	07/26/2017	06/19-07/18/17 SVC - 755 NOGALES (RC)	\$172.58

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	2018-00000119	07/26/2017	06/19-07/18/17 SVC - 17217 & 17229 CHESTNUT - IRR	\$296.05
	2018-00000120	07/26/2017	06/19-07/18/17 SVC - 18044 ROWLAND-LAWSON	\$108.13
	2018-00000121	07/26/2017	06/19-07/18/17 SVC - 930 AZUSA AVE	\$670.67
	2018-00000122	07/26/2017	06/19-07/18/17 SVC - 17401 VALLEY BLVD	\$738.71
	2018-00000123	07/26/2017	06/20-07/18/17 SVC - HURLEY STREET & VALLEY	\$447.11
66923	08/09/2017		SAN GABRIEL VALLEY WATER CO.	\$11,510.40
	Invoice	Date	Description	Amount
	2018-00000099	07/31/2017	06/27-07/28/17 SVC - IRRIG SALT LAKE/SEVENTH	\$236.11
	2018-00000100	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY SOUTH	\$1,434.25
	2018-00000101	07/31/2017	06/27-07/28/17 SVC - PELLISSIER	\$578.08
	2018-00000102	07/31/2017	06/27-07/28/17 SVC - S/E COR OF PELLISSIER	\$1,197.63
	2018-00000103	07/31/2017	06/27-07/28/17 SVC - PECK/UNION PACIFIC BRIDGE	\$953.49
	2018-00000104	07/31/2017	06/27-07/28/17 SVC - PELLISSIER	\$1,058.84
	2018-00000105	07/31/2017	06/27-07/28/17 SVC - PELLISSIER	\$499.02
	2018-00000106	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY STA 111-	\$852.26
	2018-00000107	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY STA 129-	\$1,517.06
	2018-00000108	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY NORTH	\$945.98
	2018-00000109	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY SOUTH	\$1,945.06
	2018-00000110	07/31/2017	06/27-07/28/17 SVC - CROSSROADS PKWY STA 103-	\$292.62
66924	08/09/2017		SO CALIFORNIA EDISON COMPANY	\$2,642.32
	Invoice	Date	Description	Amount
	2018-00000074	07/25/2017	06/22-07/24/17 SVC - 21380 VALLEY BLVD	\$73.79
	2018-00000075	07/25/2017	06/22-07/24/17 SVC - 575 BREA CYN RD	\$25.69
	2018-00000076	07/25/2017	06/22-07/24/17 SVC - 580 BREA CYN RD	\$25.69
	2018-00000079	07/27/2017	06/26-07/26/17 SVC - 745 ANAHEIM PUENTE RD CP	\$59.92
	2018-00000080	07/27/2017	06/26-07/26/17 SVC - 17378 GALE AVE B	\$43.63
	2018-00000081	07/28/2017	06/26-07/26/17 SVC - BREA CYN RD-VARIOUS SITES	\$668.42
	2018-00000082	07/29/2017	06/28-07/28/17 SVC - 137 N HUDSON AVE	\$438.08
	2018-00000092	08/01/2017	06/28-07/28/17 SVC - VARIOUS SITES	\$703.46

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	2018-00000093	08/02/2017	07/01-08/01/17 SVC - 1 VALLEY/AZUSA OL1	\$15.75
	2018-00000094	08/02/2017	07/01-08/01/17 SVC - 600 BREA CYN RD	\$475.78
	2018-00000124	07/27/2017	06/01-07/25/17 SVC - 600 S BREA CYN RD	\$112.11
66925	08/09/2017		SO CALIFORNIA EDISON COMPANY	\$351.49
	Invoice	Date	Description	Amount
	2018-00000077	07/26/2017	06/23-07/25/17 SVC - 5010 ENGLISH RD	\$51.69
	2018-00000078	07/27/2017	06/16-07/18/17 SVC - 19001 TONNER CYN RD	\$197.68
	2018-00000125	07/26/2017	05/17-06/16/17 SVC - 19001 TONNER CYN RD	\$102.12
66926	08/09/2017		SO CALIFORNIA EDISON COMPANY	\$439.29
	Invoice	Date	Description	Amount
	7500820862	07/24/2017	04/01-04/30/17 SVC - RELIABILITY SVC	\$439.29
66927	08/09/2017		SOCALGAS	\$119.74
	Invoice	Date	Description	Amount
	2018-00000095	07/24/2017	06/20-07/20/17 SVC - 15415 DON JULIAN RD	\$43.62
	2018-00000096	07/31/2017	06/27-07/27/17 SVC - 710 NOGALES ST.	\$14.79
	2018-00000097	08/02/2017	06/29-07/31/17 SVC - 2700 CHINO HILLS PKWY	\$41.79
	2018-00000098	08/02/2017	06/29-07/31/17 SVC - 1 INDUSTRY HILLS PKWY	\$19.54
66928	08/09/2017		SUBURBAN WATER SYSTEMS	\$1,508.64
	Invoice	Date	Description	Amount
	180041015200	07/24/2017	06/22-07/24/17 SVC - 205 HUDSON AVE	\$51.77
	180070729378	07/25/2017	06/23-07/25/17 SVC - AZUSA & GEMINI	\$1,456.87
66929	08/09/2017		VERIZON WIRELESS - LA	\$114.03
	Invoice	Date	Description	Amount
	9789979701	07/26/2017	06/27-07/26/17 SVC - MOBILE BROADBAND	\$114.03
66930	08/14/2017		CITY OF INDUSTRY-PETTY CASH	\$1,094.26

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date	Payee Name	Check Amount	
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	08/14/17	08/14/2017	REIMBURSE PETTY CASH FOR PERIOD 5/11/17-	\$1,094.26
66931	08/14/2017		SHELL ENERGY NORTH AMERICA-	\$95,200.00
	Invoice	Date	Description	Amount
	1872920	08/04/2017	WHOLESALE USE-JUL 2017	\$80,400.00
	1872919	08/04/2017	WHOLESALE USE-JUL 2017	\$14,800.00
66932	08/16/2017		CALPINE ENERGY SOLUTIONS, LLC	\$12.55
	Invoice	Date	Description	Amount
	172220007578378	08/10/2017	WHOLESALE GAS-JUL 2017	\$12.55
66933	08/16/2017		AT & T	\$225.00
	Invoice	Date	Description	Amount
	8963221036	08/01/2017	08/01-08/31/17 SVC - 600 S BREA CYN-METROLINK	\$225.00
66934	08/16/2017		FRONTIER	\$2,109.68
	Invoice	Date	Description	Amount
	2018-00000129	08/01/2017	08/01-08/31/17 SVC - VARIOUS GENERATOR SITES	\$1,047.96
	2018-00000130	08/01/2017	08/01-08/31/17 SVC - GS-21650 VALLEY BLVD	\$51.01
	2018-00000131	08/01/2017	08/01-08/31/17 SVC - GS-21700 VALLEY BLVD	\$53.69
	2018-00000132	08/01/2017	08/01-08/31/17 SVC - VARIOUS SITES	\$957.02
66935	08/16/2017		SO CALIFORNIA EDISON COMPANY	\$11,100.42
	Invoice	Date	Description	Amount
	2018-00000138	08/04/2017	07/01-08/01/17 SVC - VARIOUS SITES-	\$322.47
	2018-00000139	08/04/2017	07/05-08/03/17 SVC - 208 S WADDINGHAM WAY CP	\$103.14
	15660STAFF-AUG17	08/05/2017	06/28-07/28/17 SVC - 15660 STAFFORD ST	\$2,740.75
	2018-00000140	08/05/2017	07/05-08/03/17 SVC - 15625 STAFFORD ST	\$7,934.06
66936	08/16/2017		SOCALGAS	\$749.80

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	2018-00000133	08/04/2017	07/01-08/01/17 SVC - 1 INDUSTRY HILLS PKWY UNIT	\$54.69
	2018-00000134	08/04/2017	07/03-08/02/17 SVC - 15633 RAUSCH RD	\$90.63
	2018-00000135	08/04/2017	07/03-08/02/17 SVC - 15651 STAFFORD ST	\$16.66
	2018-00000136	08/04/2017	07/03-08/02/17 SVC - 15625 STAFFORD ST APT A	\$573.03
	2018-00000137	08/04/2017	07/03-08/02/17 SVC - 15625 STAFFORD ST APT B	\$14.79
66937	08/24/2017		ADVANCED DISCOVERY, INC.	\$1,764.39
	Invoice	Date	Description	Amount
	B212923	07/31/2017	DOCUMENT MGMT SVC-LITIGATION	\$1,764.39
66938	08/24/2017		AERO-MOTION, INC.	\$459.40
	Invoice	Date	Description	Amount
	170555	08/02/2017	STORE MERCHANDISE-HOMESTEAD	\$459.40
66939	08/24/2017		ALEJANDRO GONZALEZ	\$284.51
	Invoice	Date	Description	Amount
	08/04/17	08/04/2017	REIMBURSE FOR EXPENSES	\$284.51
66940	08/24/2017		ALL AMERICAN ELECTRIC	\$994.55
	Invoice	Date	Description	Amount
	5829	07/24/2017	REPAIR/REPLACE LIGHTS-CAMP COURAGE	\$994.55
66941	08/24/2017		ALVAKA NETWORKS	\$17,105.17
	Invoice	Date	Description	Amount
	159426	08/01/2017	NETWORK MAINT-SEP 2017	\$6,620.00
	159501	07/31/2017	ADD'L HOURS FOR JUL 2017	\$3,840.00
	159461	08/01/2017	NETWORK MAINT-SEP 2017	\$5,745.17
	159551NP	07/31/2017	TRIP CHARGE	\$220.00
	159433	08/01/2017	NETWORK MAINT-HOMESTEAD	\$680.00

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
66942	08/24/2017		ANNEALTA GROUP	\$25,075.00
	Invoice	Date	Description	Amount
	1089	08/07/2017	PLANNING SUPPORT-JUL 2017	\$23,757.50
	1090	08/07/2017	PLANNING SUPPORT-DP17-6, JN9297	\$1,317.50
66943	08/24/2017		ARAMARK REFRESHMENT SERVICE,	\$171.42
	Invoice	Date	Description	Amount
	1458011	06/23/2017	COFFEE/OFFICE SUPPLIES	\$88.58
	1464491	07/31/2017	COFFEE/OFFICE SUPPLIES	\$82.84
66944	08/24/2017		ASTRA INDUSTRIAL SERVICES, INC	\$70.93
	Invoice	Date	Description	Amount
	00157381	07/27/2017	SUPPLIES-SATSUMA BLDG	\$28.81
	00157305	07/18/2017	SUPPLIES-SATSUMA BLDG	\$42.12
66945	08/24/2017		B AND T CATTLE	\$14,580.00
	Invoice	Date	Description	Amount
	73	08/01/2017	MAINT SVC-AUG 2017	\$14,580.00
66946	08/24/2017		B. SHACKMAN COMPANY	\$170.38
	Invoice	Date	Description	Amount
	73162	05/26/2017	STORE MERCHANDISE-HOMESTEAD	\$170.38
66947	08/24/2017		BIGGS CARDOSA ASSOCIATES, INC.	\$2,196.34
	Invoice	Date	Description	Amount
	72084	07/05/2017	REPAINTING OF AZUSA AVE BRIDGE	\$2,196.34
66948	08/24/2017		BROWN RUDNICK, LLP	\$30,019.57
	Invoice	Date	Description	Amount
	719865	08/01/2017	PROF SVC-JUL 2017	\$30,019.57

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
66949	08/24/2017		BRYAN PRESS	\$285.67
	Invoice	Date	Description	Amount
	0077496	07/10/2017	BUSINESS CARDS-K. WEGER	\$44.24
	0077575	07/25/2017	BUSINESS CARDS-VARIOUS	\$197.19
	0077545	07/28/2017	BUSINESS CARDS-W. BANDOW	\$44.24
66950	08/24/2017		BUTSKO UTILITY DESIGN INC.	\$22,415.82
	Invoice	Date	Description	Amount
	29157C	06/30/2017	UTILITY ENGINEERING SVC-JUN 2017	\$3,287.48
	29157D	06/30/2017	UTILITY ENGINEERING SVC-JUN 2017	\$3,116.76
	29157B	06/30/2017	UTILITY ENGINEERING SVC-JUN 2017	\$8,945.06
	29157E	06/30/2017	UTILITY ENGINEERING SVC-JUN 2017	\$7,066.52
66951	08/24/2017		CALIFORNIA ASSOCIATION OF	\$260.00
	Invoice	Date	Description	Amount
	300002009	08/16/2017	MEMBERSHIP FEES-CHRISTINA AGUIRRE	\$130.00
	300002010	08/16/2017	MEMBERSHIP FEES-STEVEN AVALOS	\$130.00
66952	08/24/2017		CALIFORNIA CONTRACT CITIES	\$35.00
	Invoice	Date	Description	Amount
	2135	08/04/2017	CITY MANAGER MEETING ON 7/27/17	\$35.00
66953	08/24/2017		CARTEGRAPH SYSTEMS, INC.	\$7,780.00
	Invoice	Date	Description	Amount
	SIN003287	06/06/2017	SOFTWARE SERVICE-INSTALLMENT #4	\$7,780.00
66954	08/24/2017		CASSO & SPARKS, LLP	\$328,622.21
	Invoice	Date	Description	Amount
	20233	08/09/2017	COI-LEGAL SVC FOR MAR 2017	\$77,960.03
	20234	08/09/2017	COI-LEGAL SVC FOR APR 2017	\$95,326.21
	20235	08/09/2017	COI-LEGAL SVC FOR MAY 2017	\$90,904.04

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CITY.WF.CHK - City General Wells Fargo				
	20236	08/09/2017	COI-LEGAL SVC FOR JUN 2017	\$64,431.93
66955	08/24/2017		CDW GOVERNMENT LLC	\$3,871.19
	Invoice	Date	Description	Amount
	JPL5746	07/25/2017	COMPUTER EQUIPMENT	\$3,871.19
66956	08/24/2017		CHEM PRO LABORATORY, INC	\$269.00
	Invoice	Date	Description	Amount
	620065	06/23/2017	WATER TREATMENT-JUN 2017	\$269.00
66957	08/24/2017		CITY OF INDUSTRY-REFUSE	\$13,915.24
	Invoice	Date	Description	Amount
	2961930	07/31/2017	DISP SVC-1123 HATCHER	\$6,308.09
	2961064	08/01/2017	DISP SVC-CITY BUS STOPS	\$4,376.33
	2960758A	08/01/2017	DISP SVC-205 N HUDSON	\$192.82
	2960758B	08/01/2017	DISP SVC-841 7TH AVE	\$192.82
	2960520	07/01/2017	DISP SVC-CAMP COURAGE	\$701.35
	2960518	08/01/2017	DISP SVC-TONNER CYN (MAINT YD)	\$1,535.58
	2960519	07/31/2017	DISP SVC-CITY HALL	\$313.42
	2961931	07/31/2017	STORAGE BOXES-CITY HALL	\$150.00
	2960521	07/31/2017	DISP SVC-TRES HERMANOS	\$144.83
66958	08/24/2017		CNC ENGINEERING	\$235,371.31
	Invoice	Date	Description	Amount
	456125	08/10/2017	ON-CALL STREET MAINT PROGRAM	\$166.30
	456126	08/10/2017	WALNUT DR SOUTH WIDENING	\$1,835.38
	456127	08/10/2017	VALLEY BLVD PCC PAVEMENT RECONSTRUCTION	\$7,680.25
	456128	08/10/2017	ARENTH AVE RECONSTRUCTION	\$1,912.36
	456129	08/10/2017	CITYWIDE CATCH BASIN RETROFIT	\$4,659.90
	456130	08/10/2017	IPD 236 AJAX AVE STORM DRAIN	\$3,993.93
	456131	08/10/2017	INTERSECTION WIDENING-DON JULIAN/SIXTH AVE	\$4,570.91

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CITY.WF.CHK - City General Wells Fargo			
456132	08/10/2017	SAN JOSE AVE RECONSTRUCTION	\$2,965.70
456133	08/10/2017	GENERAL ENGINEERING SVC	\$49,711.99
456134	08/10/2017	GENERAL ENGINEERING SVC-MAINT OF CITY	\$45,965.67
456135	08/10/2017	TONNER CYN PROPERTY	\$4,603.83
456136	08/10/2017	COLIMA ROAD WIDENING	\$436.38
456137	08/10/2017	ATLAS-LEGAL DESCRIPTIONS	\$2,124.46
456139	08/10/2017	CITY ELECTRICAL FACILITIES	\$1,379.76
456140	08/10/2017	TRES HERMANOS GENERAL ENGINEERING	\$344.94
456141	08/10/2017	PROCTOR AVE/SALT LAKE AVE RECONSTRUCTION	\$1,829.22
456142	08/10/2017	MAINT OF CITY HALL	\$47.70
456143	08/10/2017	SAFETY UPGRADE AT VARIOUS RR CROSSINGS	\$249.44
456144	08/10/2017	SAN JOSE AVE RECONSTRUCTION	\$856.17
456145	08/10/2017	TRAFFIC SIGNAL-NELSON AVE/SUNSET AVE	\$1,128.59
456146	08/10/2017	SIXTH AVE RECONSTRUCTION	\$2,286.23
456147	08/10/2017	HIGHWAY BRIDGE PROGRAM	\$83.15
456148	08/10/2017	FISCAL YEAR BUDGET	\$9,191.03
456149	08/10/2017	ROWLAND ST RECONSTRUCTION	\$7,858.24
456150	08/10/2017	BIXBY DR PCC PAVEMENT	\$3,243.97
456151	08/10/2017	RESURFACING VALLEY BLVD	\$1,533.27
456152	08/10/2017	VARIOUS ASSIGNMENTS-SA TO THE IUDA	\$2,133.84
456153	08/10/2017	NELSON AVE AND PUENTE AVE INTERSECTION	\$959.27
456154	08/10/2017	BONELLI ST RESURFACING	\$3,813.78
456155	08/10/2017	REPAIRS & UPGRADES-CITY PUMP STATIONS	\$689.88
456156	08/10/2017	GATEWAY CITIES COUNCIL OF GOVERNMENTS	\$498.87
456157	08/10/2017	CITY MAINTAINED LANDSCAPE AREAS	\$1,662.90
456158	08/10/2017	MAINT OF 1123 HATCHER AVE	\$1,097.10
456159	08/10/2017	SPEED SURVEY	\$1,330.33
456160	08/10/2017	USGR STORMWATER CAPTURE PROJ	\$166.29
456161	08/10/2017	RESURFACING OF UNRUH AVE	\$5,098.61
456162	08/10/2017	CARTEGRAPH IMPLEMENTATION & MGMT	\$1,756.74
456163	08/10/2017	PLANETBIDS IMPLEMENTATION & MGMT	\$238.50

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CITY.WF.CHK - City General Wells Fargo			
456164	08/10/2017	LOUDEN LANE RESURFACING	\$6,817.99
456165	08/10/2017	STAFFORD ST RESURFACING	\$13,914.71
456166	08/10/2017	COINER COURT RECONSTRUCTION	\$6,152.73
456167	08/10/2017	COI ADDRESS AND BUSINESS ATLAS	\$1,912.95
456168	08/10/2017	PARCEL MAP ATLAS	\$614.51
456169	08/10/2017	STORM DRAIN ATLAS	\$446.36
456170	08/10/2017	FULLERTON RD GRADE SEPARATION	\$3,425.25
456171	08/10/2017	ALAMEDA CORRIDOR EAST RELATED PROJECTS	\$166.29
456172	08/10/2017	FAIRWAY DR GRADE SEPARATION	\$5,324.38
456173	08/10/2017	NOGALES GRADE SEPARATION	\$588.20
456174	08/10/2017	MISC GRADE SEPARATION STUDIES	\$517.41
456084	07/26/2017	STONER CREEK RECONSTRUCTION	\$665.16
456104	07/26/2017	COINER COURT RECONSTRUCTION	\$7,898.90
456105	07/26/2017	PARCEL MAP ATLAS	\$649.63
456102	07/26/2017	LOUDEN LANE RESURFACING	\$1,413.48
456103	07/26/2017	STAFFORD ST RESURFACING	\$4,758.48
66959	08/24/2017	CONDUENT ENTERPRISE	\$175.00
Invoice	Date	Description	Amount
1391944	07/24/2017	NETWORK SUPPORT FOR AS400-APR 2017	\$175.00
66960	08/24/2017	CORDOBA CORPORATION	\$237,931.00
Invoice	Date	Description	Amount
217378	08/02/2017	REAL ESTATE ADVISORY-JUL 2017	\$45,000.00
217403	08/09/2017	ENGINEERING STAFF AUGMENTATION-JUL 2017	\$192,931.00
66961	08/24/2017	CORELOGIC INFORMATION	\$192.50
Invoice	Date	Description	Amount
81825987	07/31/2017	GEOGRAPHIC PKG-JUL 2017	\$192.50
66962	08/24/2017	CREATIVE IMAGE PRODUCTS	\$1,094.01

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Check	Date	Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo			
	Invoice 1371	Date 08/03/2017	Description POLO SHIRTS WITH COI LOGO Amount \$1,094.01
66963	08/24/2017	CSMFO	\$55.00
	Invoice 18587	Date 08/14/2017	Description MEMBERSHIP DUES-YAMINI PATHAK Amount \$55.00
66964	08/24/2017	CSMFO	\$150.00
	Invoice 176878	Date 08/14/2017	Description SEMINAR ON 11/9/17-YAMINI PATHAK Amount \$150.00
66965	08/24/2017	DANGELO CO.	\$774.34
	Invoice S1313273.001	Date 07/24/2017	Description MISC SUPPLIES-TONNER CYN Amount \$774.34
66966	08/24/2017	DEPT OF TRANSPORTATION	\$2,384,711.06
	Invoice 18000676	Date 08/08/2017	Description COOP 5033-GRAND AVE OFF-RAMP 57/60 Amount \$831,928.85
	18000675	08/08/2017	COOP 4959-WB SR-60 GRAND AVE ON-RAMP \$142,742.21
	18000674	08/08/2017	COOP 4905-RIGHT OF WAY GRAND AVE ON-RAMP \$1,410,040.00
66967	08/24/2017	EASYLINK SERVICES	\$68.50
	Invoice 07634191708	Date 08/02/2017	Description FAX SVC-JUL 2017 Amount \$68.50
66968	08/24/2017	EGOSCUE LAW GROUP	\$412.50
	Invoice 11669	Date 08/03/2017	Description LEGAL SVC-FOLLOW'S CAMP Amount \$412.50
66969	08/24/2017	ENVIRONMENTAL SYSTEMS	\$20,000.00
	Invoice	Date	Description Amount

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
66977	08/24/2017		HINDERLITER, DE LLAMAS AND	\$12,745.94
	Invoice	Date	Description	Amount
	0027590-IN	08/04/2017	CONTRACT SVC-SALES TAX 3RD QTR	\$2,250.00
	0027590-IN-A	08/04/2017	AUDIT SVC-SALES TAX	\$10,495.94
66978	08/24/2017		HISTORICAL RESOURCES, INC.	\$4,296.37
	Invoice	Date	Description	Amount
	07/19/17-A	07/19/2017	REIMBURSEMENT FOR F&M CREDIT CARD	\$4,296.37
66979	08/24/2017		HOUSTON ENGINEERING, INC.	\$2,000.00
	Invoice	Date	Description	Amount
	0035557	07/28/2017	TRACKING SOFTWARE-MS4FRONT 8/2017-7/2018	\$2,000.00
66980	08/24/2017		INDUSTRY MANUFACTURERS	\$100,152.47
	Invoice	Date	Description	Amount
	JUNE 2017	08/02/2017	EXPENSE REIMBURSEMENT-JUN 2017	\$100,152.47
66981	08/24/2017		INDUSTRY SECURITY SERVICES	\$33,813.92
	Invoice	Date	Description	Amount
	14-21215	08/11/2017	SECURITY SVC 8/4-8/10/17	\$14,423.68
	14-21217	08/11/2017	SECURITY SVC-TRES HERMANOS	\$2,187.12
	14-21175	08/04/2017	SECURITY SVC-TRES HERMANOS	\$2,187.12
	14-21173	08/04/2017	SECURITY SVC 7/28-8/3/17	\$14,423.68
	14-21178	08/04/2017	VEHICLE FUEL-TRES HERMANOS	\$592.32
66982	08/24/2017		IRRI-CARE PLUMBING & BACKFLOW	\$280.00
	Invoice	Date	Description	Amount
	8111	08/02/2017	BACKFLOW TESTING-VARIOUS SITES	\$280.00
66983	08/24/2017		JANUS PEST MANAGEMENT	\$660.00
	Invoice	Date	Description	Amount

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CITY.WF.CHK - City General Wells Fargo				
	189762	06/21/2017	BEE REMOVAL-TONNER CYN	\$660.00
66984	08/24/2017		JMDiaz, Inc.	\$34,571.40
	Invoice	Date	Description	Amount
	008 (17-125)	07/31/2017	STAFF AUGMENTATION SVC-JUL 2017	\$34,571.40
66985	08/24/2017		KIMLEY-HORN & ASSOCIATES, INC.	\$27,803.87
	Invoice	Date	Description	Amount
	9715483	06/30/2017	ENGINEERING/TRAFFIC SURVEY	\$12,130.03
	9230182	03/31/2017	LOOP RESTORATION PLANS-ARENTH AVE	\$1,125.14
	9061327R	02/28/2017	LOOP RESTORATION PLANS-ARENTH AVE	\$1,343.19
	9715484	06/30/2017	LOOP RESTORATION PLANS-ARENTH AVE	\$11,106.75
	9715481	06/30/2017	TRAFFIC ENGINEERING SVC	\$2,098.76
66986	08/24/2017		L A COUNTY SHERIFF'S	\$795,606.58
	Invoice	Date	Description	Amount
	180063CY	08/08/2017	SHERIFF CONTRACT-JUL 2017	\$795,606.58
66987	08/24/2017		LA PUENTE VALLEY COUNTY	\$285.28
	Invoice	Date	Description	Amount
	BS;07/17	07/19/2017	WATER MONITORING-BOY SCOUTS RESERVOIR	\$285.28
66988	08/24/2017		LANG, HANSEN, O'MALLEY &	\$25,000.00
	Invoice	Date	Description	Amount
	6413	08/09/2017	LEGISLATIVE SVC-AUG 2017	\$25,000.00
66989	08/24/2017		LOCKS PLUS	\$298.70
	Invoice	Date	Description	Amount
	23809	04/19/2017	REPLACE LOCK-HOMESTEAD	\$298.70
66990	08/24/2017		MERRITT'S ACE HARDWARE	\$14.81

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	099493	07/11/2017	MISC SUPPLIES-HOMESTEAD	\$14.81
66991	08/24/2017		MIDAMERICA ADMINISTRATIVE &	\$2,880.00
	Invoice	Date	Description	Amount
	MAR0000004815	07/05/2017	ADMIN FEES FOR JAN-MAR 2017	\$1,416.00
	MAR0000005333	08/10/2017	ADMIN FEES FOR APR-JUN 2017	\$1,464.00
66992	08/24/2017		PACIFIC UTILITY INSTALLATION	\$26,287.00
	Invoice	Date	Description	Amount
	15440	06/16/2017	OPERATIONS/MAINT-GRAND CROSSING	\$14,287.00
	15438	06/15/2017	OPERATIONS/MAINT-IPUC SWITCH YARD	\$12,000.00
66993	08/24/2017		PITNEY BOWES, INC.	\$111.42
	Invoice	Date	Description	Amount
	3101467931	07/31/2017	POSTAGE MACHINE ON FIRST FLOOR-AUG 2017	\$111.42
66994	08/24/2017		ProcureIT USA, LLC	\$637.00
	Invoice	Date	Description	Amount
	CR1539608	08/03/2017	SOFTWARE RENEWAL	\$539.00
	NP1543580	08/03/2017	SOFTWARE RENEWAL	\$98.00
66995	08/24/2017		R.P. LAURAIN & ASSOCIATES, INC.	\$8,000.00
	Invoice	Date	Description	Amount
	9389	07/14/2017	APPRAISAL FEE FOR 15252 VALLEY BLVD	\$3,800.00
	9393	07/27/2017	APPRAISAL FEE FOR 15236-15246 VALLEY BLVD	\$4,200.00
66996	08/24/2017		RICOH USA, INC.	\$2,612.12
	Invoice	Date	Description	Amount
	55605314	08/06/2017	COPIER LEASE-AUG 2017	\$2,612.12

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CITY.WF.CHK - City General Wells Fargo				
66997	08/24/2017		SAN GABRIEL VALLEY NEWSPAPER	\$589.60
	Invoice	Date	Description	Amount
	0010974819	07/07/2017	NOTICE OF INTENT	\$589.60
66998	08/24/2017		SAN GABRIEL VALLEY NEWSPAPER	\$972.00
	Invoice	Date	Description	Amount
	0000332994	07/31/2017	MONTHLY ADVERTISING-HOMESTEAD	\$972.00
66999	08/24/2017		SO CAL INDUSTRIES	\$268.91
	Invoice	Date	Description	Amount
	284144	07/08/2017	RR RENTAL-TONNER CYN/57FWY	\$84.88
	282813	07/19/2017	RR RENTAL-TONNER CYN/GRAND AVE	\$93.90
	281941	07/14/2017	FENCE RENTAL-INDUSTRY HILLS	\$90.13
67000	08/24/2017		STAPLES BUSINESS ADVANTAGE	\$1,620.83
	Invoice	Date	Description	Amount
	8045705818	07/29/2017	OFFICE SUPPLIES	\$1,457.19
	8045585006	07/22/2017	OFFICE SUPPLIES	\$163.64
67001	08/24/2017		STATE COMPENSATION INS. FUND	\$5,700.42
	Invoice	Date	Description	Amount
	AUGUST 2017	08/02/2017	PREMIUM FOR 8/1-9/1/17	\$5,700.42
67002	08/24/2017		STATE OF CALIFORNIA DEPT OF	\$147.00
	Invoice	Date	Description	Amount
	251281	08/03/2017	FINGERPRINT SVC-JUL 2017	\$147.00
67003	08/24/2017		SUCHOT TISUTHIWONGSE	\$799.61
	Invoice	Date	Description	Amount
	08/10/17	08/10/2017	REIMBURSE FOR COMPUTER EQUIPMENT	\$799.61

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CITY.WF.CHK - City General Wells Fargo				
67004	08/24/2017		SULLY MILLER CONTRACTING	\$655,632.80
	Invoice	Date	Description	Amount
	#11CITY-1421	08/01/2017	VALLEY BLVD RECONSTRUCTION	\$690,139.78
67005	08/24/2017		U.S. NATIONAL BANK	\$34,506.98
	Invoice	Date	Description	Amount
	#11CITY-1421-RET	08/01/2017	RETENTION -VALLEY BLVD RECONSTRUCTION	\$34,506.98
67006	08/24/2017		THOMSON REUTERS - WEST	\$218.61
	Invoice	Date	Description	Amount
	836483067	07/04/2017	CA CODE BOOKS	\$218.61
67007	08/24/2017		TPX COMMUNICATIONS	\$6,102.46
	Invoice	Date	Description	Amount
	93346981-0	07/31/2017	INTERNET SVC-CITY/METRO/IPUC	\$6,102.46
67008	08/24/2017		TPX COMMUNICATIONS	\$985.24
	Invoice	Date	Description	Amount
	93287308-0	07/31/2017	INTERNET SVC-HOMESTEAD	\$985.24
67009	08/24/2017		TRACKDOWN MANAGEMENT	\$100.00
	Invoice	Date	Description	Amount
	2017-46	07/28/2017	POSSE SUBSCRIPTION	\$100.00
67010	08/24/2017		TRIMARK ASSOCIATES, INC.	\$1,726.67
	Invoice	Date	Description	Amount
	EB1100V	08/01/2017	MAINT SVC-METRO SOLAR	\$1,726.67
67011	08/24/2017		UNDERGROUND SERVICE ALERT OF	\$61.15
	Invoice	Date	Description	Amount
	720170160	08/01/2017	DIG ALERTS	\$61.15

**CITY OF INDUSTRY
WELLS FARGO BANK
August 24, 2017**

Check	Date	Payee Name		Check	Amount
CITY.WF.CHK - City General Wells Fargo					
67012	08/24/2017	VANGUARD CLEANING SYSTEMS,		\$995.00	
	Invoice	Date	Description	Amount	
	43160	08/01/2017	JANITORIAL SVC-HOMESTEAD	\$995.00	
67013	08/24/2017	VISION TECHNOLOGY SOLUTIONS,		\$1,350.00	
	Invoice	Date	Description	Amount	
	35171	07/31/2017	IT PROF SVC-ADDITIONAL WORK	\$1,350.00	
67014	08/24/2017	WEATHERITE SERVICE		\$5,139.54	
	Invoice	Date	Description	Amount	
	L172597	07/24/2017	A/C MAINT-IMC	\$416.00	
	L172595	07/13/2017	WATER TREATMENT-IMC	\$164.00	
	L172701	07/28/2017	A/C MAINT-CITY HALL	\$1,291.40	
	L172586	07/24/2017	A/C MAINT-CITY HALL	\$1,780.00	
	L172581	07/24/2017	A/C MAINT-15660 STAFFORD & 15559 RAUSCH	\$419.16	
	L172415	07/12/2017	A/C MAINT-CITY HALL	\$789.98	
	L172383	07/08/2017	A/C MAINT-CITY HALL	\$279.00	

Checks	Status	Count	Transaction Amount
	Total	103	\$5,651,348.17

CITY COUNCIL

ITEM NO. 5.2

ORDINANCE NO. 803

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADDING CHAPTER 9.94 (RECREATIONAL MARIJUANA) TO ARTICLE IX (MISCELLANEOUS) OF TITLE 9 (PUBLIC PEACE, MORALS, AND WELFARE) OF THE CITY OF INDUSTRY MUNICIPAL CODE AND ADOPTING A NOTICE OF EXEMPTION REGARDING SAME

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

SECTION 1. Findings.

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

- A. On November 5, 1996, the voters of the State of California approved Proposition 215, which enacted the Compassionate Use Act of 1996, codified at California Health and Safety Code §11362.5 ("the CUA"). The CUA decriminalizes the otherwise unlawful possession and cultivation of marijuana for certain medical purposes under certain limited and specified circumstances; and
- B. In 2004, the Legislature enacted Senate Bill 420, codified at California Health & Safety Code §11362.7 *et seq.*, and referred to as the Medical Marijuana Program ("MMP") to clarify the scope of the CUA, and to provide qualifying patients and primary caregivers who collectively or cooperatively cultivate marijuana for medical purposes with a limited defense to certain specified State criminal statutes. Assembly Bill 2650 (2010) and Assembly Bill 1300 (2011) amended the MMP to expressly recognize the authority of cities to "[a]dopt local ordinances that regulate the location, operation, or establishment of a medical marijuana cooperative or collective"; and
- C. In *City of Riverside v. Inland Empire Patients Health and Wellness Center, Inc.* (2013) 56 Cal.4th 729, the California Supreme Court held that "[n]othing in the CUA or the MMP expressly or impliedly limits the inherent authority of a local jurisdiction, by its own ordinances, to regulate the use of its land..."; and
- D. On October 9, 2015, Governor Brown signed three bills into law (AB 266, AB 243, and SB 643) which collectively are known as the Medical Marijuana Regulation and Safety Act ("MMRSA"). The MMRSA established a State licensing scheme for commercial medical marijuana uses while protecting local control by requiring that all such businesses must have a local license or permit to operate before obtaining a State license. The MMRSA allows the City to completely prohibit commercial and private medical marijuana activities; and
- E. In November 2016, the voters of the State of California approved the Control, Regulate and Tax Adult Use of Marijuana Act ("AUMA"). The AUMA makes it lawful for individuals 21 years of age and older, to possess, process, transport, purchase, obtain, or give away, to persons 21 years of age or older, without any compensation whatsoever, up to 28.5 grams of marijuana in the form of concentrated cannabis, or not more than eight grams of marijuana in the form of concentrated cannabis contained in marijuana products. The AUMA also makes it lawful

for individuals 21 years of age and older, to possess, plant, cultivate, harvest, dry or process not more than six living marijuana plants and possess the marijuana produced by the plants. Further, the AUMA makes it lawful for individuals 21 years of age and older, to smoke or ingest marijuana or marijuana products; and

- F. The AUMA allows local governments to ban recreational marijuana businesses entirely, and allows cities to reasonably regulate cultivation, and to ban outdoor cultivation; and
- G. The City has an overriding interest in planning and regulating the use of property within the City. Implicit in any plan or regulation is the City's interest in maintaining the quality of urban life, maintaining commercial and industrial activities, and the character of the City's neighborhoods. Without stable, well-planned neighborhoods, areas of the City can quickly deteriorate, with tragic consequences to social, environmental and economic values; and
- H. As set forth in Chapter 9.92 of the City's Code, the cultivation and delivery of medical marijuana, and medical marijuana dispensaries are prohibited in all zones in the City; and
- I. The City Council finds there is a current and immediate threat to the health, safety and welfare of City residents, those employed in the City, local businesses, and the community as a whole, arising from the risks associated with the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis whether medical or recreational. Citywide prohibition of all activities, from cultivation to point of sale, is proper and necessary to avoid the risks of criminal activity, degradation of the natural environment, malodorous smells and indoor electrical fire hazards that may result from such activities; and
- J. Several California cities have experienced negative secondary effects and adverse impacts, of marijuana processing and distribution uses, including offensive odors, illegal sales and distribution of marijuana, trespassing, theft, violent robberies and attempted robberies, and fire hazards; and
- K. The California Attorney General's 2008 Guidelines for Security and Non-Diversion of Marijuana Grown for Medical Use points out that marijuana cultivation or other concentrations of marijuana in any location or premises without adequate security increases the risk that surrounding homes or businesses may be negatively impacted by nuisance activity, such as loitering or crime; and
- L. Until and unless the California Department of Food and Agriculture establishes a track and trace program for reporting the movement of marijuana items through the distribution chain, as mandated by California Business & Professions Code §19335, the risk of crime from theft and burglary attendant to manufacturing and distribution facilities is significant. Until traceable, stolen product will have street value for sale to minors; and
- M. Manufacturing of cannabis products can involve the use of chemicals and solvents, and as a result, the manufacture of hash oil concentrate, often added to edibles, drink and liquids, carries a significant risk of explosion due to the distillation process utilized to extract tetrahydrocannabinol. Major burn treatment centers at two hospitals in Northern California reported in 2015 that nearly 10 percent of severe burn cases were attributed to butane hash oil explosions, which was more than burn cases from car accidents and house fires combined; and

- N. The CUA, MMP and AUMA do not confer a land use right or the right to create or maintain a public nuisance; and
- O. This ordinance is not a project subject to the California Environmental Quality Act, Public Resources Code Sections 21000 *et seq.*, pursuant to Sections 15306 and 15378 of the CEQA Guidelines because it does not have the potential to create a physical environmental effect.

SECTION 2. CEQA.

- a. This ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in a physical change in the environment, directly or indirectly.
- b. This ordinance is not a project within the meaning of Section 15306 (Information Collection) because it does not have the potential to create a physical environmental effect.
- c. This ordinance is not subject to CEQA under the general rule set forth in Section 15061(b)(3) of the CEQA Guidelines that CEQA only applies to projects which have the potential for causing a significant effect on the environment. For the reasons set forth in subparagraphs A-B above, it can be seen with certainty that there is no possibility that this ordinance will have a significant effect on the environment.

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

Section 1. Findings. The above recitals are true and correct and are incorporated herein by reference.

Section 2. Environmental Findings.

- a. This ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in a physical change in the environment, directly or indirectly.
- b. This ordinance is not subject to CEQA under the general rule set forth in Section 15061(b)(3) of the CEQA Guidelines that CEQA only applies to projects which have the potential for causing a significant effect on the environment. For the reasons set forth in subparagraphs A-B above, it can be seen with certainty that there is no possibility that this ordinance will have a significant effect on the environment.
- c. Based upon these findings, the City Council adopts the Notice of Exemption, and directs staff to file same as required by law.

Section 3. Municipal Code Amendment. Chapter 9.94 (Recreational Marijuana) is hereby added to Article IX. (Miscellaneous) of Title 9 (Public Peace, Morals, and Welfare) of the City of Industry Municipal Code, and shall read in its entirety as follows:

9.94.010 Purpose and Applicability

It is the purpose and intent of this Chapter to prohibit the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis in the City.

9.94.020 Definitions

For the purposes of this Chapter, the following definitions shall apply:

“Cannabis” shall have the same meaning as “cannabis” under California Business and Professions Code Section 19300.5(f) and California Health and Safety Code Sections 11018 and 11018.1.

“Private residence” shall mean a house, apartment unit, mobile home, or other similar dwelling.

9.94.030 Prohibition of Marijuana

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

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

9.94.040 Personal Cultivation

A person may not plant, cultivate, harvest, dry, or process cannabis inside a private residence, or inside an accessory structure to a private residence located upon the grounds of a private residence, unless otherwise permitted by State law. Notwithstanding the foregoing, the City may, by resolution, adopt regulations, including an application process, for the personal cultivation of cannabis inside a private residence.

9.94.050 Violation and Enforcement

Any violation of this Chapter shall be subject to any enforcement remedies available under the law and/or the City of Industry Municipal Code, including but not limited to Chapter 1.08 and Chapter 1.30. In addition, the City may enforce the violation of this Chapter by means of civil enforcement through a restraining order, a preliminary or permanent injunction, or by any other means authorized under the law. In addition to the penalties set forth herein, any violation of this Chapter is declared to be a public nuisance and may be abated by the City either pursuant to Chapter 1.30 of the City of Industry Municipal Code or any other available legal remedies, including but not limited to declaratory relief and civil injunctions.

Section 4. Clerical Errors. The City Council directs the City Clerk to correct any clerical errors found in this Chapter, including, but not limited to, typographical errors, irregular numbering, and incorrect section references.

Section 5. Severability. Should any section, subsection, clause, or provision of this Ordinance for any reason be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this Ordinance; it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, and ratified

irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unenforceable, or unconstitutional.

Section 6. Effective Date. In accordance with California Government Code §36937, this Ordinance shall take effect and be in force thirty (30) days from passage and adoption.

Section 7. Publication. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause this ordinance to be published and posted as required by law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on August 24, 2017, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane M. Schlichting, Chief Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF INDUSTRY)

CITY CLERK'S CERTIFICATION
RE: ADOPTION OF CITY ORDINANCE

I, Diane M. Schlichting, Chief Deputy City Clerk of the City of Industry, do hereby certify that the foregoing Ordinance No. 803 was introduced at the regular meeting of the City Council on August 10, 2017, and was adopted at a regular meeting of the City Council on August 24, 2017 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Diane M. Schlichting, Chief Deputy City Clerk

(SEAL)

CITY COUNCIL

ITEM NO. 6.1



MEMORANDUM

TO: Honorable Mayor Radecki and Members of the City Council

FROM: Paul J. Philips, City Manager 

STAFF: Susan Paragas, Director of Finance

DATE: August 24, 2017

SUBJECT: Resolution No. CC 2017-32 of the City of Industry, California, Fixing the Amount of Revenue from Property Taxes Necessary to Pay the Bonded or Other Indebtedness of the City Accruing During the 2017/18 Fiscal Year; and

Resolution No. CC 2017-33 of the City of Industry, California, Fixing the Rate of Taxes and Levying Taxes for the 2017/18 Fiscal Year on Property within the City to Pay the Bonded or Other Indebtedness of the City

BACKGROUND:

It is required that the City of Industry annually adopt resolutions to set the tax rates levied and to satisfy the aggregate debt service payments for the City's General Obligation ("GO") bonds.

The portion of GO Tax Rate revenue pledged to supporting the City's GO Bond Debt is the revenue based on the City's assessed valuations ("AV") in Taxing District #1, the Redevelopment Project Area 4 and the base year AV for Redevelopment Project Areas 1, 2, and 3.

DISCUSSION:

The attached August 16, 2017 memorandum from the City's financial advisors, Eric Scriven and Michael Meyer, of NHA Advisors, summarizes how the projected GO tax revenues will be applied to each of the four series of GO bonds. It also includes details on how the GO debt service requirement of \$15,164,063 will be met by utilizing a combination of these tax revenues and funds already on deposit of \$2,900,000.

The Los Angeles County's FY 2017/18 Assessed Valuation report, for all of the secured and unsecured properties in the City, is used to calculate the estimated GO property tax revenue.

Resolution number CC 2017-32 sets and allocates the City's accrued property tax revenues to pay the bonded or other indebtedness for GO bonds in FY 2017/18.

Resolution number CC 2017-33 sets the tax rates levied upon property owners within the City's jurisdiction in order to pledge revenues necessary to pay the debt service payments for the GO bonds. The adopted resolution is due to Los Angeles County on August 28, 2017.

FISCAL IMPACT:

The recommended actions will authorize the amount of \$12,243,895.30 of projected property tax revenues based on the City's FY 2017/18 AV, at a tax rate of \$.7375, necessary to pay the GO bond debt service payments.

RECOMMENDED ACTION:

Staff recommends the City Council adopt:

- a) Resolution number CC 2017-32 fixing the rate of taxes and levying taxes for the 2017/18 fiscal year on property within the City to pay the bonded or other indebtedness of the City; and
- b) Resolution number CC 2017-33, fixing the amount of revenue from property taxes necessary to pay the bonded or other indebtedness of the City accruing during FY 2017/18

ATTACHMENTS:

1. Memorandum: 2017/18 Tax Rate for General Obligation Debt Service from Eric Scriven and Michael Meyer, NHA Advisors
2. Resolution No. CC 2017-32: Council Adoption: Fixing the Rate of Taxes and Levying Taxes for FY 2017/18 on Property within the City to Pay the Bonded or Other Indebtedness of the City
3. Resolution No. CC 2017-33: Council Adoption Fixing Amount of Revenue from Property Taxes Necessary to pay the Bonded or Other Indebtedness of the City Accruing during FY 2017/18

MEMORANDUM

To: Paul Phillips, Jamie Casso, Susan Paragas, City of Industry
 From: Eric Scriven and Michael Meyer, NHA Advisors
 Cc: Dean Yamagata, Frazer LLP
 Date: August 16, 2017
 RE: 2017/18 Tax Rate for General Obligation (GO) Debt Service

2017/18 estimated Assessed Valuation's (AV) for the City of Industry (City) were released this week by the County of Los Angeles. The total AV for the City is estimated at \$8,373,389,803, an increase of 4.6% from the previous year. This is inclusive of the City's four RDA project areas, and also the non-RDA portion of the City known as Taxing District #1 (TD#1).

The portion of GO Tax Rate revenue pledged to supporting the City's GO Bond Debt is the revenue attributable to TD#1, RDA Project Area 4, and the base year AV for Redevelopment Project Areas 1, 2 and 3. TD#1 AV for 2017/18 is estimated at \$1,176,632,223, for Project 4 is \$41,904,784 and the base year AV total for Project Areas 1, 2 and 3 is \$441,652,186. Combined, this totals **\$1,660,189,193** in assessed valuation.

Per existing bond covenants, the City will maintain the same tax rate as last year, which is **\$0.7375 per \$100 of assessed valuation**. This tax rate, when applied to the \$1,660,189,193 of AV, totals \$12,243,895 in estimated GO tax revenue. This tax revenue will be allocated as follows*:

(a)	For the debt service on the voter-approved 2014 GO Refunding Bonds	\$671,733.66
(b)	For the debt service on the voter-approved 2010 GO Refunding Bonds	\$2,951,124.14
(c)	For the debt service on the voter-approved 2009 Series B GO Refunding Bonds	\$4,756,298.09
(d)	For the debt service on the voter-approved 2009 GO Refunding Bonds	\$3,849,739.40
(e)	For the paying agent's fees for above	<u>\$15,000.00</u>
	TOTAL	\$12,243,895.30

* Allocated based on share of total 2017 debt service payment (5.49% for 2014 GO, 24.13% for 2010 GO, 38.89% for 2009B GO, and 31.48% for 2009 GO).

In order to satisfy the aggregate debt service payment (\$15,164,063) for FY 2017/18 on the four GO Bond issues, the City will also utilize approximately \$2.9 million from current funds on deposit. In anticipation of this, in late July the City deposited \$2.9 million into the GO Bond Trust Account. When combined with the \$690,000 balance previously held in the GO Bond Trust Account, the new fund balance totaled approximately \$3.6 million. This amount is greater (by about \$700,000) than the estimated \$2.9 million needed, thus any surplus will remain in the GO Bond Trust Account to provide flexibility to reduce next year's deposit. This extra amount also provides additional security that there will be sufficient funds to pay debt service in the event that tax revenues do not come in as expected.

Attached to this memorandum are resolutions that detail the 2017/18 GO tax rate to be adopted as well as how the GO tax revenue shall be allocated. Please let us know if you have any questions.

RESOLUTION NO. CC 2017-32

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF INDUSTRY, CALIFORNIA, FIXING THE RATE OF TAXES
AND LEVYING TAXES FOR THE 2017/18 FISCAL YEAR ON
PROPERTY WITHIN THE CITY TO PAY THE BONDED
OR OTHER INDEBTEDNESS OF THE CITY

THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE AS
FOLLOWS:

SECTION 1: This City Council has heretofore adopted Resolution No. CC 2017 - 32 in which the City Council has fixed the sum of \$12,243,895 as the total amount of revenue from property taxes necessary to pay the bonded or other indebtedness of the city accruing during the 2017/18 fiscal year.

SECTION 2: The Los Angeles County Auditor-Controller has transmitted to the City a written statement showing the total full value of all property in the City of Industry ascertained from the current assessment books of Los Angeles County, as equalized and corrected, in the amount of \$8,373,389,803.

SECTION 3: The City Council hereby fixes the rate of the tax of the City of Industry from the 2017/18 fiscal year to pay bonded or other indebtedness of the City and the amount necessary to compensate for the allocation and payment required pursuant to subdivision (b) of Section 33670 and subdivision (d) of Section 33675 of the Health and Safety Code at .737500 as shown on Exhibit "A" attached hereto, and hereby levies such tax in said amount upon each one hundred dollars in full value of all property as assessed and equalized .

SECTION 4: The City Clerk is hereby directed to transmit immediately to the Los Angeles County Auditor-Controller a certified copy of this Resolution together with a statement of the tax rate fixed herein. The City Clerk is further directed to post copies of this Resolution in three (3) public places in the City of Industry designated for the posting of ordinances of the City.

PASSED, APPROVED and ADOPTED this 24th day of August, 2017.

Mark D. Radecki, Mayor

ATTEST

Diane M. Schlichting, Chief Deputy City Clerk

EXHIBIT "A"

2017/18 SECURED TAX RATES

<u>ACCT.#</u>	<u>AGENCY</u>	<u>DISTRICT</u>	<u>TAX RATE</u>
174.01	City of Industry	TD #1	\$.737500
174.02	City of Industry	CIV-REC-IND RP 1	\$.737500
174.03	City of Industry	TR DIS IND RP 2	\$.737500
174.04	City of Industry	TR DIS IND RP 3	\$.737500
174.06	City of Industry	CIV-REC-IND RP 4	\$.737500

I, Mark D. Radecki, am a member of the City Council of the City of Industry and I hereby certify that the tax rates levied hereby are exempt from the application of Article XI I IA, Section 1(A) of the Constitution of the State of California.

Authorized signature

Mayor
Title

August 24, 2017
Date

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF INDUSTRY)

CITY CLERK'S CERTIFICATION
RE: ADOPTION OF CITY RESOLUTION

I, Diane Schlichting, Chief Deputy City Clerk of the City of Industry, do hereby certify that the foregoing Resolution No. CC 2017 - 32 was duly passed and adopted at a regular meeting of the City Council on August 24, 2017, by the following vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

Diane M. Schlichting
Chief Deputy City Clerk, City of Industry

(SEAL)

CITY COUNCIL

ITEM NO. 6.2



CITY OF INDUSTRY

Incorporated June 18, 1957

MEMORANDUM

TO: Honorable Mayor Radecki and Members of the City Council

FROM: Paul J. Philips, City Manager 

STAFF: Susan Paragas, Director of Finance

DATE: August 24, 2017

SUBJECT: Resolution No. CC 2017-32 of the City of Industry, California, Fixing the Amount of Revenue from Property Taxes Necessary to Pay the Bonded or Other Indebtedness of the City Accruing During the 2017/18 Fiscal Year; and

Resolution No. CC 2017-33 of the City of Industry, California, Fixing the Rate of Taxes and Levying Taxes for the 2017/18 Fiscal Year on Property within the City to Pay the Bonded or Other Indebtedness of the City

BACKGROUND:

It is required that the City of Industry annually adopt resolutions to set the tax rates levied and to satisfy the aggregate debt service payments for the City's General Obligation ("GO") bonds.

The portion of GO Tax Rate revenue pledged to supporting the City's GO Bond Debt is the revenue based on the City's assessed valuations ("AV") in Taxing District #1, the Redevelopment Project Area 4 and the base year AV for Redevelopment Project Areas 1, 2, and 3.

DISCUSSION:

The attached August 16, 2017 memorandum from the City's financial advisors, Eric Scriven and Michael Meyer, of NHA Advisors, summarizes how the projected GO tax revenues will be applied to each of the four series of GO bonds. It also includes details on how the GO debt service requirement of \$15,164,063 will be met by utilizing a combination of these tax revenues and funds already on deposit of \$2,900,000.

The Los Angeles County's FY 2017/18 Assessed Valuation report, for all of the secured and unsecured properties in the City, is used to calculate the estimated GO property tax revenue.

Resolution number CC 2017-32 sets and allocates the City's accrued property tax revenues to pay the bonded or other indebtedness for GO bonds in FY 2017/18.

Resolution number CC 2017-33 sets the tax rates levied upon property owners within the City's jurisdiction in order to pledge revenues necessary to pay the debt service payments for the GO bonds. The adopted resolution is due to Los Angeles County on August 28, 2017.

FISCAL IMPACT:

The recommended actions will authorize the amount of \$12,243,895.30 of projected property tax revenues based on the City's FY 2017/18 AV, at a tax rate of \$.7375, necessary to pay the GO bond debt service payments.

RECOMMENDED ACTION:

Staff recommends the City Council adopt:

- a) Resolution number CC 2017-32 fixing the rate of taxes and levying taxes for the 2017/18 fiscal year on property within the City to pay the bonded or other indebtedness of the City; and
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1. Memorandum: 2017/18 Tax Rate for General Obligation Debt Service from Eric Scriven and Michael Meyer, NHA Advisors
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MEMORANDUM

To: Paul Phillips, Jamie Casso, Susan Paragas, City of Industry

From: Eric Scriven and Michael Meyer, NHA Advisors

Cc: Dean Yamagata, Frazer LLP

Date: August 16, 2017

RE: 2017/18 Tax Rate for General Obligation (GO) Debt Service

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The portion of GO Tax Rate revenue pledged to supporting the City's GO Bond Debt is the revenue attributable to TD#1, RDA Project Area 4, and the base year AV for Redevelopment Project Areas 1, 2 and 3. TD#1 AV for 2017/18 is estimated at \$1,176,632,223, for Project 4 is \$41,904,784 and the base year AV total for Project Areas 1, 2 and 3 is \$441,652,186. Combined, this totals **\$1,660,189,193** in assessed valuation.

Per existing bond covenants, the City will maintain the same tax rate as last year, which is **\$0.7375 per \$100 of assessed valuation**. This tax rate, when applied to the \$1,660,189,193 of AV, totals \$12,243,895 in estimated GO tax revenue. This tax revenue will be allocated as follows*:

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(b)	For the debt service on the voter-approved 2010 GO Refunding Bonds	\$2,951,124.14
(c)	For the debt service on the voter-approved 2009 Series B GO Refunding Bonds	\$4,756,298.09
(d)	For the debt service on the voter-approved 2009 GO Refunding Bonds	\$3,849,739.40
(e)	For the paying agent's fees for above	<u>\$15,000.00</u>
	TOTAL	\$12,243,895.30

* Allocated based on share of total 2017 debt service payment (5.49% for 2014 GO, 24.13% for 2010 GO, 38.89% for 2009B GO, and 31.48% for 2009 GO).

In order to satisfy the aggregate debt service payment (\$15,164,063) for FY 2017/18 on the four GO Bond issues, the City will also utilize approximately \$2.9 million from current funds on deposit. In anticipation of this, in late July the City deposited \$2.9 million into the GO Bond Trust Account. When combined with the \$690,000 balance previously held in the GO Bond Trust Account, the new fund balance totaled approximately \$3.6 million. This amount is greater (by about \$700,000) than the estimated \$2.9 million needed, thus any surplus will remain in the GO Bond Trust Account to provide flexibility to reduce next year's deposit. This extra amount also provides additional security that there will be sufficient funds to pay debt service in the event that tax revenues do not come in as expected.

Attached to this memorandum are resolutions that detail the 2017/18 GO tax rate to be adopted as well as how the GO tax revenue shall be allocated. Please let us know if you have any questions.

RESOLUTION NO. CC 2017-33

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF INDUSTRY, CALIFORNIA, FIXING THE AMOUNT OF
REVENUE FROM PROPERTY TAXES NECESSARY TO PAY
THE BONDED OR OTHER INDEBTEDNESS OF THE CITY
ACCRUING DURING THE 2017/18 FISCAL YEAR

THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE AS
FOLLOWS:

SECTION 1: This City Council hereby fixes the amount of revenue from property taxes necessary to pay the bonded or other indebtedness of the city accruing during the 2017/18 fiscal year as follows:

(a) For the debt service on the voter-approved 2014 general obligation refunding bonds	\$671,733.66
(b) For the debt service on the voter-approved 2010 general obligation refunding bonds.....	2,951,124.14
(c) For the debt service on the voter-approved 2009 Series B general obligation refunding bonds.....	4,756,298.09
(d) For the debt service on the voter-approved 2009 general obligation refunding bonds	3,849,739.40
(e) For the paying agent's fees for above.....	15,000.00
TOTAL.....	\$12,243,895.30

SECTION 2: The City Clerk is hereby directed to post copies of this Resolution at three (3) public places in the City of Industry designated for the posting of ordinances of the city.

PASSED, APPROVED and ADOPTED this 24th day of August, 2017.

Mark D. Radecki, Mayor

ATTEST

Diane M. Schlichting, Chief Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF INDUSTRY)

CITY CLERK'S CERTIFICATION
RE: ADOPTION OF CITY RESOLUTION

I, Diane Schlichting, Chief Deputy City Clerk of the City of Industry, do hereby certify that the foregoing Resolution No. CC 2017 - 33 was duly passed and adopted at a regular meeting of the City Council on August 24, 2017, by the following vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

Diane M. Schlichting
Chief Deputy City Clerk, City of Industry

(SEAL)

CITY COUNCIL

ITEM NO. 6.3



CITY OF INDUSTRY

Incorporated June 18, 1957

MEMORANDUM

To: Honorable Mayor Radecki and Members of the City Council

From: Paul J. Philips, City Manager 

Staff: Alex Gonzalez, Director of Development Services and Administration

Date: August 24, 2017

SUBJECT: Consideration of a Cooperative Agreement between the City of Industry, the Historical Society of Southern California, and Historical Resources, Inc., for Inventory and Storage of Artifacts

Background:

The City owns and operates the Workman and Temple Family Homestead Museum ("Museum") located at 15415 East Don Julian Road. As the Council is aware, the City currently contracts with Historical Resources, Inc., ("HRI") for Museum operations. HRI's staff has been professionally trained in the proper handling and management of museum artifacts.

The Historical Society of Southern California ("HSSC") approached the City about inventorying and storing some of HSSC's artifacts at the museum. HSSC is the oldest, continuously-operating historical society in California, founded in 1883. HSSC has collaborated with the Museum over the years.

The City, HRI and HSSC are proposing to enter into a cooperative agreement under which the City would allow for the inventory and storage of HSSC's artifacts. Under the agreement, HRI is tasked with inventorying the artifacts as well as ensuring that the artifacts are stored in a manner consistent with best practices.

The cooperative agreement between the City and the Historical Society of Southern California and Historical Resources, Inc., will allow HSSC to store its collection in a secure place. If at any time, the City, HSSC or HRI would like to terminate the agreement they may do so by providing ten (10) days prior written notice to all parties.

Fiscal Impact:

HSSC is requesting an in-kind donation be made to HRI for the inventorying of such artifacts. Under the cooperative agreement, the tasks would be completed by HRI without charge to either the City or HSSC. The inventorying of artifacts serves a public good of bringing historical and civic organizations together to preserve historical artifacts of Southern California.

Recommendation:

- 1.) Staff recommends to the City Council that the Cooperative Agreement between the City and the Historical Society of Southern California and Historical Resources, Inc., be approved to allow for the storage and inventorying of HSSC artifacts; and
- 2.) Approve an in-kind donation to HRI for artifact inventorying services to serve the public good of preserving local Southern California history.

Exhibits

- A. Cooperative Agreement between the City of Industry, the Historical Society of Southern California, and Historical Resources, Inc., for Inventory and Storage of Artifacts
- B. Letter from The Historical Society of Southern California dated July 25, 2017

PJP/AG:kw

EXHIBIT A

Cooperative Agreement between the City of Industry, the Historical Society of Southern California, and Historical Resources, Inc., for Inventory and Storage of Artifacts, dated August 24, 2017

CITY OF INDUSTRY
COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT ("Agreement"), is made and effective as of August 24, 2017 ("Effective Date"), between the City of Industry, a municipal corporation ("City"), the Historical Society of Southern California, a domestic nonprofit corporation ("HSSC"), and Historical Resources, Inc., a California corporation ("Historical Resources"). The City, HSSC and Historical Resources are hereinafter collectively referred to as the "Parties" and individually as "Party".

RECITALS

WHEREAS, City has restored and refurbished an area of historical and cultural significance within the City, designated as the City of Industry Historic-Cultural Landmarks, also known as the Workman and Temple Family Homestead Museum ("Museum"); and

WHEREAS, the City has contracted with Historical Resources for the operation and management of the Museum; and

WHEREAS, HSSC interprets and promotes the diverse history of Southern California and the West through education and publications, and desires that a portion of its collection be inventoried by Historical Resources, and stored at the Museum; and

WHEREAS, the Parties desire to work cooperatively to allow for the inventory and storage of a portion of HSSC's artifacts at the Museum.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, the City, HSSC and Historical Resources agree as follows:

1. TERM

This Agreement shall commence on the Effective Date, and shall remain and continue in effect until tasks described herein are completed, but in no event later than August 24, 2019, unless sooner terminated pursuant to the provisions of this Agreement.

2. HSSC's Artifacts

(a) The Parties hereby agree that HSSC's artifacts, as set forth in Exhibit A, attached hereto and incorporated herein by reference, shall be stored at the Museum. All artifacts are in an "as-is" condition, and neither the City nor Historical Resources makes any warranties or guarantees as to the present condition of those artifacts. Historical Resources shall be solely responsible storing the artifacts in a manner consistent with best practices for storage. Neither the City nor Historical Resources shall be liable for any loss or damage to any of the artifacts.

(b) Historical Resources shall inventory and analyze the artifacts as

requested by HSSC. However, no payment shall be made, or any moneys owed to Historical Resources for any of the services provided by Historical Resources under the terms of this Agreement.

(c) HSSC may, at its sole and absolute discretion, allow the City to access, display and/or use its artifacts at the Museum. Any permission to access, display or use HSSC's artifacts must be in writing from HSSC's President or designee.

(d) City and Historical Resources acknowledge and agree that HSSC is the sole owner of the artifacts, and neither City nor Historical Resources have any legal or equitable interest in the artifacts.

(e) Within 10 days of receipt of written request by HSSC, the City and Historical Resources shall surrender possession of all HSSC artifacts to HSSC. HSSC shall be solely responsible for any shipping, labor, or other costs associated with the retrieval and surrendering of its artifacts.

(f) Upon 48 hours' notice to Historical Resources, HSSC may inspect any of its artifacts, however said inspection must be conducted during the Museum's regular business hours.

(g) Historical Resources shall maintain complete and accurate records with respect to the performance of services under this Agreement. All such records shall be maintained in accordance with generally accepted museum principles and shall be clearly identified and readily accessible. Historical Resources shall provide free access to the representatives of City and HSSC or their designees at reasonable times to review such books and records; shall give City the right to examine and audit said books and records; shall permit City and HSSC to make transcripts or copies therefrom as necessary; and shall allow inspection by City and HSSC of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

5. SUSPENSION OR TERMINATION OF AGREEMENT

(a) Any Party, may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon all other Parties, at least ten (10) days prior written notice. Upon receipt of said notice, Historical Resources shall immediately cease all work under this Agreement, unless the notice provides otherwise. If any Party suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement. Within ten (10) days of the receipt of the notice of termination, Historical Resources shall prepare all artifacts for surrender to HSSC.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the property of the City and HSSC, and

may be used, reused, or otherwise disposed of by the City and HSSC without the permission of Historical Resources. With respect to computer files, Historical Resources shall make available to the City and HSSC, at the Museum, and upon reasonable written request by the City and/or HSSC, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Historical Resources hereby grants to City and HSSC all right, title, and interest, including any copyright, in and to the documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared by Historical Resources in the course of providing the services under this Agreement. All reports, documents, or other written material developed by Historical Resources in the performance of the services pursuant to this Agreement, shall be and remain the property of the City and HSSC.

7. INDEMNIFICATION

(a) HSSC and Historical Resources shall indemnify, protect, defend and hold harmless the City and any and all of its officials, employees, agents and volunteers ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, claims and demands, including legal counsel's fees and costs, where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, this Agreement.

(b) HSSC and Historical Resources shall indemnify, protect, defend and hold harmless each other and any and all of their officials, employees, agents and volunteers ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, claims and demands, including legal counsel's fees and costs, where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, this Agreement.

8. INSURANCE

Historical Resources shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in the Agreement for Exclusive Management and Operation of the City of Industry Historic-Cultural Landmarks, attached hereto as Exhibit B, and shall name HSSC as an additional insured.

9. RELATIONSHIP OF THE PARTIES

The Parties are, and shall at all times remain as to each other, wholly independent entities. No Party to this Agreement shall have power to incur any debt, obligation, or liability on behalf of any other Party unless expressly provided to the contrary by this Agreement. No employee, agent, or officer of a Party shall be deemed for any purpose whatsoever to be an agent, employee, or officer of another Party.

10. LEGAL RESPONSIBILITIES

All Parties shall keep themselves informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. All Parties shall at all times observe and comply with all

such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of any other Party to comply with this Section.

14. NOTICES

Any notices which any Party may desire to give to another Party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City: City of Industry
15625 E. Stafford, Suite 100
City of Industry, CA 91744

Attention: City Manager

With a Copy To: James M. Casso, City Attorney
Casso & Sparks, LLP
13200 Crossroads Parkway North, Suite 345
City of Industry, CA 91746

To HSSC: Historical Society of Southern California
P.O. Box 50019
Long Beach, CA 90815

Attention: Amy Essington, Executive Director

To Historical Resources: Historical Resources, Inc.
1157 Carbon Canyon Road
Chino Hills, CA 91709-2384

Attention: Paul R. Spitzzeri, President

15. ASSIGNMENT

No Party may assign the performance of this Agreement, nor any part thereof without prior written consent of the other Parties.

16. GOVERNING LAW/ATTORNEYS' FEES

The Parties understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court in Los Angeles County, California. If any action at law or suit in equity is brought to enforce or interpret the provisions of this

Agreement, or arising out of or relating to this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and all related costs, including costs of expert witnesses and consultants, as well as costs on appeal, in addition to any other relief to which it may be entitled.

17. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the Parties relating to the obligations of the Parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written and pertaining to the subject of this Agreement or with respect to the terms and conditions of this Agreement, are merged into this Agreement and shall be of no further force or effect. Each Party is entering into this Agreement based solely upon the representations set forth herein and upon each Party's own independent investigation of any and all facts such party deems material.

18. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

20. COUNTERPARTS

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

21. CAPTIONS

The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and shall have no significance in the interpretation of this Agreement.

22. WAIVER

The waiver by any Party of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. No term, covenant or condition of this Agreement shall be deemed to have been waived by any Party unless in writing.

24. REMEDIES

Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any of all of such other rights, powers or remedies.

24. AUTHORITY TO EXECUTE THIS AGREEMENT

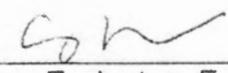
The person or persons executing this Agreement on behalf of HSSC and Historical Resources represent and warrant that they have the authority to execute this Agreement on behalf of the HSSC and/or Historical Resources and has the authority to bind HSSC or Historical Resources to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the Effective Date.

"CITY"
City of Industry

"HSSC"
Historical Society of Southern California

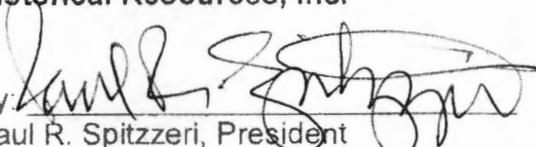
By: _____
Paul J. Philips, City Manager

By:  _____
Amy Essington, Executive Director

Attest:

"Historical Resources"
Historical Resources, Inc.

By: _____
Diane M. Schlichting, Chief Deputy City Clerk

By:  _____
Paul R. Spitzer, President

Approved as to form:

By: _____
James M. Casso, City Attorney

Attachments: Exhibit A List of Artifacts
 Exhibit B Exclusive Management and Operation of the City of Industry Historic-Cultural Landmarks

EXHIBIT A

List of Artifacts

Seventy (70) boxes of books, photographs, documents, ephemeral paper material, framed pictorial matter, three-dimensional objects and other items; two cannons; a flag pole; and two small bookcases. A full catalog of artifacts will be provided to the City and HSSC by Historical Resources by June 30, 2018.

EXHIBIT B

Exclusive Management and Operation of the City of Industry Historic-Cultural Landmarks

AGREEMENT FOR EXCLUSIVE MANAGEMENT
AND OPERATION OF THE CITY OF INDUSTRY
HISTORIC-CULTURAL LANDMARKS

THIS AGREEMENT (hereinafter the "Agreement") is made and entered into this 27th day of May, 2010, by and between the CITY OF INDUSTRY (hereinafter the "City") and HISTORICAL RESOURCES, INC., a California corporation (hereinafter "HRI").

RECITALS

A. The City has restored and refurbished an area of historical and cultural significance within the City of Industry encompassing approximately six acres, located between Proctor and Don Julian streets immediately to the west of Hacienda Boulevard (hereinafter the "Site"). The Site has been designated by the City as the City of Industry Historic-Cultural Landmarks and is known also as the Workman and Temple Family Homestead Museum.

B. The City has made a substantial investment in restoring the Site for the public benefit and enjoyment. Numerous consultants, artisans, and craftsmen were employed to restore the Site in a historically accurate manner. Innovative restoration methods were painstakingly utilized. Artifacts, furnishings, and accessories were acquired after extensive historical research.

C. The City desires to ensure that the Site is managed and operated in accordance with the highest standards for museum and historical operations so that the historical resources on the Site are properly preserved and made available to the public.

D. HRI desires and has represented that it has the ability to properly manage and operate the Site for and on behalf of the City.

AGREEMENT

I. Services to be Performed. HRI hereby agrees to manage and operate the site in accordance with generally accepted standards for museum and historic operations, all applicable laws, and all other terms and conditions of this Agreement. The City agrees that the management and operation of the Site shall be performed exclusively by HRI, or under its control, during the term of this Agreement.

2. Term, Renewal. The term of this Agreement shall be for a period of three (3) years commencing July 1, 2010, and ending June 30, 2013, provided that this Agreement may be terminated earlier without cause upon thirty (30) days prior written notice by either party to the other. Unless earlier terminated as provided herein, or upon written notice of nonrenewal at least thirty (30) days prior to the expiration hereof, the Agreement shall automatically renew for successive one (1) year periods.

3. Fiscal Year. The Fiscal year for the Site for purposes of this Agreement shall be July 1 through June 30.

4. Compensation. The City shall pay HRI for its services hereunder as follows:

(a) Operating Costs. The total expenditures made by HRI to manage and operate the Site, including but not limited to expenses related to employee salaries and benefits, insurance, bookkeeping, accounting, computer and office supplies, and utilities shall be borne and paid by the City provided that such expenditures are in accordance with the annual operating budget for the Site approved by the City. The City shall not be responsible for any expenditures made by HRI that exceed such budget unless such expenditures are approved in writing by the City.

(b) Annual Management Fee. The sum of \$41,000 for each fiscal year that this Agreement is effective shall be paid by the City to HRI as a management fee for the Site operation. The management fee shall be in addition to all operating costs as set forth above in paragraph 4(a). In the event that this Agreement is terminated by the City during its term effective on any date other than June 30, the City shall be liable to HRI for the balance of the \$41,000 annual management fee from the effective date of termination through the close of the fiscal year.

5. Annual Budget. On or before April 30 of each year of this Agreement, HRI shall submit to the City for its review and approval the proposed budget for the succeeding fiscal year, which proposed budget shall include all anticipated operating costs and expenses, together with the HRI management fee of \$41,000. Said budget shall not include any anticipated maintenance costs or proposed capital costs (such as for Site improvements) since all such maintenance and capital costs shall be borne by and be within the sole responsibility of the City. The proposed budget shall be subject to the approval of the City, and when approved shall become the operating budget for the fiscal year for the Site. All expenditures made for the management and operation of the Site by HRI shall be made in accordance with the budget approved by the City and no additions or deletions shall be made to such budget without the prior written consent of the City. The City shall have no right to review or approve any expenditures made by HRI for the management of HRI.

6. Payment of Operating Costs and Fees. On or before the first day of each quarter of the fiscal year, HRI shall submit to the City a statement requesting payment of the total projected operating costs and expenses for the Site for the following quarter plus one quarter of HRI's annual management fee. The submitted statement shall itemize all projected costs in accordance with the cost descriptions set forth in the previously submitted budget. Upon receipt of a proper statement, the City shall make payment to HRI on or before the 25th day of the first month of each quarter of each fiscal year.

7. Submission of Quarterly Statement. Within the seventy-five (75) days after the end of each quarter of each fiscal year, or as soon thereafter as feasible, HRI shall submit to the City an itemized statement of the costs actually incurred in the previous quarter compared to the budgeted costs already funded by the city pursuant to paragraph 6.

8. Payment of Difference Between Budget and Actual Cost. In the event actual costs incurred by HRI for the management and operation of the Site for any fiscal year are less than the budgeted costs funded by the City pursuant to paragraph 6, said difference shall be credited to and shall reduce HRI's billing to the City for the next following year.

9. Audit. All financial records of HRI applicable to the management and operation of the Site shall be available for inspection by the City or its duly appointed representatives during normal business hours upon ten (10) days' notice to HRI, and copies of any such records shall be provided to the City upon request.

10. HRI Staff and Employees.

(a) All persons providing services hereunder shall be employees of HRI and shall meet the minimum educational and experience requirements generally accepted for museum and historic operations. HRI solely shall determine the educational experience qualifications for its operational staff. HRI shall provide the necessary trained personnel for the management and operation of the Site. Each staff position shall be included in the annual budget for the operation of the Site approved by the City. Any additions or deletions of staff positions provided by the budget shall be approved by the City. HRI hereby agrees that it will supply the services of its president Karen Graham Wade as Director of the Site at all times during the term of this Agreement. HRI shall designate Karen Graham Wade as HRI's representative for all matters relating to the operation of the Site.

- (b) If the City becomes dissatisfied with any employee of HRI, City shall so inform HRI and HRI shall consult in good faith with the City regarding said dissatisfaction, but the final decision as to the employment of such person shall be made by HRI. All employment, retention, advancement and discharge decisions and actions shall be within the sole discretion of HRI. HRI shall notify the City in advance of any changes in management personnel and the reasons therefor.

11. Responsibilities of HRI. The responsibilities of HRI for the management and operation of the Site shall include the following:

- (a) Cataloging, caring for, and exhibiting artifacts;
- (b) Daily care and cleaning of historic buildings;
- (c) Developing and implementing educational programs and public events which include, but are not limited to, tours, exhibits, festivals, workshops, lectures, and audiovisual presentations;
- (d) General administration of the Site including bookkeeping, accounting, contractual matters, and personnel management;
- (e) Managing a museum store including the purchasing, displaying, and selling of Site-appropriate merchandise;
- (f) Coordinating third-party use activities including, but not limited to, photography, meetings, and receptions;
- (g) Preparing a quarterly operations report describing the activities and any problems occurring at the Site during the previous quarter;
- (h) Public relations for the Site; and
- (i) Historic structure minor maintenance which may require skilled craftsmanship.

The responsibilities of HRI do not include:

- (a) Archaeology;
- (b) Restoration of the Workman House;
- (c) Capital improvements;
- (d) Gardening, grounds maintenance, modern structure maintenance, and historic structure major maintenance;
- (e) Security for the entire Site and janitorial services for non-historic buildings; and
- (f) Legal matters.

12. Responsibilities of the City. City shall be responsible for all other services and activities at the Site, other than those set forth in paragraph 11(a) through (i) above, including, but not limited to, security, all major and most minor maintenance, capital improvements, personal property acquisitions, and legal matters. HRI may consult with the City and make recommendations regarding those matters, which are the responsibility of the City. The City shall inform HRI of any proposed personal property acquisitions or capital improvements that may affect the historical integrity of the Site or its educational programs. However, all personal property acquisitions and capital improvements shall be within the sole discretion of the City.

13. Earned Income, Honoraria Fees and the Donation of Monies, Materials and Artifacts. All monies, materials, artifacts and other kinds of personal property paid to or donated to the Site shall be owned solely by the City. HRI shall record and account for all such earned income, honoraria fees, and donations. With the exception of museum store sales, HRI shall deposit all earned income, honoraria fees, and money donations in its own account and shall remit those funds to the City within forty-five (45) days after the end of the second quarter and fourth quarter of each fiscal year. In the case of museum store sales, HRI shall initially credit all merchandise revenue to the museum store operating budget account. At the end of each fiscal year, HRI shall remit to the City any sales revenue in excess of the initial amount budgeted in the museum store operating budget account. All such sales revenue, other earned income, honoraria fees, and money donations received by the Site shall be reserved and allocated for future Site use and shall be in addition to funds otherwise budgeted. With regard to the donation of artifacts and other kinds of personal property, HRI shall accept and care for said artifacts and personal property in accordance with the collection policy for the Site, as said policy may be amended from time to time and approved by the City.

14. Insurance.

- (a) HRI shall obtain and maintain, at all times during the term of this Agreement, Comprehensive General and Automobile Liability Insurance protecting HRI in amounts not less than \$1,000,000 for personal injury to any one person, \$1,000,000 for injuries arising out of any one occurrence, and \$1,000,000 for property damage or a combined single limit of \$1,000,000; Excess Liability Insurance protecting HRI in amounts not less than \$3,000,000 per occurrence; and Terrorism Insurance protecting HRI in amounts determined by law. Such insurance shall name the City and Industry Urban-Development Agency as additional insured parties. Such insurance shall be subject to the approval of the City Attorney and shall not be cancelable nor shall the coverage be reduced without a thirty-day prior written notice to the City.

- (b) HRI shall file and maintain on file with the City at all times during the term of this Agreement, a copy of the required insurance policy. HRI shall also obtain and maintain at all times during the term of this Agreement Worker's Compensation and Employer's Liability Insurance covering all employees utilized by HRI to perform this Agreement. If requested, a certificate of such insurance may be filed and maintained on file with the City during the term of this Agreement.
- (c) The City shall be responsible for and bear all costs related to obtaining and maintaining insurance protecting the real and personal property owned by or in the possession of the City on the Site.
- (d) HRI, on behalf of its insurance company, waives any right of subrogation that it or its insurer may have against the City or Industry Urban-Development Agency for any loss required by this Agreement to be insured, provided that such waiver is reasonably obtainable from companies writing insurance in the State of California. The City, on behalf of its insurance company insuring the Site, waives any right of subrogation that it or its insurers may have against HRI on account of any loss required to be insured by this Agreement provided that such waiver is reasonably obtainable from companies writing insurance in the State of California.

15. Indemnification. HRI shall indemnify and hold harmless the City and Industry Urban-Development Agency from and against any and all obligations or liabilities whatsoever arising out of HRI's performance of this Agreement. The foregoing indemnity shall not be applicable to any obligations or liabilities arising out of acts or omissions of the City or Industry Urban-Development Agency.

16. Credit. On all promotional or publicity material, announcements, brochures, and press releases, the City shall state that the Site is managed exclusively by HRI. Karen Graham Wade shall be designated therein as "Director, Workman and Temple Family Homestead Museum, A City of Industry Historic-Cultural Landmark."

17. HRI Services on Non-Exclusive Basis. The services to be provided herein by HRI shall be on a non-exclusive basis. HRI shall be free to accept engagements, contracts, agreements or other arrangements other than with the City to the extent that the services required to be provided hereunder are not materially affected.

18. Miscellaneous.

- (a) This Agreement represents the whole and entire agreement between the parties hereto, and all negotiations, understandings, and prior agreements are merged herein.
- (b) Any paragraph, sentence, or clause of this Agreement held to be unenforceable or void for any reason is severable and shall not affect the validity of the remaining portions of this Agreement.
- (c) This Agreement may not be modified except by an instrument in writing, executed by both the City and HRI.
- (d) This Agreement shall be governed by the laws of the State of California.
- (e) In the event of any action, suit, or proceeding arising from or based upon this Agreement brought by either party hereto against the other, the prevailing party shall be entitled to recover from the other its attorneys' fees and costs in connection therewith.
- (f) Nothing herein contained shall be deemed to create a joint venture or partnership between the parties.
- (g) HRI shall cooperate with all consultants and contractors employed by the City with respect to the Site.
- (h) Nothing herein contained shall be deemed to grant the City the authority to bind HRI to any contracts, agreements or other arrangements with third parties.
- (i) Captions are inserted for reference and convenience only and in no way define, delimit, or describe the scope of this Agreement or intent of any provision.
- (j) All notices required hereunder or which either party desires to serve upon the other shall be in writing and shall be deemed given when addressed as set forth below and delivered personally, with a receipt signed by a principal or officer of the deliverer, when deposited, postage prepaid, in the United States mail (certified or registered mail, return receipt requested); or when deposited, toll prepaid, in any telegraph office in the United States. Addresses for the notices shall be as follows:

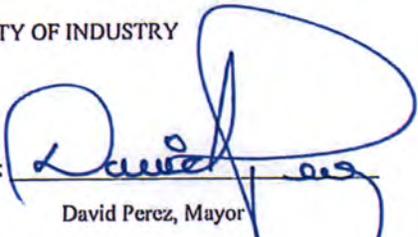
TO CITY: Kevin Radecki
City Manager
The City of Industry
15651 East Stafford Street
City of Industry, CA 91744

HRI: Karen Graham Wade
President
Historical Resources, Inc.
15415 East Don Julian Road
City of Industry, CA 91745

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement on the date first set forth above.

Dated: MAY 27 2010

CITY OF INDUSTRY

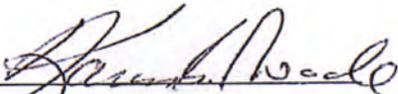
By: 
David Perez, Mayor

ATTEST:


City Clerk

Date: May 27, 2010

HISTORICAL RESOURCES, INC.

By: 
Karen Graham Wade, President

**FIRST AMENDMENT TO AGREEMENT
FOR EXCLUSIVE MANAGEMENT AND OPERATION
OF THE CITY OF INDUSTRY
HISTORIC-CULTURAL LANDMARKS**

THIS FIRST AMENDMENT TO AGREEMENT FOR EXCLUSIVE MANAGEMENT AND OPERATION OF THE CITY OF INDUSTRY HISTORIC-CULTURAL LANDMARKS (the "Amendment"), is made and entered into on the 9th day of February, 2012 by and between the City of Industry, a municipal corporation ("City") and Historical Resources, Inc, a California corporation, ("HRI").

A. Recitals.

(i) On May 27, 2010, City and HRI entered into that "Agreement for Exclusive Management and Operation of the City of Industry Historic-Cultural Landmarks" (the "Agreement") to provide that the Workman and Temple Family Homestead Museum ("Homestead Museum") be managed and operated with the highest standards for museum and historical operations and properly preserved for the public; and,

(ii) The City and HRI have determined that it is in the best interests of the City and the management and preservation of the Homestead Museum to amend the Agreement to better provide for the future administration of the services provided under the Agreement.

B. Amendment.

In consideration of the mutual covenants and conditions set forth herein, City and HRI agree as follows:

1. Section 12 of the Agreement is hereby amended to read as follows:

"12. Responsibilities of the City. City shall be responsible for all other services and activities at the Site, other than those set forth in paragraph 11(a) through (i) above, including, but not limited to, security, all major and most minor maintenance, capital improvements, personal property acquisitions, and legal matters. HRI may consult with the City and make recommendations regarding those matters which are the responsibility of the City. The City shall inform HRI of any proposed personal property acquisitions or capital improvements that may affect the historical integrity of the Site or its educational programs. However, all personal property acquisitions and capital improvements shall be within the sole discretion of the City. The City Manager of City, or his or her designee, shall act

on behalf of the City with respect to any and all responsibilities of the City as set forth in this Agreement, including, but not limited to, any amendments or modifications to the Agreement, the review of the Annual Budget or the approval of any capital improvements or personal property acquisitions.”

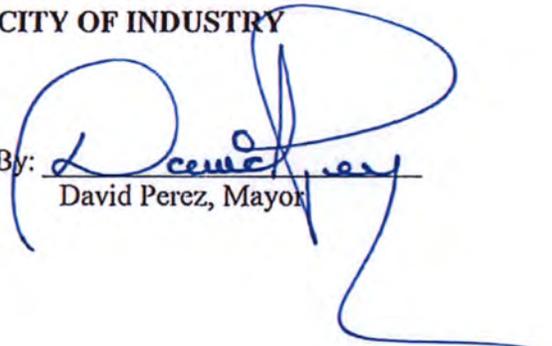
2. Except as expressly modified herein, the terms referenced in this Amendment shall have the same meanings as the terms defined in the Agreement, as previously amended.

3. Except as expressly modified by this Amendment, all terms and provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the first above-written date.

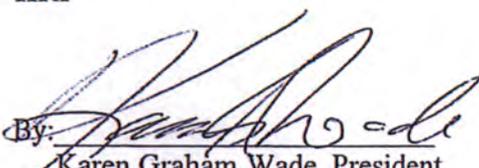
CITY OF INDUSTRY

By:


David Perez, Mayor

HRI

By:


Karen Graham Wade, President

ATTEST:

By:

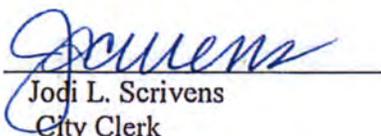

Jodi L. Scrivens
City Clerk

EXHIBIT B

Letter from The Historical Society of Southern California dated July 25, 2017

THE
HISTORICAL
SOCIETY OF
SOUTHERN
CALIFORNIA
1883

July 25, 2017

The Honorable Mark Radecki
Mayor
15625 East Stafford Street
City of Industry, CA 91744

Dear Mayor Radecki,

The Historical Society of Southern California (HSSC) is requesting assistance in the form of an in-kind donation of labor from the City's contractor Historical Resources, Inc. to complete an inventory of our collection at the Homestead Museum. One of our most productive ties has been with the Homestead, where we have held numerous events such as the annual George A.V. Dunning Lecture and an HSSC sponsored tour of the Homestead Museum, which we organized with Paul Spitzzeri of HRI, a former board member. We would like to formalize and continue this relationship, since we believe strongly that HSSC's mission and the Homestead Museum's mission are complimentary.

To provide some background to the organization, the HSSC is the oldest, continuously-operating historical society in California, founded in 1883 and incorporated in 1891. Our greatest contribution to scholarship is the oldest, continuously-operating historical journal on California history, the *Southern California Quarterly*, which the Society first published in 1884. The HSSC gives out eight annual awards for publications, teaching, and community service, provides tours at historical sites throughout the southland, and organizes annual conferences and talks.

Our association with the Homestead forms part of a wider network of links and ties with historical institutions and societies across southern California. Our annual historical conference, for example, has provided an excellent way of partnering with local institutions. For almost ten years we held the conference at the Autry Museum of the American West, followed by two years at Occidental College. Our most recent conference, titled "World War II and the Homefront in Southern California," which took place in January 2017 at the University of La Verne, we partnered with the Historical Society of Pomona Valley, the A.K. Smiley Public Library, University of Redlands, the Institute for the Study of Los Angeles, the San Marino Historical Society, the U.S. Navy Seabee Museum, and the Historical Society of Long Beach. In addition, the Department of History and Political Science and the Provost's Office at the University of La Verne, as well as the Huntington-USC Institute on California and the West, financially sponsored the conference.

We have also sponsored other conferences and meetings, such as the Riverside County History Symposium in conjunction with the Riverside County Heritage Association, and we co-sponsored the Associated Historical Societies of Los Angeles County Mini-Conference.

Tours and lectures are vital ways of historical outreach for the Society, and several of these events are described on our website, thehssc.org. Recently we co-sponsored a tour with the Historical Society of Centinela Valley, and co-organized a series of lectures on the Charles M. Jenkins Civil War Diary with the Leatherby Libraries, Chapman University, the Drum Barracks Civil War Museum, and the Santa Clarita Valley Historical Society. We have further established ties with the Department of History, University of California, Riverside.

Finally, other programs that the HSSC has organized have brought us into close association with leading historical and civic organizations. For ten years we organized a popular program of fellowships for scholars, especially independent scholars, with the John Randolph Haynes and Dora Haynes Foundation. We have also held events or meetings at the Old Mill Foundation, San Marino and The Huntington Library in San Marino, and most recently we have established ties with the Pasadena Museum of History, such as co-organizing a speakers series at the Museum.

Because of its long-standing promotion and study of the history of southern California, and its significance to the historical community, it was a great honor for the HSSC when the City of Los Angeles, recognizing the Society's centennial, declared November 4, "Historical Society of Southern California Day."

It would be greatly beneficial to the HSSC, I believe, if we could formalize our association with the Homestead Museum and the City of Industry.

Sincerely,

A handwritten signature in cursive script that reads "Kenneth H. Marcus". The signature is written in dark ink and is positioned above the typed name.

Kenneth H. Marcus, President

CITY COUNCIL

ITEM NO. 6.4



MEMORANDUM

To: Honorable Mayor Radecki and Members of the City Council

From: Paul J. Philips, City Manager 

Staff: Alex Gonzalez, Director of Development Services and Administration
Roberto Ramirez, City Engineer

Date: August 24, 2017

SUBJECT: Consideration of Award of Contract No. CITY-1436, Pavement & Curb Markings to WJG Enterprises, Inc. dba PCI in the amount of \$548,426.50

BACKGROUND:

On June 12, 2017, the City began solicitation of public bids for the Pavement and Curb Markings project, as approved by City Council on February 9, 2017. This project was bid to procure a contractor to provide all labor, materials, equipment, tools, and other necessary items for the painting of pavement and curb markings as specified citywide.

The bid was posted in the City's PlanetBids™ vendor portal and an email notification was sent to sixty-two (62) registered vendors. The appropriate trade journals were notified and included Bid America, Southern California Builders Association, Construction Bidboard and Dodge Data & Analytics on June 12, 2017. The RFQ was advertised on Wednesday, June 14, 2017 and Wednesday, June 21, 2017 in the San Gabriel Valley Tribune. Questions pertaining to the bid were received up until July 3, 2017 at 1:00 pm in the City's PlanetBids vendor portal.

The bid process closed on July 17, 2017 at 1:00 P.M. Three (3) bids were received from the following entities: Cat Tracking, Inc., Superior Pavement Markings, Inc., and WGJ Enterprises, Inc., dba PCI ("PCI"). The review of bids has found that PCI has submitted the lowest responsive and responsible bid and has the relevant experience, qualifications, and licensing necessary to complete this project. Below is a table of all bidders and their prices, showing that PCI was the lowest bidder.

The following table represents a summary of the bids received:

Bidder	Bid Price
PCI	\$457,022.50
CAT Tracking, Inc.	\$516,615.00
Superior Pavement	\$559,183.30
<i>Engineer's Estimate</i>	<i>\$515,200.00</i>

The Engineer' Estimate for this project was \$515,200 for completion. The bid price of PCI was \$457,022.50. A 10% contingency has been included with the bid price to account for potential and unforeseen project changes, and a 10% appropriation for contract administration and inspection. Total cost of appropriation will be \$548,426.50.

The following table represents a project summary:

PCI	\$457,022.50
Contingency Allowance (10%)	\$ 45,702.00
Contract Administration/Inspection (10%)	\$ 45,702.00
Total Sources	\$548,426.50

DISCUSSION:

On August 10, 2017, City Council directed staff to review the contract and to consider whether signage or painted red curb were more appropriate and the costs of the two alternatives. City staff reviewed the contract which is targeted to maintenance of existing red and yellow curb markings throughout the City and all existing City crosswalks. The contract specifies that existing markings will be re-painted, no changes in the existing marking or signs are proposed. However, the contract does provide flexibility to the City Engineer to modify existing markings on a case by case basis. The total linear feet in the contract is the total curb length of the City to provide maximum flexibility, existing red curb equals 430,806 linear feet.

There are specific areas where the City Traffic Engineer may be interested in modifying markings on a case-by-case basis during work, those include:

- Meeting required red curb lengths at fire hydrants;
- Meeting required red curb lengths at bus stops; and
- Identifying critical red curb areas that may not be currently marked (i.e. areas where the geometry of the street or street width limitations call for red curb marking to enhance public safety).

The primary intent of the contract is to address years of deferred maintenance, not to modify the existing street markings or to add or remove posted signage.

It is City staff's request that any changes in street markings or signage occur as needed in response to specific traffic complaints or public safety issues that may be identified in the future. Each specific request must be reviewed by the City Traffic Engineer, along with input from the City's traffic motor officer, to ensure that public safety is protected and that the California Manual on Uniform Traffic Control Devices standards are maintained.

If the council directs staff, an analysis with cost estimates can be developed for City Council consideration for removal of red curb markings at selected areas within the City where red curb markings can be removed and replaced with signage without affecting public safety.

As the potential costs for red curb removal are substantial, staff would need additional time to develop proper cost estimates for consideration. The costs that need to be calculated for this analysis include:

- Total cost for removal of red curb per linear foot citywide, with a rough order of magnitude estimate of \$3.50 per linear foot for sandblasting, may equal as much as \$1.5 million for removal of all 430,806 linear feet of red curb.
- Total cost for installation of signs, poles, hardware and labor for a sign install every 100 feet minimum. The maximum amount of signs used to cover 685,870 linear feet is 6,858 signs at a rough order of magnitude cost of \$200 per sign may equal as much as \$1.3 million dollars.
- Total cost for maintenance of signs (graffiti, stickers, etc.) is to be determined.
- Costs for additional parking enforcement are to be determined, but are estimated at \$62,287 per year.

FISCAL IMPACT:

Appropriate \$548,426.50 to City Capital Improvements – Streets – Curb Painting and Median Maintenance (account no. 120-702-7430). The project will be supported by the 2015 Sales Tax Revenue bonds.

RECOMMENDATIONS:

- 1.) City staff is recommending that the City Council consider the results of the Pavement and Curb Markings bid and award the bid to PCI to maintain existing pavement and curb markings; and
- 2.) Appropriate \$548,426.50 to City Capital Improvements – Streets – Curb Painting and Median Maintenance (account no. 120-702-7430).
- 3.) City Council has the option to reject all bids, direct City staff to complete an analysis with cost estimates for red curb and/or signage citywide, and request that City staff present the report to City Council with options for consideration. Based on the options presented, City Council would then direct staff as to the appropriate next steps.

Exhibits

- A. Bid Results
- B. Bid Schedule (Pages C-4 through C-12)
- C. Contractor's State of California and Department of Industrial Relations License Detail

EXHIBIT A

Bid Results

[Attached]

Bid Results for Project CITY-1436 Pavement & Curb Markings (2017-1027)

Issued on 06/12/2017

Bid Due on July 17, 2017 1:00 PM (Pacific)

Line Totals (Unit Price * Quantity)

Item	Section	Description	Unit of Measure	Quantity	WGJ Enterprises, Inc.		Cat Tracking, Inc.		Superior Pavement Markings Inc.	
					Unit Price	Line Total	Unit Price	Line Total	Unit Price	Total
1	Section 1	Paint Red Curb - Zone A	LF	229540	\$0.65	\$149,201.00	\$0.75	\$172,155.00	\$0.79	\$181,336.60
2	Section 1	Paint Red Curb - Zone B	LF	80700	\$0.70	\$56,490.00	\$0.75	\$60,525.00	\$0.79	\$63,753.00
3	Section 1	Paint Red Curb - Zone C	LF	172510	\$0.65	\$112,131.50	\$0.75	\$129,382.50	\$0.79	\$136,282.90
4	Section 1	Paint Red Curb - Zone D	LF	163800	\$0.65	\$106,470.00	\$0.75	\$122,850.00	\$0.79	\$129,402.00
5	Section 1	Paint Red Curb - Zone E	LF	39320	\$0.75	\$29,490.00	\$0.75	\$29,490.00	\$0.79	\$31,062.80
6	Section 1	Paint Yellow Median Curb - Zone A	LF	1000	\$0.90	\$900.00	\$0.75	\$750.00	\$5.88	\$5,880.00
7	Section 1	Paint Yellow Median Curb - Zone B	LF	450	\$1.20	\$540.00	\$0.75	\$337.50	\$5.88	\$2,446.00
8	Section 1	Paint Yellow Median Curb - Zone C	LF	600	\$1.20	\$720.00	\$0.75	\$450.00	\$5.88	\$3,528.00
9	Section 1	Paint Yellow Median Curb - Zone D	LF	600	\$1.20	\$720.00	\$0.75	\$450.00	\$5.88	\$3,528.00
10	Section 1	Paint Yellow Median Curb - Zone E	LF	300	\$1.20	\$360.00	\$0.75	\$225.00	\$5.88	\$1,764.00
					Subtotal	\$457,022.50		\$516,615.00		\$559,183.30
					Total	\$457,022.50		\$516,615.00		\$559,183.30

EXHIBIT B

Bid Schedule (Pages C-4 through C-12)

[Attached]

**SECTION C
BID SCHEDULE**

PLEASE NOTE THAT UNIT
PRICES SHALL ONLY BE
ENTERED ONLINE WITHIN THE
PLANETBIDS™ SOFTWARE

FOR

CITY OF INDUSTRY
PROJECT NO. 436

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

BIDDER: PCI

Hereby proposes to construct the above-named project in accordance with the plans and specifications for the following prices:

SCHEDULE OF WORK ITEMS

NO.	DESCRIPTION	APPROX. QTY	UNIT MEAS.	UNIT PRICE	TOTAL
1.	Paint Red Curb – Zone A	229,540	LF		
2.	Paint Red Curb – Zone B	80,700	LF		
3.	Paint Red Curb – Zone C	172,510	LF		
4.	Paint Red Curb – Zone D	163,800	LF		
5.	Paint Red Curb – Zone E	39,320	LF		
6.	Paint Yellow Median Curb – Zone A	1000	LF		
7.	Paint Yellow Median Curb – Zone B	450	LF		
8.	Paint Yellow Median Curb – Zone C	600	LF		
9.	Paint Yellow Median Curb – Zone D	600	LF		
10.	Paint Yellow Median Curb – Zone E	300	LF		
				GRAND TOTAL	

I hereby certify that on June 20, 2017, William G. Jacob
(Print Name)
examined the site of the proposed work, and the undersigned, fully understands the scope of work and has checked carefully all words and figures inserted in this Bid Schedule.

By:

PCI
CONTRACTOR NAME

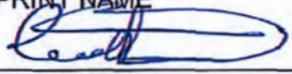
EMAIL ADDRESS

100000 5687

DIR #

William G. Jacob

PRINT NAME


SIGNATURE

BIDDER'S INFORMATION SHEET

- Receipt of any addenda shall be acknowledged only online through the PlanetBids™ software.

RETENTION MONEY OPTION: Please initial one of the following options.

- 
(Initials) 1. I will provide securities in lieu of monies to be withheld to ensure performance under the contract as per Paragraph 65, General Provisions.
- (Initials) 2. I will not provide securities in lieu of monies to ensure performance under the contract.

The undersigned, as bidder, declares as follows:

1. The only persons or parties interested in this proposal as principals are those named herein;
2. This proposal is made without collusion with any other person, firm or corporation;
3. We have carefully examined the location of the proposed work, the attached proposed form of contract, and the plans therein referred to; and
4. We propose and agree, if this Proposal is accepted, that we will contract with the City of Industry in the form of the copy of the contract attached hereto;
5. We will provide all necessary machinery, tools, apparatus and other means of construction;
6. We will do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the City Engineer as therein set forth; and
7. This bid is sufficient to allow us to comply with all applicable local, state, and federal laws or regulations governing the labor or services to be provided; and
8. We will take in full payment therefore in the amounts shown on the Bid Schedule.

IN WITNESS WHEREOF, Bidder executes and submits this proposal with the names, titles, hands, and seals of all aforementioned principals this 17 day of July, 2017.

The undersigned declares under penalty of perjury under the laws of the State of California that the representations made hereto are true and correct.

PCI
Bidder


Signature

975 W. 1st St.
Mailing Address

William G. Jacob
Print Name

Ames, CA 91708
City/State/Zip

President
Title

(916) 218-0504
Telephone

897802, C92
License No./Class

(916) 218-0674
Fax

9-30-17
Expiration Date

Underline one of the following: The Bidder is a (Partnership)/(Corporation)/(Individual).

The names of all persons, firms or corporations interested in this bid are: (See Section B, Page B-2, and Item 4 - Signature of Bid).

AFFIX CORPORATE SEAL

William G. Jacob - President
" " - Vice President
" " - Secretary
" " - Treasurer

see attached.

Note: All signatures must be acknowledged before a Notary Public, and evidence of the authority of any person signing as attorney-in-fact must be attached

CONTRACTOR'S LICENSE AFFIDAVIT

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES)

CITY OF INDUSTRY
PROJECT NO. 436

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

William G. Jacob _____, being first duly sworn, deposes and says that
Name

he or she is President _____, of PCI _____,
Title Name of Firm

823802 _____ C 32 _____
License Number Classification

9-30-17 _____
Expiration Date

The party making the foregoing bid, is a licensed contractor and understands the information shown above shall be included with the bid, and understands that any bid not containing this information, or if this information is subsequently proven to be false, shall be considered non-responsive and shall be rejected by the CITY OF INDUSTRY.

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

7.17.17 _____
DATE

 _____
SIGNATURE

BIDDER'S LIST OF CONSTRUCTION TRADES

In submitting this bid for the following project:

CITY OF INDUSTRY
PROJECT NO. 436

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

PCI _____ certifies that:
Bidder

The following listed construction trades will be used in the work.

5474 - Painter - Apprentice I-IV

5482 - Painter - Journeymen I-IV



Signature of Authorized
Representative of Bidder

William G. Jacob - President

NON-COLLUSION DECLARATION

CITY OF INDUSTRY
PROJECT NO. 436

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

CONTRACTOR:

PCI

BUSINESS ADDRESS:

475 W. 1st St.
Anaheim, CA 91702

In submitting this bid for the project:

I, William G. Jacob, state that I have not directly or indirectly,
(Name)
entered into any agreement, participated in any collusion or otherwise taken any action in
restraint of free competitive bidding in connection with the project.

I do hereby certify under penalty of perjury under the laws of the State of California that the
foregoing is true and correct. Executed at Anaheim
California, this 17 day of July, 2017.


SIGNATURE
William G. Jacob - President

SUBCONTRACTORS LISTING

CITY OF INDUSTRY
PROJECT NO. 436

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

(See Paragraph 14 - Instructions to Bidders)

- Please note that subcontractors are to be submitted online only using the Planetbids™ software.

SUBCONTRACTOR'S LIST OF CONSTRUCTION TRADES

In submitting this bid for the following project:

**CITY OF INDUSTRY
PROJECT NO. 436**

PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

Subcontractor: Traffic Management, Inc

785804
License No.

10-31-2018
Expiration Date

Certifies:

The following construction trades will be used in the work.

Traffic Control Services



Elva Pinedo, Credit Manager

Signature of Authorized
Representative of Subcontractor

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

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 Los Angeles

On July 17, 2017 before me, Araceli Flores, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared William G. Jacob
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal

Signature [Handwritten Signature]
Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer is Representing:

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer is Representing:

June 23, 2017

City of Industry
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744

Addendum No. 1
TO THE CONTRACT DOCUMENTS FOR:

CITY OF INDUSTRY
PROJECT NO. 436
PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

NOTE: The following is hereby made a part of the project, and supersedes or amends the information included in the original "Bid Package".

All other terms and conditions remain unchanged.

SPECIFICATIONS

1. **SECTION E, SPECIAL PROVISIONS – CITY OF INDUSTRY, PAGE E-3, ITEM 4. UTILITIES, remove section D.**

END OF ADDENDUM

July 6, 2017

City of Industry
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744

Addendum No. 2
TO THE CONTRACT DOCUMENTS FOR:

CITY OF INDUSTRY
PROJECT NO. 436
PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

NOTE: The following is hereby made a part of the project, and supersedes or amends the information included in the original "Bid Package".

All other terms and conditions remain unchanged.

SPECIFICATIONS

1. **SECTION A, INVITING SEALED BIDS, PAGE A-1**, revise the license requirements as follows:

At the time of submission of the bid and thereafter, each bidder must be licensed as a **C-32, Parking and Highway Improvement and the bidder or their sub-contractor must hold a Class C-31, Construction Zone Traffic Control Contractor** as defined in Sections 7055-7058 of the Business and Professions Code. Each bidder shall set forth on the Bidder's Information Sheet and the Contractor's License Affidavit the classification and number of the requisite license which that bidder holds.

END OF ADDENDUM

July 12, 2017

City of Industry
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744

Addendum No. 3
TO THE CONTRACT DOCUMENTS FOR:

CITY OF INDUSTRY
PROJECT NO. 436
PAVEMENT & CURB MARKINGS

CONTRACT NO. CITY-1436

NOTE: The following is hereby made a part of the project, and supersedes or amends the information included in the original "Bid Package".

All other terms and conditions remain unchanged.

SPECIFICATIONS

1. **SECTION A, INVITING SEALED BIDS, PAGE A-1**, revise the license requirements as follows:

At the time of submission of the bid and thereafter, each bidder must be licensed as a **Class A, General Engineering** or a **C-32, Parking and Highway Improvement**. If only a **C-32** license is held then the bidder or their sub-contractor must also hold a **Class C-31, Construction Zone Traffic Control Contractor** as defined in Sections 7055-7058 of the Business and Professions Code. Each bidder shall set forth on the Bidder's Information Sheet and the Contractor's License Affidavit the classification and number of the requisite license which that bidder holds.

NOTE: With an "A" license the contractor is fully covered, so the Contractor may bid on the Project.

END OF ADDENDUM



AmTrust Surety
An AmTrust Financial Company

AmTrust Surety
17771 Cowan Suite 100 • Irvine, California 92614 • (949) 263-3300
www.AmTrustSurety.com

BID BOND

BOND NO. N/A - Bid Bond

KNOW ALL MEN BY THESE PRESENTS,

That we PCI

as Principal, and Developers Surety and Indemnity Company a corporation

authorized to transact a general surety business in the State of California

as Surety, are held and firmly bound unto City of Industry

(hereinafter called the Obligee)

in the full and just sum of Ten Percent of the Total Amount of the Bid

Dollars, (\$10%) for the payment whereof in lawful money of the United States, we bind ourselves, our

heirs, administrators, executors, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the said PRINCIPAL has submitted the accompanying bid for

City of Industry Project No. 436, Pavement & Curb Markings - Contract No. CITY-1436.

NOW, THEREFORE, if the said contract be timely awarded to the Principal and the Principal shall, within such time as may be specified, enter into the contract in writing, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and Sealed this 13th day of July, 2017 YEAR

PCI

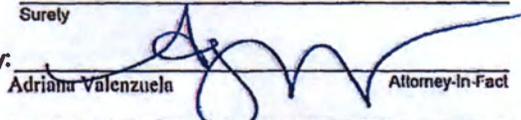


William G. Jacob - President Principal
ID-1235 (General Bid Bond) (REV. 7/15)

Developers Surety and Indemnity Company

Surety

By:


Adriana Valenzuela

Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

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 Los Angeles }

On July 17, 2017 before me, Araceli Flores, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared William G. Jacob
Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature Araceli Flores
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing:

Signer's Name: _____

- Individual
- Corporate Officer — Title(s): _____
- Partner Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing:

**POWER OF ATTORNEY FOR
DEVELOPERS SURETY AND INDEMNITY COMPANY
INDEMNITY COMPANY OF CALIFORNIA
PO Box 19725, IRVINE, CA 92623 (949) 263-3300**

KNOW ALL BY THESE PRESENTS that except as expressly limited, DEVELOPERS SURETY AND INDEMNITY COMPANY and INDEMNITY COMPANY OF CALIFORNIA, do each hereby make, constitute and appoint:

Lisa Saumur, Adriana Valenzuela, Mark Rosskopf, Lourdes Landa, jointly or severally

as their true and lawful Attorney(s)-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said corporations, as sureties, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney(s)-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said corporations could do, but reserving to each of said corporations full power of substitution and revocation, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This Power of Attorney is granted and is signed by facsimile under and by authority of the following resolutions adopted by the respective Boards of Directors of DEVELOPERS SURETY AND INDEMNITY COMPANY and INDEMNITY COMPANY OF CALIFORNIA, effective as of January 1st, 2008.

RESOLVED, that a combination of any two of the Chairmen of the Board, the President, Executive Vice-President, Senior Vice-President or any Vice President of the corporations be, and that each of them hereby is, authorized to execute this Power of Attorney, qualifying the attorney(s) named in the Power of Attorney to execute, on behalf of the corporations, bonds, undertakings and contracts of suretyship; and that the Secretary or any Assistant Secretary of either of the corporations be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney;

RESOLVED, FURTHER, that the signatures of such officers may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures shall be valid and binding upon the corporations when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, DEVELOPERS SURETY AND INDEMNITY COMPANY and INDEMNITY COMPANY OF CALIFORNIA have severally caused these presents to be signed by their respective officers and attested by their respective Secretary or Assistant Secretary this 6th day of February, 2017.

By: *Daniel Young*
Daniel Young, Senior Vice-President

By: *Mark Lansdon*
Mark Lansdon, Vice-President



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

On February 6, 2017 before me, Lucille Raymond, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared Daniel Young and Mark Lansdon
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature *Lucille Raymond*
Lucille Raymond, Notary Public



Place Notary Seal Above

CERTIFICATE

The undersigned, as Secretary or Assistant Secretary of DEVELOPERS SURETY AND INDEMNITY COMPANY or INDEMNITY COMPANY OF CALIFORNIA, does hereby certify that the foregoing Power of Attorney remains in full force and has not been revoked and, furthermore, that the provisions of the resolutions of the respective Boards of Directors of said corporations set forth in the Power of Attorney are in force as of the date of this Certificate.

This Certificate is executed in the City of Irvine, California, this

13th day of July, 2017

By: *Cassie J. Harrisford*
Cassie J. Harrisford, Assistant Secretary



California All-Purpose Certificate of Acknowledgment

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 s.s.

On 07/13/2017 before me, Marilyn Bagby, Notary Public

Name of Notary Public Title

personally appeared Adriana Valenzuela

Name of Signer 1

Name of Signer 2

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Marilyn Bagby
Signature of Notary Public



OPTIONAL INFORMATION

Although the information in this section is not required by law it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of _____

containing _____ pages, and dated _____

The signer(s) capacity or authority is/are as:

- Individual(s)
 Attorney-in-fact
 Corporate Officer(s) _____
Titles

- Guardian/Conservator
 Partner - Limited/General
 Trustee(s)
 Other: _____

representing: _____

Name of Person(s) Entity(ies) Signer(s) Represented

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:

- form(s) of identification credible witness(es)

Notarial event is detailed in notary journal on:

Page # _____ Entry # _____

Notary contact: _____

Other

- Additional Signer Signer(s) Thumbprints(s)

EXHIBIT C

Contractor's State of California and Department of Industrial Relations License Detail

[Attached]



Contractor's License Detail for License # 823802

DISCLAIMER: A license status check provides information taken from the CSLB license database. Before relying on this information, you should be aware of the following limitations.

CSLB complaint disclosure is restricted by law (B&P 7124.6) If this entity is subject to public complaint disclosure, a link for complaint disclosure will appear below. Click on the link or button to obtain complaint and/or legal action information.
Per B&P 7071.17, only construction related civil judgments reported to the CSLB are disclosed.
Arbitrations are not listed unless the contractor fails to comply with the terms of the arbitration.
Due to workload, there may be relevant information that has not yet been entered onto the Board's license database.

Data current as of 7/27/2017 10:57:41 AM

Business Information

PCI
975 W 1ST ST
AZUSA, CA 91702
Business Phone Number:(562) 218-0504

Entity Partnership
Issue Date 09/09/2003
Expire Date 09/30/2017

License Status

This license is current and active.
All information below should be reviewed.

Classifications

C32 - PARKING AND HIGHWAY IMPROVEMENT
C-81 / D42 - NON-ELECTRICAL SIGN INSTALLATION

Bonding Information

Contractor's Bond

This license filed a Contractor's Bond with FEDERAL INSURANCE COMPANY.
Bond Number: 8189-14-69
Bond Amount: \$15,000
Effective Date: 01/01/2016
Contractor's Bond History

Workers' Compensation

This license has workers compensation insurance with the OLD REPUBLIC GENERAL INSURANCE CORPORATION
Policy Number:A1CW083215
Effective Date: 11/01/2014
Expire Date: 11/01/2017
Workers' Compensation History



State of California

Department of Industrial Relations



Labor Law

Cal/OSHA - Safety & Health

Workers' Comp

Self Insurance

Apprenticeship

Director's Office

Boards

Public Works | Public Works Contractor (PWC) Registration Search

Public Works Contractor (PWC) Registration Search

This is a listing of current and active PWC registrations pursuant to Division 2, Part 7, Chapter 1 (commencing with section 1720 of the California Labor Code.)

Enter at:

100005687 Contractor Details

Registr

PWC R

Contract

License

County

Search Res

One registe

Details Log

View PCI

Contractor Information

Legal Entity Information

Workers' Compensation

Legal Name

PCI

Legal Entity Type

GENERAL PARTNERSHIP

Trade Name

PCI

License Number(s)

OTHER :823802

Mailing Address

975 W. 1ST STREET

AZUSA, CA 91702

Physical Address

975 W. 1ST STREET

AZUSA, CA 91702

Email Address

SFLORES@LINEUPPCI.COM

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CITY COUNCIL

ITEM NO. 6.5



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: Paul J. Philips, City Manager *Paul J. Philips*
Staff: Troy Helling, Planning and Safety Manager *TH*
Date: August 24, 2017
Subject: **Development Plan 16-3 and Zone Exception 17-8 – 333 Turnbull Canyon Road**

Overview

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction. Development Plan Application 17-8 is proposed by 333 Turnbull LLC, DBA Snak King Corporation to develop a new 158,779 square foot industrial warehouse building at 333 Turnbull Canyon Road.

Location and Surroundings

As shown on the location map (Exhibit A), the project site is located is at 333 Turnbull Canyon Road. The site is approximately 6.63 acres in size and is comprised of Los Angeles County Tax Assessor Parcel Number (APN) 8208-014-900 and currently has a 128,227 square foot industrial warehouse building on the site and is surrounded by industrial uses to the north, south, east and west.

Project Description

As shown in the site plan (Exhibit B), the proposed building is 158,783 square feet on a 6.63 acre lot (288,697 square feet). There is a 27 foot building setback on Proctor Avenue, and an 89 foot setback on Turnbull Canyon Road. The building includes office area that will not exceed the maximum 33 percent of the total square footage of the building. The loading area for the building is located on the west side of the building and is screened from Proctor Avenue by an eight foot tall concrete screen wall and gate. There are 18, dock-high loading bays, and two grade-level loading doors. The building is accessed from Proctor Avenue and Turnbull Canyon Road by two 40 foot wide driveways. The project requires 209 parking spaces and 188 spaces are provided. The parking is provided as follows:

- 141 standard spaces (9'x19');
- 40 compact spaces (8'x16'); and
- 7 ADA accessible spaces
- In addition, there will be at least one interior and one exterior bike rack that will accommodate

at least seven bikes near the employee entrance.

There is a total of 31,381 square feet of landscaping (10.89 percent). A trash enclosure containing a trash bin and a recycling bin is provided to the west of the new building.

As shown on the elevations for the building (Exhibit C), the building is proposed to be approximately 50 feet tall and the elevations include variations height in wall finishes and will incorporate tall windows at entries to differentiate office areas from the warehouse areas.

Minor Administrative Exceptions

The applicant is requesting several a minor administrative exceptions per Industry Municipal Code Section 17.40.040 (A) that allows a deviation of up to 10 percent of the requirements.

- Lot Coverage, the lot has a 55 percent lot coverage. Which is over the maximum 50 percent but is within the 10 percent of the total required.
- Setback, the front setback on Proctor Avenue is 27 feet from the curb. Which is under the minimum 30 feet but is within the 10 percent of the total required.
- Parking, the lot has 188 parking spaces. Which is 21 spaces short of the required 209 spaces but within the 10 percent total required.
- Landscaping, the lot has 10.86 percent landscaping. Which is 1.14 percent short of the required 12 percent minimum but within the 10 percent of the total required.

The deficiencies in lot coverage, the setback on Proctor Avenue, parking and landscaping are all within the 10 percent of the total required and therefore all qualify for a minor administrative exception.

Staff Analysis

Development Plan Application

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

- Meets development standards. Chapter 17.36 includes standards regarding building height, and trash/recycling enclosures to which the proposed project complies.
- Meets screening and loading requirements. Section 17.36.060.R requires that loading areas not located at the rear of the building be screened by a minimum eight foot tall wall, landscaping, or the building itself. The loading bays are located on the west side of the building, and are placed behind an eight foot tall screen wall, the adjacent building and a steel gate.
- Meets design guidelines. Sections 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The architectural treatment of the building is varied and professional in appearance, with the office area at the southwest corner of Proctor Avenue and Turnbull Canyon Road. The bulk of the landscaping is located along the frontages on Proctor Avenue and Turnbull canyon Road, which will provide a green separation between the street and the new building.
- Meets access requirements. Sections 17.36.060.K and N of the Municipal Code require a minimum driveway and drive-aisle width of 26 feet. Two driveways of 40 feet in width will provide access from Proctor Avenue and Turnbull canyon Road. Drive-aisle widths of 30 feet

and 40 feet are proposed to provide internal circulation.

- 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 per each additional 50,000 square feet. Based on this formula, 7 bicycles are required and at least 7 will be provided.
- Complies with drainage and water quality requirements. The applicant has submitted a preliminary Low Impact Development (LID) Plan to the City Engineer per Chapter 13.16 of the Municipal Code and the project can meet drainage and water quality requirements. The LID improvements will be implemented prior to issuance of the grading plan and/or final approval of the building.

Staff recommends that the City Council approve Development Plan 17-8 based on the following findings:

- The project site is suitable for development in accordance with the proposed project because the site was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards, and is designated as Employment in the General Plan, and zoned Industrial, which are consistent with the proposed industrial development.
- The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties. In addition, the proposed project provides the necessary setback of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance.
- The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design.
- The development is consistent with the provisions of the General Plan because the Property is designated as Employment, which allows the development of buildings for industrial uses.

Minor Administrative Exceptions

Section 17.40.040 of the Municipal Code allows the Planning Department to administratively grant a minor exception without a public hearing when the requested deviations are ten percent or less of the standards listed in of Sections 15.32.070 (signs), 16.10.010 (parcel frontage), 16.10.020 (parcel size), and 17.36.060 (development standards). The proposed project includes the following minor exceptions for consideration by the City Council:

- Section 17.36.060.W.3 of the Municipal Code requires lots or parcels consisting of sixty thousand square feet or more shall have a maximum building square footage of 50 percent of the total lot or parcel area. Based on this formula, the maximum building square footage for a 288,697 square foot lot will be 144,349 square feet. There is 14,435 more square feet than the maximum, but within the 10 percent deviation that can be acted upon administratively by the Planning Department.
- Section 17.36.060.L of the Municipal Code requires all buildings and structures shall be set back a minimum of 30 feet from the curb line of all streets. The front setback on

Proctor Avenue will be 27 feet from the curb. Which is under the maximum 30 feet but is within the 10 percent deviation that can be acted upon administratively by the Planning Department.

- Section 17.36.060.K of the Municipal Code requires that buildings over 100,000 square feet provide 150 spaces plus one space per 1,000 square feet of floor area over 100,000 square feet. Based on this formula, the property requires 209 parking spaces and 188 parking spaces are proposed. There are 21 fewer spaces for the building than required by the Code, but within the 10 percent deviation that can be acted upon administratively by the Planning Department.
- Section 17.36.060.Q of the Municipal Code requires that a minimum of 12 percent of the site be devoted to landscaping. The applicant is proposing 10.86 percent which is within the 10 percent deviation that can be acted upon administratively by the Planning Department. The goal of the City is to maximize landscaping along the street frontage and in areas clearly visible from public areas. The applicant has located the majority of the required landscaping along Proctor Avenue and Turnbull Canyon Road.

In determining if it is appropriate to support a minor exception request, Staff utilized the same type of analysis used in judging an Exception application. Sections 17.40.020 and 17.40.030 of the Municipal Code allow for the granting of an exception when: 1) it is necessary for the preservation of a substantial property right, 2) it will not be materially detrimental to the public welfare or to the surrounding properties, and 3) if there are practical hardships in the application of the development standards but the spirit of the standards will still be preserved, public safety secured, and substantial justice done. In addition, if there are no protests, an exception may be granted even if it is not necessary for the preservation of a substantial property right. State Planning and Zoning Law (Section 65906) requires that exceptions be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives the property of privileges enjoyed by nearby properties in the same zone. State law also requires that any exception not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity.

Environmental Analysis

The proposed project is exempt from the California Environmental Quality Act ("CEQA") per Section 15302(b). The Class 2 exemption applies to replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and is substantially the same in size, purpose and capacity. In this case the existing 128,227 square foot industrial warehouse building will be replaced with a new 158,783 square foot industrial warehouse building. The new structure is substantially similar in size, the purpose is the same, as the new building will also be used as an industrial warehouse, and the capacity is substantially the same.

Fiscal Impact

The projects fiscal impact will include increased property tax revenue to the City of Industry.

Recommendation

Based on the analysis provided with this staff report, staff recommends that the City Council adopt Resolution No. CC 2017-29, Standard Requirements, Conditions of Approval contained in the Resolution (Exhibit E) and direct staff to file the Notice of Exemption.

Attachments

- Exhibit A: Location Map
- Exhibit B: Site Plan
- Exhibit C: Elevations
- Exhibit D: Notice of Exemption
- Exhibit E: Resolution No. CC 2017-29 approving Development Plan No. 17-8 with findings of approval, Standard Requirements and Conditions of Approval

Exhibit A
Location Map
333 Turnbull Canyon Road
DP 17-8



Exhibit D

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: DP 17-8

Project Location - Specific: 333 Turnbull Canyon Road

Project Location-City: City of Industry **Project Location-County:** Los Angeles

Description of Project: Development Plan 17-8 is an application to demo an existing 128,227 sf industrial warehouse and replace it with a new 158,783 sf industrial warehouse.

Name of Public Agency Approving Project: City Council, City of Industry

Name of Person or Agency Carrying Out Project: 333 Turnbull LLC, DBA Snak King Corporation.

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:* 15302 (b)
- Statutory Exemptions. *State code number:*

Reasons why project is exempt: Section 15302 of the CEQA Guidelines. This Class 2 exemption applies to replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. In this case the existing 128,227 square foot industrial warehouse building will be replaced with a new 158,783 square foot industrial warehouse building. The new structure is substantially similar in size, the purpose is the same, as the new building will also be used as an industrial warehouse, and the capacity is substantially the same.

Lead Agency

Contact Person: Troy Helling

Telephone: (626)333-2211

Signature: _____

Date: 8-24-2017

Title: Planning and Safety Manager

JN 9303

Exhibit E
Resolution No. CC 2017-29
DP 17-8

RESOLUTION NO. CC 2017-29

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING MINOR EXCEPTIONS FOR LOT COVERAGE, SETBACKS, PARKING AND LANDSCAPING DEVIATIONS AND DEVELOPMENT PLAN NO. 17-8, FOR THE CONSTRUCTION OF AN INDUSTRIAL WAREHOUSE BUILDING AT 333 TURNBULL CANYON ROAD IN THE CITY OF INDUSTRY, CALIFORNIA, AND THE NOTICE OF EXEMPTION REGARDING SAME, AND MAKING FINDINGS IN SUPPORT THEREOF

RECITALS

WHEREAS, on July 20, 2017, 333 Turnbull LLC, DBA Snak King Corporation filed an application for approval of Development Plan ("DP") No. 17-8 described herein ("Application"); and

WHEREAS, the Application applies to the demolition of an existing 128,227 square foot industrial warehouse building and the construction of a new 158,783 square foot industrial warehouse building located on an existing 6.63 acre property at 333 Turnbull Canyon Road, City of Industry, California, Assessor's Parcel Number 8208-014-900 ("Property"); and

WHEREAS, the Applicant is proposing a new 158,783 square foot industrial warehouse building, located in the "I" Industrial zone and, in accordance with Section 17.36.020 of the City's Municipal Code ("Code"), a DP is required for this type of activity; and

WHEREAS, the Application also includes a request for minor deviations from the building lot coverage, building setback, parking and landscaping requirements. Section 17.36.060.W.3 of the Municipal Code requires lots or parcels consisting of sixty thousand square feet or more to have a maximum building square footage of 50 percent of the total lot or parcel area. Based on this formula, the maximum building square footage for a 288,697 square foot lot is 144,349 square feet. There is 14,435 more square feet than the maximum, but within the 10 percent deviation that can be acted upon administratively by the Planning Department. Section 17.36.060.L of the Municipal Code requires all buildings and structures to be set back a minimum of 30 feet from the curb line of all streets. The front setback on Proctor Avenue is 27 feet from the curb, which is under the maximum 30 feet, but is within the 10 percent deviation that can be acted upon administratively by the Planning Department. 17.36.060.K of the Municipal Code requires that buildings over 100,000 square feet provide 150 spaces plus one space per 1,000 square feet of floor area over 100,000 square feet. Based on this formula, the Property requires 209 parking spaces, and 188 parking spaces are proposed. There are 21 fewer spaces for the building than required by the Code, but within the 10 percent deviation that can be acted upon administratively by the Planning Department. Section 17.36.060.Q of the Municipal Code requires that a minimum of 12 percent of the site be devoted to landscaping. The applicant is proposing 10.86 percent, which is within the 10 percent deviation that can be acted upon administratively by the Planning Department.

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of industrial buildings is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City's requirements. In accordance with California Environmental Quality Act ("CEQA") the proposed project is exempt per Section 15302 of the CEQA Guidelines. This Class 2 exemption applies to replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. In this case the applicant is proposing to replacement the existing 128,227 square foot industrial warehouse building with a new 158,783 square foot industrial warehouse building of substantially the same size and footprint, purpose and capacity.

WHEREAS, on August 24, 2017, the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the Municipal Code of the City of Industry:

SECTION 3: Based upon independent staff analysis and in accordance with CEQA, this project is exempt per Section 15302(b). This Class 2 exemption applies to applies to the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same size, purpose and capacity as the structure replaced. In this case the existing 128,227 square foot industrial warehouse building will be replaced with a new 158,783 square foot industrial warehouse building. The new structure is substantially similar in size, the purpose is the same, as the new building will also be used as an industrial warehouse, and the capacity is substantially the same because the new building is almost the same in size. Based on these criteria and on staff's

analysis, the City Council adopts the Notice of Exemption and directs staff to file the same as required by law.

SECTION 4: Based upon substantial evidence presented to the City Council during the August 24, 2017 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, and the City's Code, the City Council finds as follows:

- A. Minor Exceptions for the lot coverage, setback, parking and landscaping deviation requirements are necessary for the preservation of a substantial property right because the exceptions would allow a well-designed, marketable, and efficient industrial building while preserving the character of the adjacent industrial uses by screening the loading areas and minimizing noise impacts to the nearby industrial uses.
- B. Such Minor Exceptions will not be materially detrimental to the public welfare, or to the property of other persons located in the vicinity thereof because the exceptions will assist with the preservation of the character of the adjacent industrial uses by screening the loading areas and minimizing noise impacts to those nearby uses.
- C. There are practical difficulties in the way of carrying out the strict letter of this title in that, if the lot coverage, setback, parking and landscaping requirements were imposed, the project could not accommodate a well designed and functional industrial warehouse use that meets the property owner's needs. The additional minor exceptions within the 10 percent deviations for lot coverage, setback, parking and landscaping area still observes the spirit of this title, by promoting the general health and welfare of the community, and ensuring that development is done in an orderly fashion with minimal impacts to surrounding uses, thereby, substantial justice is done.
- D. Based on the foregoing, the City Council hereby approves the Minor Exceptions to allow a 55 percent lot coverage for the property, a 27 foot front setback on Proctor Avenue for the building, a reduced parking requirement for the building that is within the 10 percent deviation requirement, and a minor exception to allow less than the required 12 percent landscaping required but within the 10 percent deviation allowed administratively, subject to the Conditions of Approval, attached hereto as Attachment 1, and incorporated herein by reference.

SECTION 5: Based upon substantial evidence presented to the City Council during the August 24, 2017 public meeting, including public testimony and written and oral staff reports, this City Council finds as follows:

(a) The site is suitable for development in accordance with the development plan because the project is in conformance with the City of Industry General Plan, zoning code, and all applicable development standards outlined within Section 17.36.060 of the Municipal Code. This includes: setbacks, building height, parking and landscaping standards. Furthermore, the project is within a geographic area that is fully developed and is currently served by all public services and facilities such as sewer, water and gas; and

(b) The total development is arranged to avoid traffic congestion, ensure the public health safety and general welfare or prevent adverse effects upon neighboring properties because it has been designed to minimize any potential impacts by complying with the current City's Code. The applicant, business owner and property owner are also responsible for complying with the current Building and Fire Codes. The project complies with the citywide driveway and drive aisle requirements to reduce traffic and congestion. Additionally, the Property is in proximity of a major bus stop located within walking distance (less than half a mile) of the site, which assists in the alleviation of traffic congestion. Furthermore, conditions of approval have been incorporated to minimize potential adverse impacts from occurring on the premises; and

(c) The proposed building will be in general accord with all elements of the City's Zoning Ordinance because the Project complies with all development standards in regards to building setbacks, building height, parking, access, screening and design; and

(d) The development is consistent with the provisions of the general plan or any applicable redevelopment plan because it is located in an area designated as Employment in the General Plan, which allows for industrial uses when zoned appropriately. In this case, the Property is zoned industrial, and industrial/warehouse buildings are permitted, and conform to the Employment land use designation. Policy LU1-1 of the General Plan states that the City should accommodate business and employment uses as the primary land use. The Project allows a new industrial/warehouse building in keeping with surrounding uses and in accordance with the direction of the General Plan, and is therefore consistent with the General Plan. The Property is not located within an adopted redevelopment plan; and

SECTION 6: Based upon the foregoing findings, the City Council hereby approves DP No. 17-08, subject to the conditions contained in Attachment 1, attached hereto and incorporated herein by reference.

SECTION 7. The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining

provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 8: The City Clerk shall certify to the adoption of this Resolution and the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on August 24, 2017 by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane M. Schlichting, Chief Deputy City Clerk



CITY OF INDUSTRY

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

Attachment 1

Standard Requirements and Conditions of Approval

Application: Development Plan 17-8
Applicant: 333 Turnbull LLC, DBA Snak King Corporation
Location: 333 Turnbull Canyon Road (APN 8208-014-900)

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 landscape irrigation system shall be designed to accept recycled water from future recycled water lines, which are currently being planned to be located in the area. The irrigation plan, which is submitted to the City for approval per Chapter 13.18 of the Municipal Code, shall be designed and clearly noted to allow the transition from potable water to recycled water when and if recycled water lines are eventually installed in the immediate vicinity.
2. Electronic gates shall be equipped with a Knox electric switch and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments. The location of Knox boxes shall be shown on the building plans and approved by both the Fire Department and Sheriff Department.
3. Roof-top address numbers that would only be visible from the air shall be installed to assist air borne patrols. The numbering should be a minimum of 3 feet and of a color that contrasts with the roof.
4. A note shall be added to the building plans stating that the construction contractor shall only use interior and exterior paints with a VOC content of 90 grams per liter (g/L) or less for the building structures to reduce VOC emissions. Prior to issuance of building permits, the construction contractor shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies use of coatings with a VOC content of 90 g/L or less.
5. The Applicant shall comply with all surface drainage and driveway requirements set forth in Chapter 16.10 of the City's Code.
6. If buried tribal cultural resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with a representative of the Gabrieleño Band of Mission Indians – Kizh Nation and

other tribes who have proven traditional and cultural affiliation with the project site pursuant to PRC Section 21080.3.1, the City of Industry, and other appropriate agencies.

7. The applicant shall install at least one exterior bike rack and one interior bike rack that will accommodate at least seven bikes.
8. The applicant shall install new sidewalk along Turnbull Canyon Road and a new curb radius and American with Disabilities Act access ramp at the southwest corner of Proctor Avenue and Turnbull Canyon Road per the specifications approved by the City of Industry Engineering Official or designee.

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. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Department prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.
3. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.
4. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.
5. Depending upon the nature of the proposed use, the Applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City of Industry Engineering Official or Designee.
6. The Applicant shall provide off-street parking as shown on the approved development plan.
7. The Applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City of Industry Engineering Official or designee prior to the final approval of the development and hook-up of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must join together at the connection point.
8. The Applicant shall provide drainage and grading plans to be approved by the City of Industry Engineering Official or Designee prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.
9. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant shall provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National

Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer Official or Designee for review and approval.

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. Development shall take place in substantial conformance with the approved development plans.
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).
14. Hours of Construction are limited to 7:00 am to 7:00 pm Monday through Saturday with no construction on Sundays.
15. In conformance with Chapter 13.16 of the Municipal Code, the Applicant shall provide: 1) a Low Impact Development (LID) plan; and 2) an operations, maintenance, and monitoring plan to the City of Industry Engineering Official or Designee for review and approval. Upon approval, the Applicant shall construct storm drains and water quality devices according to the approved plans and the satisfaction of the City of Industry Engineering Official or Designee. Prior to building final and/or issuance of the certificate of occupancy, the Applicant shall provide the City of Industry Engineering Official or Designee with a signed and recorded covenant and agreement stating that the property and all structural or treatment control Best Management Practices (BMP's) will be maintained in compliance with the municipal NPDES permit (also sometimes called the MS4 Permit) and other applicable regulatory requirements.
16. In conformance with Chapter 13.16 of the Municipal Code, all future owners or successors of a property subject to a requirement for maintenance of structural and treatment control BMP's must either: 1) assume responsibility for maintenance of an existing structural or treatment control BMP's at least once a year and retain proof of maintenance/inspection for review by the City of Industry Engineering Official or Designee upon request; or 2) replace an existing structural or treatment control BMP with new control measures or BMP's meeting the then current standards of the City and the municipal NPDES permit. Prior to building final and/or issuance of the certificate of occupancy, this requirement will be included in a recorded restrictive covenant on Property and included in any sales or lease agreement or deed of the Property.
17. The Applicant and Property Owner shall comply with the deed restrictions set forth in the Covenant and Environmental Restriction on Property, recorded as Instrument No. 2010-

1768606 ("Deed Restriction") attached hereto and incorporated herein by reference. These conditions include but are not limited to:

- a. Development and use of the Burdened Property shall be restricted to industrial, commercial, and/or office space;
- b. No residence for human habitation shall be permitted on the Burdened Property;
- c. No hospitals shall be permitted on the Burdened Property;
- d. No public or private schools for persons under 21 years of age shall be permitted on the Burdened Property;
- e. No care or community centers for children or senior citizens, or other uses that would involve the regular congregation of children or senior citizens, shall be authorized on the Burdened Property;
- f. No Owner or Occupant shall conduct or permit any excavation work within the area of residual contamination shown on Exhibit B of the Deed Restriction on the Burdened Property, unless expressly permitted in writing by the Board. Any contaminated soils brought to the surface by grading, excavation, trenching, or backfilling shall be managed by the Owner, Owner's agent, Occupant or Occupant's agent in accordance with all applicable provisions of local, state, and federal law;
- g. Any excavation conducted within the area of residual contamination shown on Exhibit B on the Burdened Property shall be performed pursuant to an appropriate and fully implemented health and Safety Plan approved by the Board
- h. All uses and development within the area of residual contamination shown on Exhibit B of the Burdened Property shall be consistent with any applicable Board Order or Risk Management Plan, each of which is hereby incorporated herein by reference, and including future amendments thereto. All uses and development shall preserve the integrity of any cap, any remedial measures taken or remedial equipment installed, and any groundwater monitoring system installed on the Burdened Property pursuant to the requirements of the Board, unless otherwise expressly permitted in writing by the Board.
- i. No Owner or Occupant shall drill, bore, otherwise construct, or use a well for the purpose of extracting water for any use, including but not limited to , domestic, potable, or industrial uses, unless expressly permitted in writing by the Board; nor shall the Owner or Occupant permit or engage any third party to do such acts;
- j. The Owner and Occupant shall notify the Board of each of the following: (1) the type, cause, location, and date of any disturbance to any cap, any remedial measures taken or remedial equipment installed, and of the groundwater monitoring system installed on the Burdened Property pursuant to the requirements of the Board, which could affect the ability of such cap or remedial measures, remedial equipment, or monitoring system to perform their respective functions and (2) the type and date of repair of such disturbance. Notifications to the Board shall be made by registered mail within ten (10) working days of both the date of discovery of such disturbance and the date of completion of repairs;
- k. The Covenanter agrees that the Board, and any persons acting pursuant to Board orders, shall have reasonable access to the Burdened Property for the purposes of inspection, surveillance, maintenance, or monitoring as provided in Division 7 of the Water Code; and
- l. No Owner or Occupant shall act in any manner that threatens or is likely to aggravate or contribute to the existing contaminated conditions of the Burdened Property. All use and development within the area of residual contamination shown on Exhibit B of the Burdened Property shall preserve the integrity of any capped areas.

In the event of any conflict between these Conditions and the Deed Restriction, the terms of the Deed Restriction shall prevail.

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 Department may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The Applicant, and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.
2. The Applicant and Property Owner shall submit to the City written consent to all of the conditions referenced herein within 10 days of approval. The Applicant understands that Resolution No. CC- 2017-29 will be of no force or effect unless such written consent is submitted to the City.

CITY COUNCIL

ITEM NO. 6.6



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: Paul J. Philips, City Manager *Paul J. Philips*
Staff: Troy Helling, Planning and Safety Manager *Troy Helling*
Date: August 24, 2017
Subject: **Development Plan 17-1 – 125 Orange Avenue**

Overview

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction. Development Plan Application 17-1 is proposed by Rockland Holding LLC, DBA Fox Luggage to develop a new 80,312 square foot industrial warehouse building at 125 Orange Avenue.

Location and Surroundings

As shown on the location map (Exhibit A), the project site is located at 125 Orange Avenue. The site is approximately 3.69 acres in size and is comprised of Los Angeles County Tax Assessor Parcel Number (APN) 8202-033-010 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.

Project Description

As shown in the site plan (Exhibit B), the proposed building is 80,312 square feet, on a 3.69 acre lot (160,624 square feet). The building will include office area that will not exceed the maximum 33% of the total square footage of the building. The loading area for the building will be located on the west side of the building and will be screened from Nelson Avenue by the building to the north, and by an eight foot tall concrete screen wall. There will be nine, dock-high loading bays, and two grade-level loading doors in the loading area and one on the south side of the building. The building will be accessed from Orange Avenue by a 35 foot wide driveway and from Nelson Avenue by a 38 foot driveway. The project requires 124 parking spaces and 125 spaces are provided as follows:

- 96 standard spaces (9'x19');
- 24 compact spaces (8'x16'); and
- 5 ADA accessible spaces
- In addition, there will be one bike rack for 2 bikes on the south side of the building and one interior bike rack for 6 bikes near the employee entrance.

There will be a total of 19,439 square feet of landscaping (12.2 percent). A trash enclosure containing a trash bin and a recycling bin is provided near the northwest corner of the new building.

As shown on the elevations for the building (Exhibit C), the building is proposed to be approximately 63 feet tall and the elevations include variations in wall texture and will incorporate windows and a different painted entry to differentiate office area from the warehouse area.

Staff Analysis

Development Plan Application

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

- Meets development standards. Chapter 17.36 includes standards regarding building height, lot coverage, and trash/recycling enclosures to which the proposed project complies.
- Meets screening and loading requirements. Section 17.36.060.R requires that loading areas not located at the rear of the building be screened by a minimum eight foot tall wall, landscaping, or the building itself. The loading bays are located on the west side of the building, and is placed behind an eight foot tall screen wall, the adjacent building and a steel gate.
- Meets building setback standards. Section 17.36.060.L of the Municipal Code requires that all buildings and structures be set back a minimum of 30 feet from the curb. As proposed, the building is set back 30 feet from the curb on Orange Avenue and 175 feet from Nelson Avenue.
- Meets design guidelines. Sections 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The architectural treatment of the building is varied and professional in appearance, with the office area facing Orange Avenue. The bulk of the landscaping is located in the front on Orange Avenue, which will provide a green separation between the street and the facility.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one space per 750 square feet of floor area over 25,000 square feet. Based on this formula, 124 parking spaces are required and 125 parking spaces are provided. In addition, Section 17.36.060K of the Municipal Code limits the amount of compact parking to 20 percent of the total parking. There are 24 compact spaces provided (20 percent) proposed in compliance with the development standards.
- Meets access requirements. Sections 17.36.060.K and N of the Municipal Code require a minimum driveway and drive-aisle width of 26 feet. One driveway of 38 feet in width will provide access from Nelson Avenue and one driveway of 35 feet will provide access on Orange Avenue. Drive-aisle widths of 28 feet are proposed to provide internal circulation.
- Exceeds bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the development accommodate four bicycles for the first 50,000 square feet and one bicycle per each additional 50,000 square feet. Based on this formula, five bicycle parking spaces are required and eight are provided.
- Complies with drainage and water quality requirements. The applicant has submitted a

preliminary Low Impact Development (“LID”) Plan to the City Engineer per Chapter 13.16 of the Municipal Code and the project can meet drainage and water quality requirements. The LID improvements will be implemented prior to issuance of the grading plan and/or final approval of the building.

Staff recommends that the City Council approve Development Plan 17-1 based on the following findings:

- The project site is suitable for development in accordance with the proposed project because the site was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/Mitigated Negative Declaration, and is designated as Employment in the General Plan, and zoned Industrial, which are consistent with the proposed industrial development.
- The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Initial Study/Mitigated Negative Declaration, the proposed project would add approximately 421 vehicle trips, which equates to approximately 40 AM peak hour trips and 43 PM peak hour trips, which would not significantly impact road capacity. In addition, the proposed project provides the necessary setback of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan’s policies related to noise, safety, property maintenance, and maintaining a professional appearance.
- The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design.
- The development is consistent with the provisions of the General Plan because the Property is designated as Employment, which allows the development of buildings for industrial uses.

Environmental Analysis

An Initial Study has been prepared in accordance with the California Environmental Quality Act (“CEQA”) to determine if the proposed use could have a significant impact on the environment. The proposed project has the potential for significant effects in environmental topics that include Air Quality, Hazards Cultural Resources and Hazardous Materials, but each of those potential impacts is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration. The mitigation measures are contained in a Mitigated Negative Declaration, 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 (Exhibit D, Attachment 1).

The Notice of Intent to Adopt a Mitigated Negative Declaration (Exhibit D, Attachment 2) was posted on the site, fire stations, City Hall and Council Chambers, and published in the San Gabriel Valley Tribune on July 7, 2017.

Fiscal Impact

The projects fiscal impact will include increased property tax revenue to the City.

Recommendation

Because the Development Plan proposes a project that complies with the development standards of the Municipal Code, does not pose a significant impact on the environment, and satisfies the above-mentioned findings, Staff recommends that the City Council:

- 1) Adopt Resolution No. CC 2017-30 (Exhibit D) approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
- 2) Adopt Resolution No. CC 2017-31 (Exhibit E) approving Development Plan No. 17-1 with the Standard Requirements and Conditions of Approval contained in the Resolution.

Exhibits

- Exhibit A: Location Map
- Exhibit B: Site Plan
- Exhibit C: Elevations
- Exhibit D: Resolution No. CC 2017-30 including the Notice of Intent to Adopt a Mitigated Negative Declaration for Development Plan 17-1; Initial Study/Mitigated Negative Declaration for Fox Luggage Warehouse Project, June 2017; and Mitigation Monitoring and Reporting Program
- Exhibit E: Resolution No. CC 2017-31 approving Development Plan No. 17-1 with the Standard Requirements and Conditions of Approval contained in the Resolution

Exhibit A

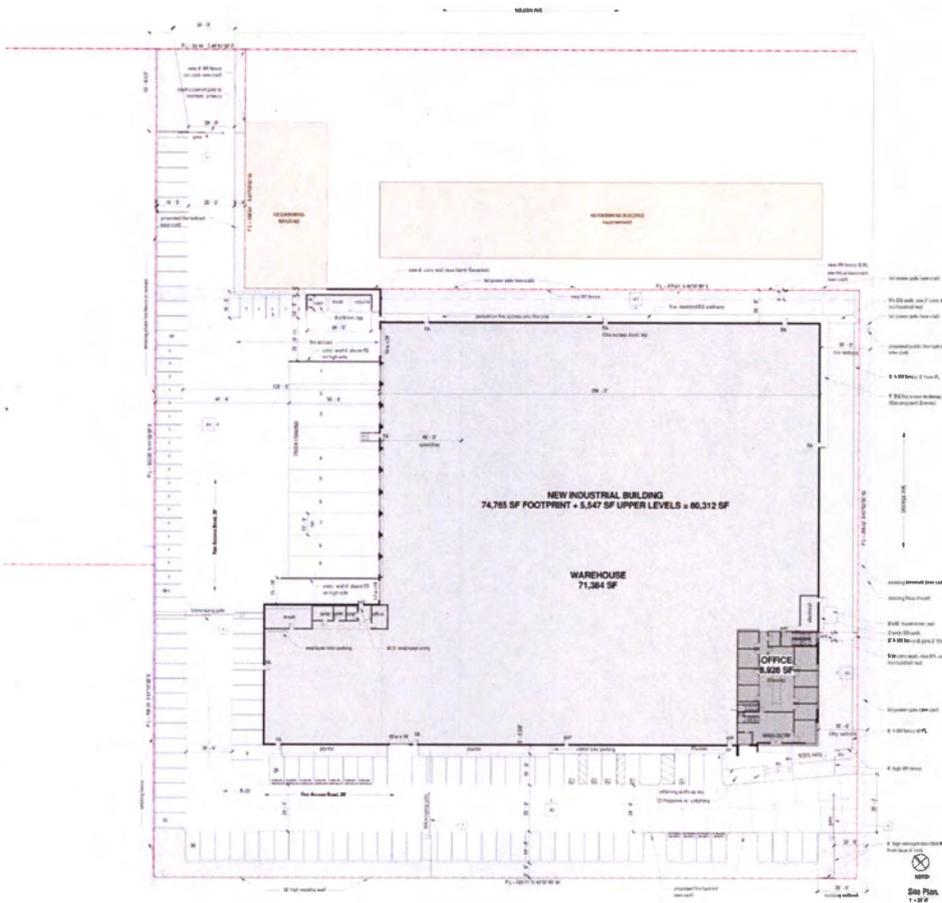
Location Map

125 Orange Avenue

DP 17-1



Exhibit B Site Plan DP 17-1



PROJECT INFORMATION
 PROJECT ADDRESS: 25 North Street, San Francisco, CA
 PROJECT DESCRIPTION: A new 74,765 sq ft industrial building consisting of a warehouse and an attached office building.
 PROJECT INFORMATION: The building will be constructed with a steel frame and a concrete floor slab. The building will be constructed with a steel frame and a concrete floor slab.

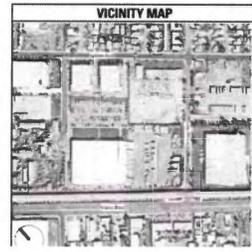
PERMITS AND REGULATIONS
 ZONING: M-1
 HEIGHT: 35 FT
 SETBACKS: 10 FT FRONT, 10 FT SIDE, 10 FT REAR
 LOT AREA: 10,000 SF
 COVERAGE: 74.765%
 FLOOR AREA: 74,765 SF
 OFFICE AREA: 2,528 SF
 WAREHOUSE AREA: 72,237 SF
 TOTAL AREA: 74,765 SF



OWNER
 Rockland-Fox Luggage
 1401 East Mission Ave.,
 Commerce, CA

Fox Luggage II
 125A George Ave.,
 Inverness, CA

Site Plan



Scale
 1" = 100'
 1" = 200'
 1" = 400'

AN

Exhibit D
Resolution No. CC 2017-30
Mitigated Negative Declaration

RESOLUTION NO. PC 2017-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR DEVELOPMENT PLAN NO. 17-1 TO ALLOW THE CONSTRUCTION OF AN INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, WITHIN THE "I"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, on December 19, 2016, Rockland Holding LLC, DBA Fox Luggage, ("Applicant") filed a complete application requesting the approval of Development Plan ("DP") No. 17-1 described herein ("Application"); and

WHEREAS, the Application applies to a 3.69 acre property at 125 Orange Avenue, City of Industry, California, Assessor's Parcel Numbers 8202-033-010, ("Property"); and

WHEREAS, the Applicant desires to construct an industrial warehouse building within the "I"- Industrial Zone (the "Project"). The building will be on 3.69 acres (160,624 square feet). In accordance with Section 17.36.020 of the City's Municipal Code ("Code"), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of industrial buildings is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, in accordance with CEQA, 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, an initial study was performed, the result of which was preparation and circulation of a mitigated negative declaration ("IS/MND") analyzing the proposed Project and concluding that approval of the Project could not have a significant effect on the environment because the impacts of the Project could all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on July 7, 2017, through,

and including, July 27, 2017. Copies of the Initial Study/Mitigated Negative Declaration were made available to the public at the Planning Department on July 7, 2017, and the Initial Study/Mitigated Negative Declaration was distributed to interested parties and agencies. On July 7, 2017, a Notice of Intent to Adopt a Mitigated Negative Declaration (Attachment 1), 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 significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The mitigation measures address Air Quality, Hazards Cultural Resources and Hazardous Materials, but each of those potential impacts is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration; and

WHEREAS, on August 24, 2017, the City Council of the City of Industry conducted a duly noticed public meeting to consider the Initial Study/Mitigated Negative Declaration and MMRP, and considered all testimony written and oral; and

WHEREAS, the City Council has reviewed and carefully considered the information in the Initial Study/Mitigated Negative Declaration and the MMRP, including all comment letters submitted, and makes the findings contained in this Resolution, and adopts the Initial Study/Mitigated Negative Declaration and the MMRP, as an objective and accurate document that reflects the independent judgment and analysis of the City in the discussion of the Project's environmental impacts; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

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

SECTION 1: That based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §§ 21000, *et seq.* ("CEQA") and the CEQA Guidelines, 14 California Code of Regulations § 15000, *et seq.*; the Environmental Impact Report Guidelines of the City of Industry; the Initial Study/Mitigated Negative Declaration and MMRP, prepared for the Project, including all written comments received; all reports, minutes, and public testimony submitted as part of the City

Council's duly noticed public meeting of August 24, 2017; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council of the City of Industry hereby finds as follows:

- a. The foregoing recitals are true and correct and made a part of this Resolution.
- b. The IS/MND for the Project including any comment letters received, are attached hereto as Attachment 2 and are incorporated by reference as part of this Resolution, as if each were set forth fully herein.
- c. The documents and other material constituting the record for these proceedings are located at the Office of the City Clerk, City of Industry, 15625 E. Stafford, Suite 100, City of Industry, CA 91744.
- d. The proposed Project is consistent with the City's General Plan because the land use, development standards, densities and intensities, buildings and structures proposed are compatible with the goals, policies, and land use designations established in the General Plan (see Gov't Code, § 65860), and none of the land uses, development standards, densities and intensities, buildings and structures will operate to conflict with or impede achievement of the any of the goals, policies, or land use designations established in the General Plan.
- e. In accordance with CEQA, the City Council has considered the Initial Study and Mitigated Negative Declaration and MMRP for the Project, including all comments received on the Initial Study and Mitigated Negative Declaration, and based on the entirety of the record, as described above, the City Council, exercising its independent judgment and analysis, makes the following findings regarding the environmental analysis of the Project:
 - i. Design features of the Project, as well as the mitigation measure proposed in the Initial Study and Mitigated Negative Declaration and included in the MMRP, will operate to ensure the impacts of the proposed Project will not exceed established CEQA thresholds of significance. Therefore, and as further documented in the Initial Study and Mitigated Negative Declaration for the Project, additional mitigation measures beyond those established in the MMRP are not required for the Project.

- ii. For the reasons stated in this Resolution, the City Council finds that there is no substantial evidence in the record supporting a fair argument that approval of the Project will result in a significant environmental effect.

- f. That the City Council of the City of Industry hereby makes the findings contained this Resolution, and adopts the Initial Study/Mitigated Negative Declaration for the Project, including the MMRP.

SECTION 2: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 3: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on August 24, 2017, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane M. Schlichting, Chief Deputy City Clerk

Attachment 1

August 2017 | Final Draft Initial Study/Mitigated Negative Declaration

Fox Luggage Warehouse Project

for City of Industry

Prepared for:

City of Industry

Contact: Troy Helling, Senior Planner
15625 East Stafford, Suite 100
City of Industry, California 91774-0366
626.333.2211

Prepared by:

PlaceWorks

Contact: Julian Capata, Senior Associate, Environmental Services
700 S. Flower Street, Suite 600
Los Angeles, CA 90017
213.623.1443
info@placeworks.com
www.placeworks.com

IND-07.154



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- Appendix C. Geotechnical Report
- Appendix D. Phase I
- Appendix E. Noise Data
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1. Introduction

The project applicant, Rockland Holding LLC, is seeking approval of the City of Industry for a Development Plan consisting of development of an 80,312-square-foot industrial building on a 3.69-acre vacant site at 125 North 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 adjacent to 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 miles south of the site. Refer to **Figure 1 (Regional Location)**.

The project site fronts both North Orange Avenue on the east with a driveway to Nelson Avenue on the north, Assessor's Parcel Number 8202-033-010. The site is fenced with current access via locked gates on North Orange Avenue (see **Figure 2, Local Vicinity**).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Site Condition

The site is vacant and was previously graded and developed as a parking lot for a Vlastic Pickles food production and manufacturing facility. The parking lot was demolished in 2006 and the site has been vacant since. Most of the site is bare land with soil mounds present on the northern portion of the site. Vegetation onsite includes ruderal grasses with several trees along the north site boundary. 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.

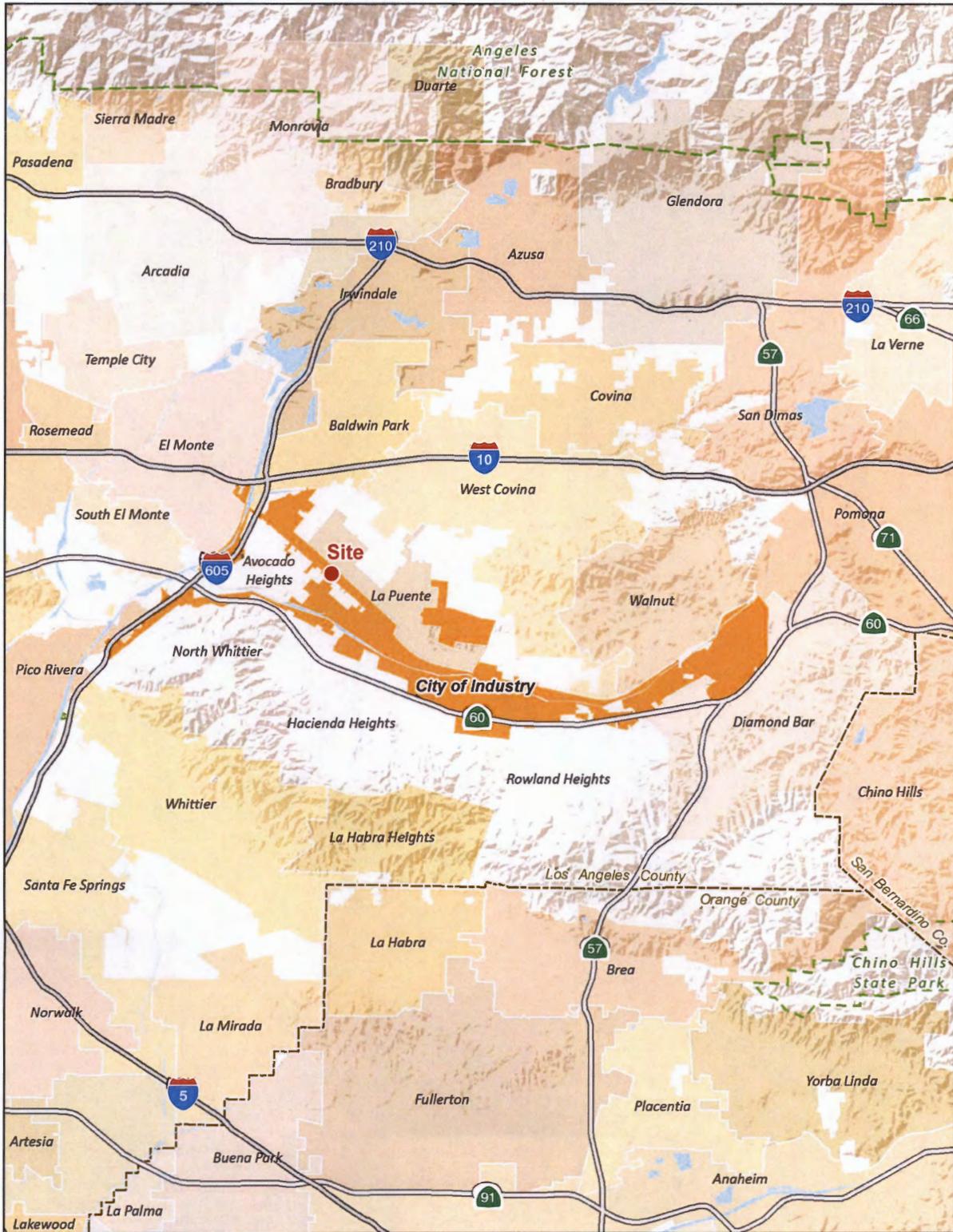
1.2.2 Surrounding Land Use

The site is in an area zoned as Industrial and designated for Employment by the City of Industry general plan, and is surrounded by existing industrial and commercial buildings. The site is adjacent to two one-story masonry block commercial buildings located to the northeast 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. To the north, across Nelson Avenue are single-family residential uses (in the city of Puente Hills). To the northwest the site is adjacent to a two-story concrete tilt-up shoe distribution warehouse; and to

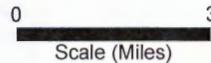
1. Introduction

the west and south by surface parking lots for a food service distributor. Across North Orange Avenue to the east 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 North Orange Avenue. Landscaping is focused along the roadways and parking lot edges. **Figure 3 (Aerial Photograph)**, shows the project site and the surrounding land uses.

Figure 1 - Regional Location



Note: Unincorporated county areas shown in white.

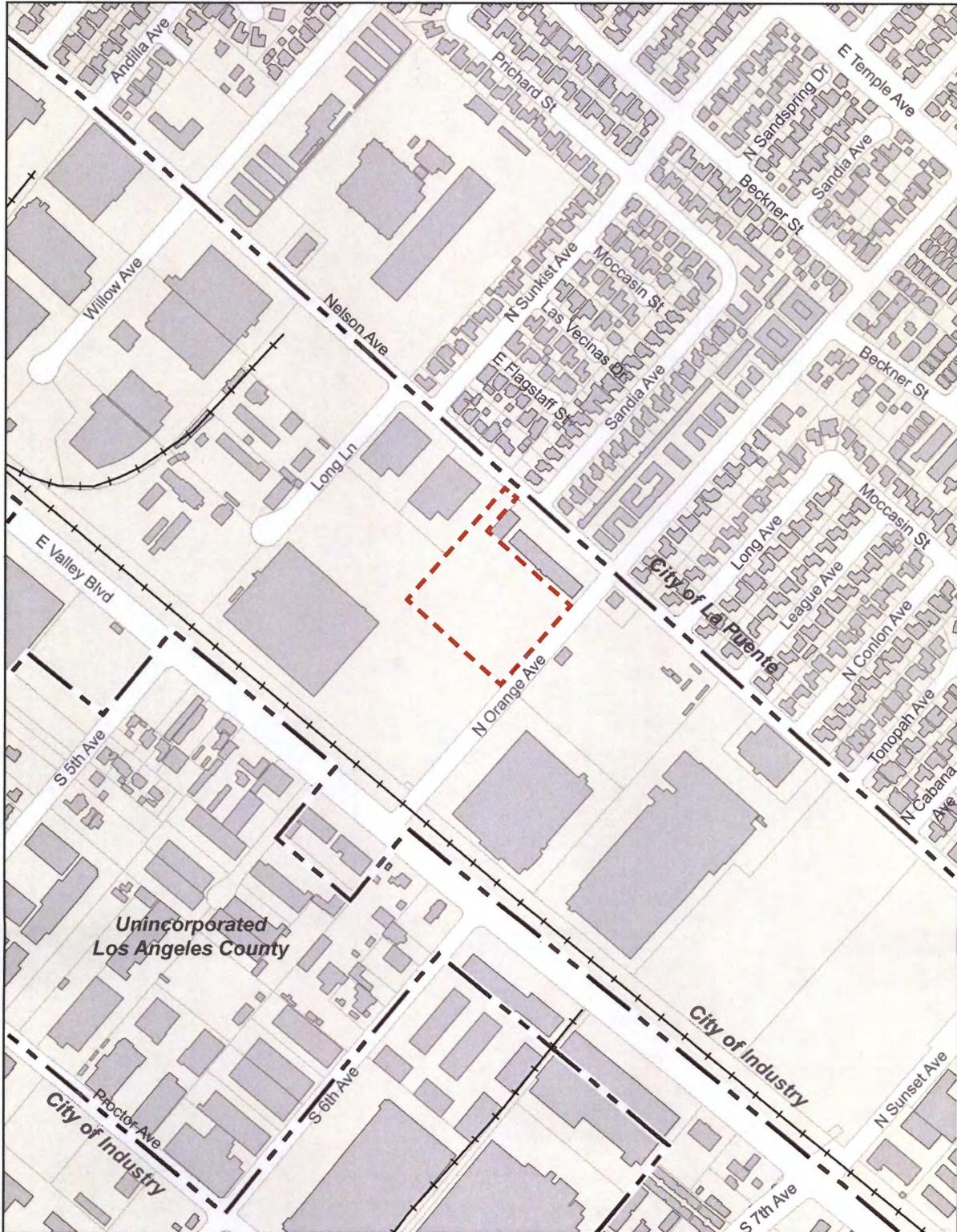


Source: ESRI, 2014.

August 2017

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Figure 2 - Local Vicinity



--- Project Site - - - City Boundary

0 500
Scale (Feet)



Source: ESRI, 2014.

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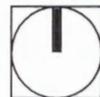
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Figure 3 - Aerial Photograph



--- Project Site - - - - - City Boundary

0 200
Scale (Feet)



Source: Google Earth Pro 2014

August 2017

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1. Introduction

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

Building

The proposed project would result in the construction and operation of an 80,312 square-foot tilt-up industrial warehouse building, including 71,384 square feet of warehouse space, and 8,928 square feet of office and showroom space over four levels. The office space would be located along the southeastern corner of the proposed building, with the ground level office space totaling 3,381 square feet; the second level would comprise of wholesale showroom space totaling 2,565 square feet, and 2,777 square feet of office space on the third floor. The fourth level is a roof deck with a partially covered terrace. The new warehouse building would have a finished height of 63 feet, with mechanical screening reaching a height of 69 feet (see **Figure 4, Building Elevations**).

Access, Circulation, and Parking

Site access would be via a main entrance from North Orange Avenue with a secondary access driveway from Nelson Avenue. The driveway from Nelson Avenue would be for emergency vehicle access only, and would not be utilized for warehouse operations. Internal circulation would be provided by an L-shaped driveway that passes around the south and west sides of the building. Nine truck bays plus two ground-level loading doors would be on the west side of the building. One hundred twenty-five automobile parking spaces would be located along 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. (see **Figure 5, Site Plan**)

Landscaping

The project would install 19,439 square feet of landscaping and vegetated swales that will serve to retain stormwater runoff along the north, east, and south sides of the building, along both sides of the driveways exiting to North Orange Avenue and Nelson Avenue, and along the southern edge of the property adjacent to the parking lot. (see **Figure 6, Landscape Plan**)

1.3.2 Project Phasing

The project would be completed in one phase. Construction activities would start as early as summer 2017 and would take approximately 10 months to complete. Construction activities would consist of excavation and grading, building construction, architectural coating and site paving.

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. Introduction

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS

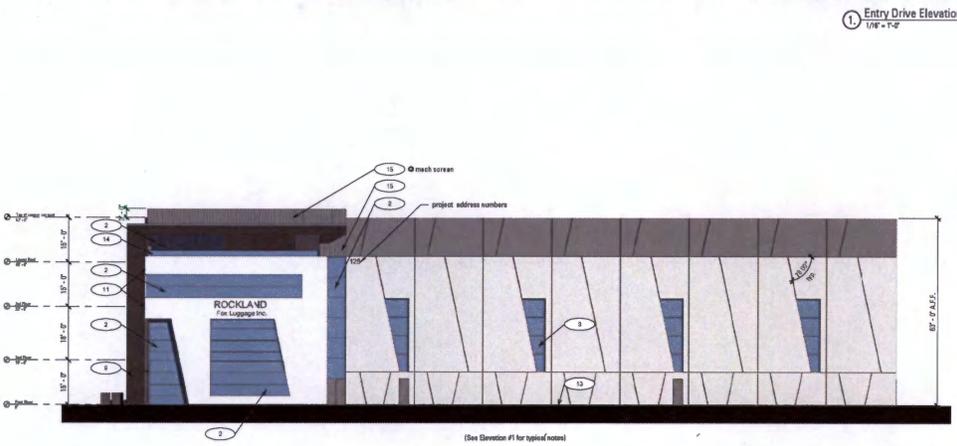
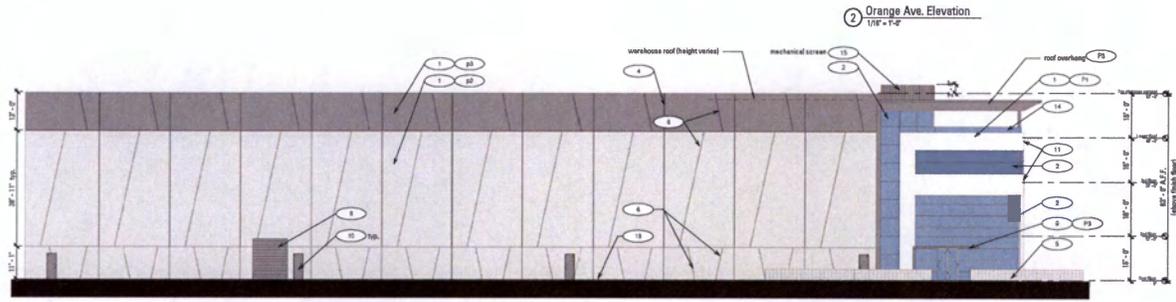
As further detailed in the Initial Study checklist below, construction and operation would have either “No Impact,” or a “Less than Significant Impact,” with regards to Aesthetics, Agricultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems.

Impacts that were reduced to “Less than Significant with the Incorporation of Mitigation” include Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Tribal Cultural Resources.

1.6 CITY ACTION REQUESTED

Pursuant to the provisions of Section 17.36.020 of the City of Industry’s Municipal Code, approval of a development plan is required for all new construction. The project applicant is seeking approval of a development plan.

Figure 4 - Building Elevations



- Legend**
- 10'-up concrete panel (painted)
 - Cladding - Main level, 1" dual-glazing with clear annealed aluminum storefront system, performance coating on # 7 face as req., both glazed at corner condition base of building where glazing is over structural (PPG Uniracal (2) Panels)
 - Spandrel Cladding - 1/2" Main storefront glazing, with clear annealed aluminum storefront system, both glazed at corner condition (PPG - Paneltek)
 - 10'-up concrete panel joints horizontal with chamfered panel edges, top
 - Concrete block Bulk 18 burnished stacked bond w/ raised joints (Sagelec - Glaciar White, 7'-6" high, top)
 - architectural reveals
 - loading dock roll-up door 12' x 10' (painted metal, F3)
 - ground level roll-up door 12' x 14' (painted metal, F3)
 - concrete entry canopy & tapered support (painted metal, F3)
 - fire access roll door top (painted metal, F3)
 - metal panel joint (special condition only where noted)
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- Note - exterior downspouts are not yet located

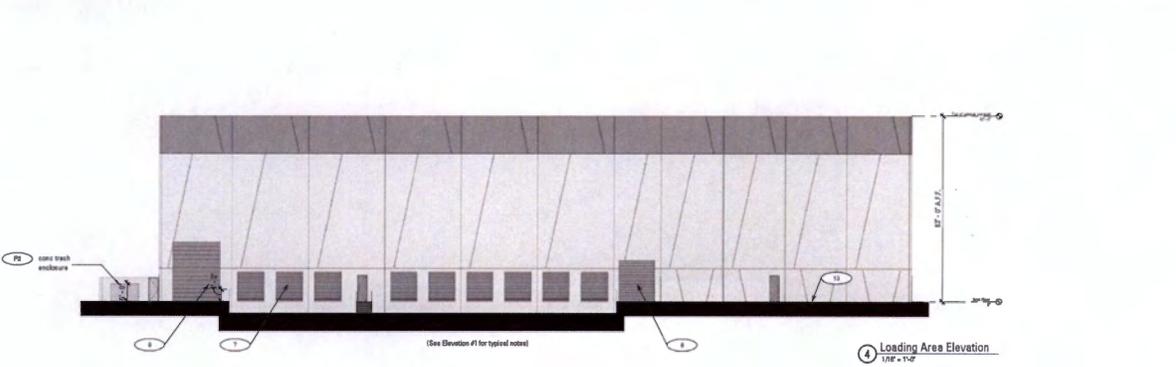
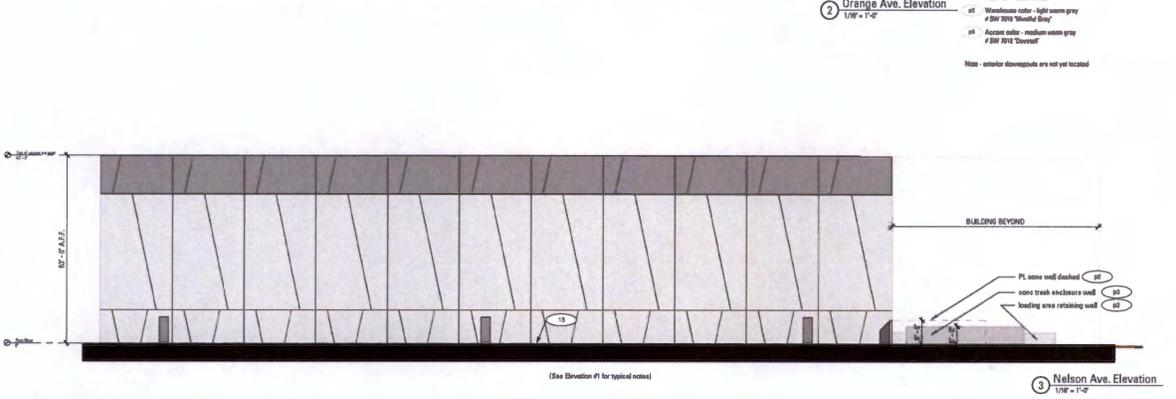
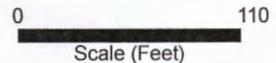
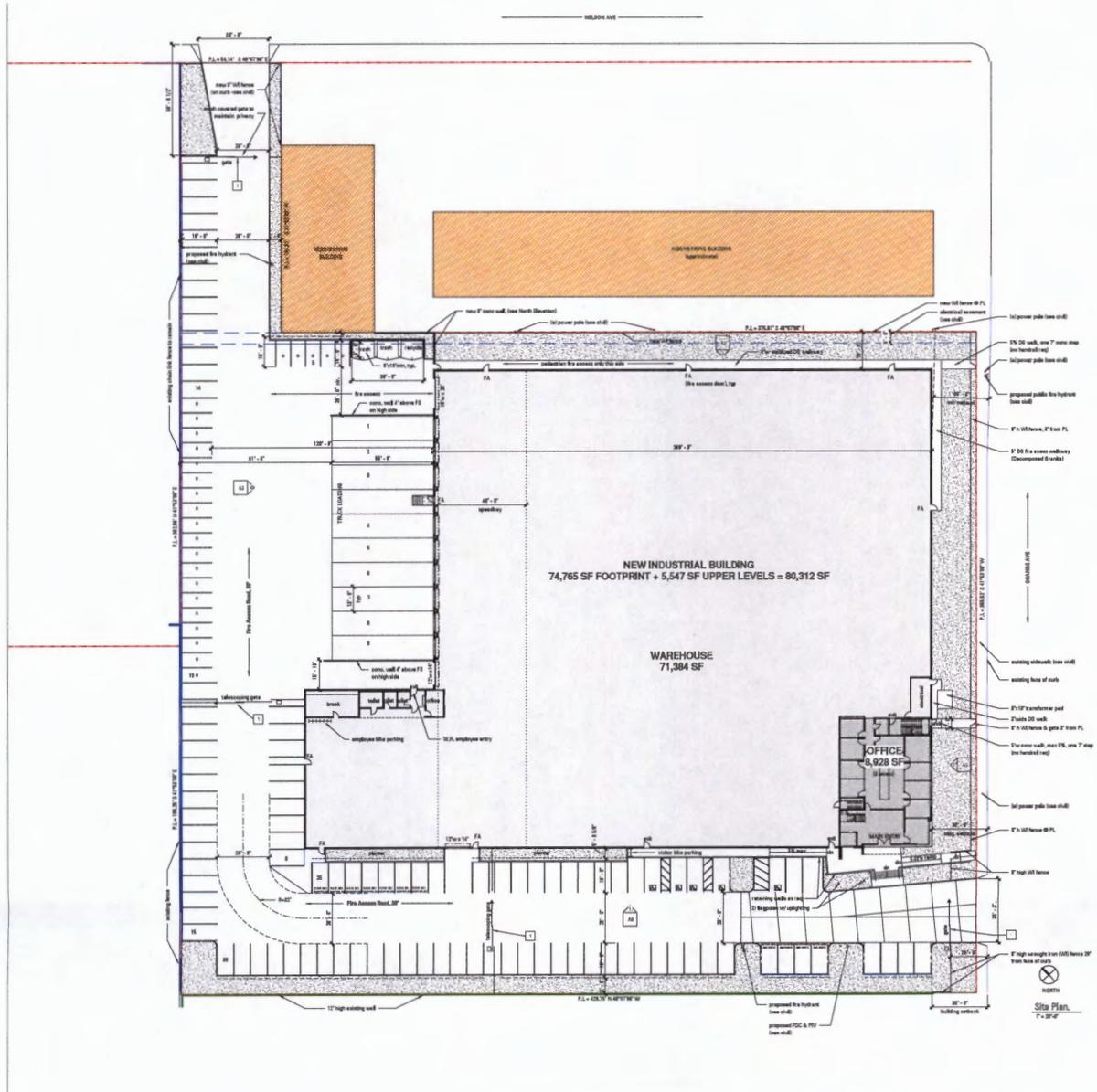


Figure 5 - Site Plan



2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Rockland-Fox Luggage Warehouse Development

2. **Lead Agency Name and Address:**
City of Industry
15625 East Stafford, Suite 100
City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**
Troy Helling, Senior Planner
626.333.2211

4. **Project Location:** 125 North Orange Avenue in the west part of the City of Industry south of the intersection of North Orange Avenue with Nelson Avenue.

5. **Project Sponsor's Name and Address:**
John Killen
3010 Old Ranch Parkway
Suite 480
Seal Beach, CA 90740

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial (I)

8. **Description of Project** The proposed project is the construction and operation of a four-story, 80,312 square-foot concrete tilt up industrial warehouse, office and showroom space on a 3.69-acre vacant site. Construction of the building will take approximately ten months and is a single phase. The main entrance to the site is from North Orange Avenue and a secondary driveway connects to Nelson Avenue. Vegetated swales and landscaping would be installed along the perimeter of the site to allow stormwater to percolate through to the ground, preventing runoff.

9. **Surrounding Land Uses and Setting:**
The site is currently vacant, bare land; vegetation onsite includes tumbleweeds, grasses, and 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 opposite Nelson Avenue; to the west by a shoe distribution warehouse; and to the west and south by a food service distributor. The proposed warehouse use is permitted under both the Employment General Plan land use designation and the Industrial zoning designation. As a proposed warehouse and office space, the project does not conflict with land use regulations

2. Environmental Checklist

10. Other Public Agencies Whose Approval Is Required (e.g. permits, financing approval, or participation agreement):

Los Angeles County Fire Department
Los Angeles County Building Department
Los Angeles County Health Services Department
Los Angeles County Public Works Department
South Coast Air Quality Management District
State Water Resource Control Board

11. Tribal Consultation? Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation are on the City of Industry's notification list pursuant to AB 52. The City prepared notification letters and distributed them to the identified tribal representatives on April 28th, 2017. No reply from either the Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation was received as of the publication date of this MND.

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.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |
-

2. Environmental Checklist

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.
 - 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.

2. Environmental Checklist

- 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.

3. 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

Date

Printed Name

For

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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		
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:			X	
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	

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				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	
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

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				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
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

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				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. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

3. Lead Agency Determination

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
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	

3. Lead Agency Determination

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4. 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.

4.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The Puente Hills, located 1.5 miles to the south, and the San Gabriel Mountains, located 10 miles to the north, are visible from much 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. Scenic views of the Puente Hills to the south are limited and partially obstructed from residences along the north side of Nelson Avenue by the two existing commercial buildings along the south side of Nelson Avenue (see Figure 5, site plan). The buildings surrounding the project site are concrete tilt-up and masonry brick buildings. Additionally, the site is surrounded by parking lots and distribution centers. Although the proposed project will be approximately 50 feet taller than the existing commercial buildings, the views of the Puente Hills are not in the foreground and are already impaired by existing development. Therefore, implementation of the proposed project would not block scenic views of the Puente Hills. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No 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 approximately 16 miles to the southeast. As there are no resources near, or affected by the proposed project, no impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The site surroundings consist of industrial/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 does not contribute to the visual quality of the site and its surroundings. Concrete tilt-up commercial buildings of similar stature and operational uses are present along Nelson Avenue and North Orange. The project would develop a concrete tilt-up industrial and warehouse building with office buildout, with landscaping, conforming with the appearance of the surrounding industrial uses. The project would be in keeping with the site's surroundings, and the impact would be less than significant.

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d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The proposed project would introduce new sources of light at the project site, including building and loading dock/docking bay lights, parking area lights, and security lighting. Nighttime lighting would be installed to accommodate safety and security while minimizing impacts on surrounding areas. However, the new sources of lighting have the potential to increase nighttime light and glare in the project area. The lighting to be installed would be consistent with, and similar to, existing lighting in the adjacent industrial/commercial areas adjacent to the site. The City of Industry ensures that the lighting of new developments is installed according to all applicable lighting requirements and guidelines through its Development Plan review process. All lighting would be designed, arranged, directed, or shielded to preventing excess illumination and light spillover onto adjoining land uses. 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. Parking area lighting would be the minimum necessary that is consistent with the City's requirements and guidelines. In addition, the building exterior would not contain significant amounts of glass or reflective construction materials that could impose distracting glare on residents and passersby. Therefore, project impacts associated with light and glare would be less than significant.

4.2 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. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance 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, zoned or designated for agriculture. Project development would not convert mapped important farmland to non-agricultural uses, therefore no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned for industrial and not for agricultural use. No Williamson Act contracts are in effect for the project site. No impact would occur.

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- 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 would not conflict with any zoning of forest land or timberland. No forest land or timberland would be affected by the proposed project and 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.

4.3 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 unhealthy 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 A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxides (NO₂), 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 O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2016).

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

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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 recently adopted comprehensive plan is the 2016 AQMP, adopted on March 3, 2017 (see Appendix A to this Initial Study for a description of the 2016 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.

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's 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 as described below in Section 3.3(b). 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. 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 warehouse building, and on-site paving and landscaping. Construction activities would start as early as summer 2017 and would take approximately 10 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.1, and were based on the project's preliminary construction information 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

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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}
2017 Site Preparation	5	53	25	<1	11	7
2017 Grading + Grading Soil Haul	3	43	20	<1	5	3
2017 Building Construction	4	30	23	<1	3	2
2018 Building Construction	3	27	22	<1	2	2
2018 Building Construction + Paving + Architectural Coating	40	44	38	<1	4	3
Maximum Daily Emissions	40	53	38	<1	11	7
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.1

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 as 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.

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 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 for the City of Industry Climate Action Plan for passenger vehicles and trucks. 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*. As shown in the table, project-related air pollutant emissions would not exceed the SCAQMD's regional emissions thresholds for operational activities. Overall, long-term operation-related impacts to air quality would be less than significant and no mitigation measures are required.

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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	2	<1	<1	0	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Transportation ¹	2	13	21	<1	4	1
Offroad ²	3	25	22	<1	2	2
Total Emissions	7	38	43	<1	6	3
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.1. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding.

¹Transportation 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 City of Industry Climate Action Plan. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes onsite.

² Assumes 4 CNG-powered forklifts at the facility operating for 4 hours per each shift and a total of 3 work-shifts per day.

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 nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2016). According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the regional daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). As described in Section 3.3(b), 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

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to the proposed project site are the surrounding residences, located approximately 65 feet from the northernmost point of the project site, to the north across Nelson Avenue.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 3, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs.

Table 3 Localized Construction Emissions

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
2017 Building Construction	27	18	1.79	1.68
2018 Building Construction	23	18	1.50	1.41
SCAQMD 1.31-acre LST	95	785	5.62	4.31
Exceeds LST?	No	No	No	No
2018 Building Construction + Paving + Architectural Coating	40	32	2.49	2.33
SCAQMD 1.81-acre LST	114	964	6.62	4.81
Exceeds LST?	No	No	No	No
2017 Grading + Grading Soil Haul	34	17	4.82	3.10
SCAQMD 2.50-acre LST	131	1,161	8.16	5.67
Exceeds LST?	No	No	No	No
2017 Site Preparation	52	23	10.60	6.89
SCAQMD 3.50-acre LST	152	1,422	10.49	7.00
Exceeds LST?	No	No	Yes	No

Source: CalEEMod Version 2016.3.1.; SCAQMD 2008 and 2011.

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.

As shown in Table 3, the maximum daily NO_x, CO, and PM_{2.5} construction emissions generated from onsite construction-related activities would be less than their respective SCAQMD LSTs. However, PM₁₀ emissions generated during site preparation-related activities would exceed the SCAQMD LST. Therefore, project-related construction activities would have the potential to expose sensitive receptors to substantial pollutant concentrations.

Table 4, *Localized Construction Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-1. This measure requires watering disturbed areas at least three times per day. As shown in the table, emissions of PM₁₀ 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.

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Table 4 Localized Construction Emissions - Mitigated

Source	Pollutants (lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
2017 Building Construction	27	18	1.79	1.68
2018 Building Construction	23	18	1.50	1.41
SCAQMD 1.31-acre LST	95	785	5.62	4.31
Exceeds LST?	No	No	No	No
2018 Building Construction + Paving + Architectural Coating	40	32	2.49	2.33
SCAQMD 1.81-acre LST	114	964	6.62	4.81
Exceeds LST?	No	No	No	No
2017 Grading + Grading Soil Haul	34	17	4.21	2.88
SCAQMD 2.50-acre LST	131	1,161	8.16	5.67
Exceeds LST?	No	No	No	No
2017 Site Preparation	52	23	9.57	6.33
SCAQMD 3.50-acre LST	152	1,422	10.49	7.00
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.1.; SCAQMD 2008 and 2011.

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-1), reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Mitigation Measure

AQ-1 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 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, 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.

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- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

Timing/Implementation: Prior to ground disturbing activities

Enforcement/Monitoring: City of Industry

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 5, *Localized Onsite Operational Emissions*, shows localized maximum daily operational emissions. As shown in this table, while operation of the proposed project would result in the use of forklifts at the warehousing building, use of standard onsite mechanical equipment such as heating, ventilation, and air conditioning units, and occasional use of landscaping equipment for project site maintenance, air pollutant emissions generated from these activities would be nominal and would not exceed SCAQMD operational phase LSTs. Therefore, localized air quality impacts related to stationary-source emissions would be less than significant and no mitigation measures are required.

Table 5 Localized Onsite Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources ¹	<1	<1	<1	<1
Energy Sources ¹	<1	<1	<1	<1
Off-Road Sources ¹	25	22	1.57	1.57
Truck Idling ²	<1	<1	<1	<1
Maximum Daily Onsite Operation Emissions	25	23	1.58	1.58
SCAQMD LST	156	1,472	3.13	2.00
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2016.3.1.; SCAQMD 2008.

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, energy, and off-road sources based on CalEEMod Version 2016.3.1.

² Truck idling is based on EMFAC2014, v1.0.7, idle emission rates for medium duty trucks (MDV), medium-heavy duty diesel instate trucks (MHDT), and heavy-heavy duty diesel tractor construction truck (HHDT) for the buildout year (2018), and assumes 155 minutes of idling per truck.

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.

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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 would result in approximately 421 average daily trips during a weekday, 40 trips during the morning peak hour, and 43 trips during the afternoon peak hour. 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 analysis was performed based on the latest Office of Environmental Health Hazard Assessment guidelines (OEHHA 2015) using the AERMOD computer model to estimate worst-case ground level concentrations 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 (see Appendix B, Health Risk Assessment). The nearest sensitive receptors are the residential receptors north/east of the project site across Nelson Avenue. If operational emissions from the 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 or more. The SCAQMD has established a maximum incremental cancer risk of 10 in a million 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 30-year, 24-hour outdoor exposure duration is 0.23 in a million. In comparison to the significance threshold of 10 in a million, carcinogenic risks are below the threshold value for residents that could be impacted by implementation of the project. Therefore, cancer risk impacts to off-site sensitive receptors would be 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

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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 (5.41×10^{-5}) 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.

4.4 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. As shown in Figure 3, Aerial Photograph, the site is vacant with limited ruderal vegetation including tumbleweeds (*Salsola tragus*) and ruderal grasses; and several trees along the north site boundary. 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 impact to sensitive species would occur either directly or through habitat modification.

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- 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 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 2017). None of the aforementioned natural communities are 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. No wetlands exist onsite, and 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 2017a). 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 with Incorporation of Mitigation. 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. In order to ensure that impacts to migratory birds do not occur, the following mitigation measure, BIO-1 has been identified to ensure compliance with the MBTA.

Mitigation Measure

BIO-1. Impact Avoidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Species. The following measures shall be implemented by the Project Construction Contractor to avoid impacts to nesting birds.

- Not more than 15 days prior to construction activities that occur between February 1 and August 31, surveys for nesting birds shall be conducted by a qualified biologist. Nest surveys shall cover the entire area to be affected by construction and the area within a 100-foot buffer of construction or ground-disturbing activities. The results of the nest surveys, including survey dates, times, methods, species observed, and a map of any discovered nests, shall be submitted to the City. If no active avian nests (i.e., nests with

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eggs or young) are identified on the limits of the disturbance area, no further mitigation is necessary.

- If active nests (with eggs or young) of avian species are found within the proposed disturbance area, a minimum 50-foot no-disturbance buffer zone surrounding active nests shall be established until the young have fledged. Project activities shall not occur within the buffer as long as the nest is active. The size of the buffer area may be reduced if the biologist determines it would not be likely to have adverse effects on the particular species. No action other than avoidance shall be taken without biologist consultation.
- Completion of the nesting cycle (to determine when construction near the nest can commence) shall be determined by the biologist.

Timing/Implementation: Prior to construction activities

Enforcement/Monitoring: City of Industry

With implementation of mitigation measure BIO-1, 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 (CDFW 2015), therefore no impact would occur.

4.5 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

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- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

No Impact. There are no buildings onsite. 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 with Incorporation of Mitigation. 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 order to ensure that impacts to archeological resources do not occur, the following mitigation measure, CUL-1 has been identified.

Mitigation Measure

CUL-1 If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: During future grading and construction activities

Monitoring/Enforcement: City of Industry

With implementation of mitigation measure CUL-1, 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 with Incorporation of Mitigation. Paleontological resources are fossilized 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). The project site is flat, and there are no unique geological features onsite. 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 order to ensure that impacts to paleontological resources do not occur, the following mitigation measure, CUL-2 has been identified.

Mitigation Measure

CUL-2 If any paleontological resources are found during future development of the site, all work in the immediate vicinity of the find must stop and the project construction contractor shall

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immediately notify the City of Industry. A qualified paleontologist (i.e., one with a graduate degree in paleontology, geology, or related field and having demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California) shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: During grading and construction activities

Monitoring/Enforcement: City of Industry

With implementation of mitigation measure CUL-2, 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 (NAHC). The project would comply with existing law, and potential impacts to human remains would be less than significant.

4.6 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 Whittier Fault is approximately 1.9 miles to the south of the project site, while and the San Jose Fault is approximately 4.9 miles from the project site. 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 Whittier Fault and San Jose Fault (CGS 1991). 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

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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. A review of the Seismic Hazard Zone Map, Baldwin Park Quadrangle indicates that the project site is located in an area identified as having a potential for soil liquefaction. Published historic high groundwater at this site is approximately 10 feet (Seismic Hazard Zone Report 022, 1998). This shallow groundwater condition was not encountered during the geotechnical exploration to a depth of 51.5 feet below ground surface (refer to Appendix C). Liquefaction Analysis was performed on subsurface profile borings and utilized a peak ground acceleration of 0.78g (peak ground acceleration for 2% probability of exceedance in 50 years), moment magnitude of 6.7. A historic high groundwater of 10 feet below existing grade was utilized in the calculations. The subsurface soils generally have a potential for liquefaction from 20 to 45 feet below existing ground surface. The total seismic settlement is estimated to be between 1.87 inches and 3.0 inches for profile borings. The geotechnical investigation for the project assessed liquefaction potential onsite and provides recommendations for grading and foundation design to minimize liquefaction hazards. The recommendations include footings to be supported on a minimum of three feet or half the width of the footing (whichever is greater) of engineered fill to ninety percent relative compaction, flatwork to be a minimum of four inches and reinforced, and that any import soils be non-expansive. The City will evaluate the design of the building at the time of building permit issuance to ensure compliance with the geotechnical report recommendations. Impacts would be less than significant.

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iv) Landslides?

No Impact. The project site is flat, and there are no slopes on or near the site that could generate a landslide. Based on the geotechnical analysis involving field exploration, laboratory testing and engineering analysis, the proposed structure and proposed grading would be safe against hazards from landslides. 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 BMPs such as jute bales, covering loads, truck washing areas, and coverings stockpiles of materials, would reduce soil erosion during construction. Paved and building areas, coupled with maintained landscaping, will reduce the potential for erosion during operation of the building. Compliance with BMPs is required by the federal and state 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. The topography in the vicinity of the project site is relatively flat. Therefore, the potential for lateral spreading at the project site is considered very low. Compliance with recommendations of the geotechnical report for minimizing hazards from liquefaction (see iii above) would also minimize hazards from lateral spreading. Impacts would be less than significant.

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. The project will not affect groundwater and would therefore 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 contains recommendations for remedial grading to remove near-surface soils that may not be suitable for

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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. The project geotechnical investigation includes testing of site soils for expansion potential and an assessment of expansiveness of the soils. Expansion index testing performed indicates that the materials underlying the site are considered to have a “very low” expansion potential (EI=1). (TGR, 2016) The geotechnical report contains 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 to a minimum relative compaction of ninety percent. 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 a sewer lateral connecting to existing sewer main in surrounding roadways. No impact would occur.

4.7 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 (CO₂), methane (CH₄), and ozone (O₃)—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 (N₂O), sulfur hexafluoride (SF₆), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.^{1, 2}

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.³ Black carbon emissions are not included in the GHG analysis because CARB does not include this

¹ Water vapor (H₂O) 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.

² 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 2017). 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.

³ 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

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pollutant in the state's AB 32 inventory and treats this short-lived climate pollutant separately (CARB 2017).⁴ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A 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.

Would the project:

- 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 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 6, *Project-Related GHG Emissions*. As shown, the proposed project at buildout would generate 1,797 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}.⁵ 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.

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).

⁴ Particulate matter emissions, which include black carbon, are analyzed in Section 3.2, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The State's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

⁵ This threshold is based on a combined threshold of 3,000 MTCO_{2e} for all land use types, proposed by SCAQMD's Working Group 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."

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Table 6 Project-Related GHG Emissions

Source	MTCO ₂ e/year	Percent of Project Total
Area	<1	<1%
Energy	158	9%
Transportation ¹	1,078	60%
Offroad ²	442	25%
Waste	98	5%
Water	6	<1%
Amortized Construction Emissions ³	15	1%
Total Emissions	1,797	100%
SCAQMD's Proposed Screening Threshold	3,000	NA
Exceeds Proposed Screening Threshold	No	NA

Source: CalEEMod, Version 2016.3.1. Totals may not add up to 100 percent due to rounding. Assumes implementation of the 2016 California Green Building Standards Code (CALGreen) and 2016 Building Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards are 5 percent more energy efficient than the 2013 Standards for non-residential buildings.

MTCO₂e: metric tons of carbon dioxide-equivalent.

Notes:

¹ Transportation emissions based on truck trip generation ITE Trip Generation Manual, 9th Edition, 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 City of Industry Climate Action Plan. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes on-site.

² Assumes 4 CNG-powered 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. Applicable plans adopted for the purpose of reducing GHG emissions include the California Air Resources Board's (CARB) Scoping Plan, the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the County of Los Angeles' Climate Action Plan (CAP). A consistency analysis with these plans is presented below.

CARB Scoping Plan

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, and Senate Bill 32 (SB 32), which is to be 40 percent below 1990 emissions levels by year 2030. The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the 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. Also, new buildings are required to comply with the 2016 Building Energy Efficiency Standards and 2016 California Green Building Code (CALGreen). The state

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recently released the *2030 Climate Change Scoping Plan Update* to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32. While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

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 SCAG region, the SCS was adopted in April 2016 (SCAG 2016). 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 Industrial general plan designation; hence, it is consistent with the underlying General Plan land use designation. The proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

4.8 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. The use, transport, 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.⁶

Operation

The proposed building is a warehouse and office intended for manufacturing and warehousing uses. Project operational use would involve the use of cleaning supplies such as soaps and cleansers, and maintenance materials such as paint. Materials would be for use in cleaning and maintenance of the warehouse and the use, transport, and disposal of such materials would be in compliance with the Los Angeles County Hazardous Materials Business Plan provisions to ensure that any materials are handled correctly. Impacts would be less than significant.

⁶ The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

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- 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 With Mitigation Incorporated.

Existing Hazardous Materials Onsite

According to a Phase 1 analysis conducted by EFI Global, former industrial operations on the subject property and the historically associated southwestern property, with the utilization of clarifiers, USTs, railroad tracks and ASTs and the known release of chlorinated solvents impacting the subsurface is a Recognized Environmental Condition (REC) for the subject property (EFI Global, 2016). Additionally, the National Priority List (NPL) San Gabriel Valley Area 4 regional groundwater contamination is considered a REC; and the former undocumented stock piled soil at the northeast portion and pit in the central portion are considered a REC. Historical environmental database listings for the project site are presented in the following table.

Table 7 Environmental Database Listings on Project Site

Database	Reason for Listing and Regulatory Status
Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST)	Utilized two 12,000-gallon diesel USTs, reportedly removed from the property
Hazardous Substance Storage Container Database (HIST UST)	
Well Investigation Program (WIP)	Listed as active
Facility and Manifest Data (HAZNET)	Waste disposal in 1993, 2001, and 2003 consisting of other organic solids, waste oil and mixed oil, paint sludge, unspecified aqueous solution, laboratory waste chemicals, off-specification, aged or surplus organics, and unspecified oil-containing waste
Facility Index System/Facility Registry System (FINDS)	Reported air emissions in 1987 and 1990
National Pollutant Discharge Elimination System (NPDES)	Permitted to discharge waste in 2008
Enforcement and Compliance History Information (ECHO)	Food manufacturing company

Source: EFI Global 2016

Based on EFI Global's recommendation, a Phase 2 analysis will be conducted to examine the RECs present on the project site. If upon further investigation, issues of hazardous material remain on the site, they will be remediated prior to new project construction in coordination with DTSC, Los Angeles Regional Water Quality Control Board (LARWQCB), and City of Industry regulations. In order to ensure that construction of the proposed project does not result in 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, mitigation measure HAZ-1 has been identified.

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Mitigation Measure

HAZ-1 Prior to commencement of any ground-disturbing activities on the project site, the Project Applicant shall prepare and submit a Phase II Environmental Assessment (Phase II) to the California Department of Toxic Substances Control (DTSC) for review. The report shall include site background and environmental setting information, field procedures, presentation of field observations, and analytical results including boring logs and laboratory reports.

The Phase II shall identify recommendations regarding the need for further action to further assess site conditions and for limited removal action(s), if appropriate, based on site investigative findings and the screening risk evaluation. If further action is recommended, the Phase II report shall identify additional assessments and/or preliminary remediation needs and strategies. The Phase II report shall include recommendations for expedited response actions necessary to mitigate any immediate potential hazards to public health or the environment, if needed. No Further Action recommendations shall be made if levels of detected chemicals of potential concern are determined to be below risk-based screening levels.

No ground disturbance associated with the proposed improvements shall occur on the project site prior to DTSC and City of Industry approval of the Phase II and implementation of the measures identified in the Phase II (if applicable) to remediate potential hazards to the public and/or the environment.

Timing/Implementation: Prior to ground disturbing activities

Enforcement/Monitoring: City of Industry

Implementation of HAZ-1 would ensure that any identified RECs or unknown sources of contamination that could be encountered during grading or excavation would not pose health and safety risks capable of resulting in various short-term or long-term adverse health effects in exposed persons. Therefore, impacts would be less than significant with implementation of HAZ-1.

Hazardous Materials to be Used in Project Construction and Operation

City of Industry and Los Angeles Fire Department 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 required.

- 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

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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. Mitigation measures as mentioned in Section 3.8b would address any impacts herein. Impacts would be less than significant.

- 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 regulatory databases searched. The same databases were searched for listings within 0.25 mile of the project site (refer to the EFI Global Phase I report in Appendix D). None of the sites listed are 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.

- 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 of the project as a warehouse would not block access to the project site or to surrounding properties, and would not impede the evacuation program. Notification of emergency personnel of impending blockages, detour signs, and a construction plan for traffic would ensure that there would be no impact in the case of emergency evacuation. Project development would not interfere with implementation of the OAERP, and no impact would occur.

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- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. 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, therefore no impact would occur.

4.9 HYDROLOGY AND WATER QUALITY

- a) Violate any water quality standards or waste discharge requirements?**

Less Than Significant Impact.

Construction

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. In the Los Angeles metropolitan area, where the City of Industry is located, the SWRCB is the permitting authority, while the Los Angeles Regional Water Quality Control Board (RWQCB) provides local oversight and permit enforcement. The project applicant would also be required to adhere to applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry Municipal Code. For example, Section 13.16.080 (Requirements for industrial/commercial and construction activities) contains construction activity stormwater requirements to preserve water quality and prevent erosion in the City.

Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is 3.69 acres and, therefore, project construction would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities, and preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. Categories of BMPs typically used in SWPPPs are described in Table 8 below. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from construction activities to less than significant levels, and no mitigation measures are necessary.

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Table 8 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

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking areas, driveways, and truck loading bays that could be carried off-site. Project design features would address the anticipated and expected pollutants of concern during the project's operational phase. On-site landscaping, which comprises approximately 14.6 percent of the total project site, would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would also serve a water treatment function. The project would include features such as curbs, gutters, vegetated swales, and catch basins, including catch basins each truck loading bay. The project would also include source control BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source.

Requirements for waste discharges potentially affecting stormwater from project operations are set forth in the Chapter 13.16 (Standard Urban Stormwater Mitigation Plan Implementation) of the City of Industry Municipal Code. Standard Urban Stormwater Mitigation Plan (SUSMP) requirements include minimizing stormwater pollutants and limiting peak post-project stormwater runoff rates to no greater than predevelopment rates where increased runoff could increase downstream erosion.

Municipal Code Chapter 13.16 applies to new development involving parking lots of 5,000 square feet or more or having 25 or more parking spaces and potentially exposed to stormwater runoff. The proposed project would be subject to the code requirements. As part of the permitting process, such facilities are required to comply with stormwater BMPs listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against impacts to water quality would be incorporated in a project-specific SUSMP that is submitted to the City of Industry staff for review and

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approval as part of the Development Plan review process. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction.

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. 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 therefore 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. Published historic high groundwater at this site is approximately 10 feet (TGR 2017). This shallow groundwater condition was not encountered during exploration to a depth of 51.5 feet below ground surface. Based on regional groundwater data, regional groundwater flow direction is estimated to be towards the northeast; however, local groundwater flow direction may vary (EFI Global 2016). Because the project will be connected to a potable water system, will not install any wells, and is not located on groundwater recharge site, impacts to groundwater would be less than significant.

- 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 North Orange Avenue east of the site; the storm drain network in the project region extends westward to the San Gabriel River. 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. As discussed in a) above, vegetated swales would be incorporated along the perimeter of the site as temporary catch basins to allow water to flow to storm drains in compliance with approved runoff rates, and new curbs, gutters and culverts would be installed. During project construction the project would implement BMPs to minimize erosion, as described above in the City of Industry Municipal Code Low Impact Development requirements presented in Section 3.9.a. Impacts would be less than significant.

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- 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 currently. As discussed in Section 3.9.a, The City of Industry Municipal Code, Section 13.16, requires that projects of this size limit post-project runoff rates to no greater than pre-project rates. (Industry 2016) Additionally, vegetated swales, new curbs, gutters and culverts beneath walkways would be installed to manage runoff. Project drainage improvements would comply with Section 13.16 of the City's Municipal Code; thus, project development would not cause flooding on- or off-site and impacts would be less than significant.

- 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. As required by the City's Municipal Code in Chapter 13.16.070(C)(4)(b), the project would be required to retain on-site stormwater runoff to either the first 0.75 inch of a 24-hour rain event, or the 85th percentile of a 24-hour rain event. Vegetated swales would be incorporated along the perimeter of the site as temporary catch basins to allow percolation of water and divert water to storm drains in compliance with approved runoff rates. Culverts would be installed 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.

- 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 2017). 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 2017). Puddingstone Dam serves mainly for flood

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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 (Industry 2014). 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.

j) Inundation by seiche, tsunami, or mudflow?

No Impact.

Seiche

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no large water tanks in the area that could impact the proposed project site. 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.

4.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The site is surrounded by industrial and commercial uses and gains access from existing public roadways. The proposed project is similar in land use to the existing neighboring buildings. 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 warehouse use is permitted under both the Employment General Plan land use designation and the Industrial zoning designation. As a proposed warehouse and office space, the project would not conflict with land use regulations, therefore no impact would occur.

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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, therefore no impact would occur.

4.11 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). Project development would not cause a loss of availability of a known mineral resource, therefore 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, therefore no impact would occur.

4.12 NOISE

Fundamentals of acoustics, the characterization of noise and vibration, and project-specific technical information (including existing regulations, and calculation worksheets for construction noise and vibration) can be found in Appendix E of this Initial Study.

Noise is defined as sounds that are loud, unpleasant, unexpected, or otherwise undesirable. Excessive noise is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, state, and City have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction.

Existing Noise Environment

The project site is located at 125 North 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 North 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, North 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 Sub-division 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

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California Regional Rail Authority (SCRRA) currently operates the Riverside Line, running 12 daily passenger diesel-locomotive commuter (Metrolink) trains per weekday along these UPRR tracks.

Land uses surrounding the project site include warehouses, manufacturing facilities, commercial, retail, and restaurant uses. The nearest residences are single- and multi-family homes (i.e., Palm Garden Apartments) on the north side of Nelson Avenue. The residences are exposed to traffic flows along Nelson Avenue and the industrial uses located south of Nelson Avenue. These residential structures are approximately 375 feet from the center of the project site, and are separated from the project site by commercial buildings on Nelson Avenue.

Noise Impact Assessment

The generation of noise and vibration 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.

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?**

Less than Significant Impact. 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. A substantial increase in ambient noise is defined as 3 dB CNEL.

Road Noise

The project would generate noise associated with additional vehicles traveling to and from the project site on local roadways. However, community noise environments would not appreciably change as a result of project implementation. That is, per the traffic impact analysis, the Project is estimated to generate 421 daily trips (PlaceWorks, 2017). In comparison to existing traffic flows on Nelson Avenue (8,132 average daily trips in the vicinity of the project site), the project contribution represents a worst-case increment of less than 6 percent (DPW 2015). There are no counts available for North Orange Avenue; however, Willow Avenue (an adjacent street of similar size) has traffic flows of 7,761 ADT (DPW 2006). Therefore, project contribution represents a worst-case increment of less than 6 percent. This small increment in flows translates into less than 0.25 dB of traffic-generated noise. While individual pass-bys from trucks may momentarily elevate noise levels, these occurrences would be no different than the other similar truck pass-bys that currently occur along Nelson Street and other surrounding roadways that are related to existing commercial/industrial operations. The increases on both Nelson Avenue and North Orange Avenue would be well below the threshold of audibility and well below the 3 dB threshold of significance.

As such, no roadways in the vicinity of the project site would experience project-generated increases in traffic noise levels that would be significant. Therefore, traffic noise increases would be less than significant and no mitigation measures are necessary.

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Off-Site Impacts

Stationary source impacts include noise generated from on-site mechanical equipment (such as roof-top HVAC equipment) and trucking operations 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 9 below:

Table 9 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.

Notes:

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, the operation of rooftop HVAC units at the Project buildings would generally be overshadowed by traffic flow noise on Nelson Avenue. 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 9 above). The project will conduct operations from 8 AM to 5 PM Monday through Friday, with an expected 49 trucks per day.

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Noise measurements taken for a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales, and Macy's truck transfer yard) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA L_{eq} as measured at a distance of 50 feet. The primary noise descriptor in the County ordinances are in terms of several L_n noise level metrics (i.e., L_{50} , L_{25} , L_8 , L_2 , and L_0), not the L_{eq} metric. Therefore, for the purposes of this analysis, the following relationships between measured noise level metrics will be used to evaluate compliance with County ordinances (PlaceWorks 2012):

- $L_{50} \approx L_{eq} - 3$ dB
- $L_{25} \approx L_{eq}$
- $L_8 \approx L_{eq} + 3$ dB
- $L_2 \approx L_{eq} + 7$ dB
- $L_0 \approx L_{eq} + 10$ dB

Therefore, the following noise levels (as measured at a distance of 50 feet from the activity) are used in this impact assessment.

Table 10 Source Noise Levels for Complete Trucking Operations at Reference Distance of 50 feet¹

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

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.

Source: Caltrans, 2009 and PlaceWorks 2012 (measurements of truck operations for Parriott/Macy's Truck Yard Project).

Per the Traffic analysis, the project is assumed to accept 49 trucks per day. By State law, diesel trucks are prohibited from idling for more than five minutes at any one location (CARB 2017b). Additionally, it is assumed for this assessment that the maneuvering operation for any given truck would take no more than three to five minutes. Thus, the combination of maneuvering and parking and idling near or in the project's loading bay would take a maximum of ten minutes.

Given the high degree of variability in coincident operations during any given day, for purposes of this evaluation, the truck traffic was assumed to be evenly distributed throughout the nine hours of operations (i.e., 8 AM to 5 PM). Therefore, 5.4 trucks (on average) would be in or around the loading bay in any given hour.. With 5.4 trucks per hour and with each idling for ten minutes, the temporal average would equate to 54 truck-minutes per hour (i.e. 5.4 trucks times 10 minutes each). This also equate to an average of 0.9 simultaneous truck operations (i.e. 54 truck-minutes divided by 60 minutes equals 0.9). With this equivalent operations factor, there would be less than one truck operating at a time, and the average noise levels would be slightly lower than those listed in Table 10. It should also be noted that this time-averaged, equivalent operations factor would be greater than 50 percent of an hour, so all of the percentile noise metrics (i.e., L_{50} , L_{25} , L_8 , L_2 , and L_0) in the standards would be applicable.

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The loading bay area is located on the northwest side of the proposed warehouse/manufacturing building (see Figure 5, Site Plan), at least 250 feet from the nearest sensitive receptors. The nearest residences (across Nelson Avenue) would experience 14 dB of sound reduction due to distance attenuation alone⁷, and an estimated – but conservative – additional 10 dB of attenuation due to shielding by 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 11, *Compliance Assessment at Residential for Truck Maneuvering Activities*.

Table 11 Compliance Assessment at Residential Receptors for Truck Maneuvering Activities

<i>L₅₀ Sound Level Metric</i>		<i>L₂₅ Sound Level Metric</i>		<i>L_{8.3} Sound Level Metric</i>		<i>L_{1.6} Sound Level Metric</i>		<i>L_{0=L_{max}} Sound Level Metric</i>	
Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit	Calculated Project Noise	Limit
46 dBA	50 dBA (day)	49 dBA	55 dBA (day)	52 dBA	60 dBA (day)	56 dBA	65 dBA (day)	59 dBA	70 dBA (day)
In compliance		In compliance		In compliance		In compliance		In compliance	

Notes: ¹ Includes truck approach, maneuvering, backing, warning beeps, trailer coupling/de-coupling, idling, air brake discharge, and pull-away. Calculations included in Appendix E.

As shown above in Table 11, noise levels from the expected number and duration of trucking activities near or in the loading bays of the proposed project (on a time-averaged basis) would not exceed the noise level standards in the pertinent sound level metrics during the daytime period. Additionally, these intermittent, short-lived noise sources at the rear of the project site would be expected to be overshadowed by roadway traffic flows and other, closer commercial noise sources.

Beside the residential receptors to the north, noise from truck maneuvering and loading may also be experienced at the adjacent commercial property to the northeast as well as 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 from their own or other, nearby operations. Additionally, the 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 and no mitigation measures are necessary.

⁷ Based on a decrease of 6 dB per doubling of distance from distance attenuation (while conservatively ignoring other attenuation effects from air absorption, ground effects, and/or scattering effects).

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b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Potential vibration impacts associated with commercial development projects are usually related to the use of heavy construction equipment during (a) demolition and grading phases of construction and/or (b) the operation of heavy equipment or large truck movements over uneven surfaces during project operations.

Operational Activities

Since the proposed project is primarily a warehousing use, the operation of the facility would not include any notable, long-term vibration sources. Further, the movement of trucks would be able to generate notable levels of groundborne vibration since (a) there would not be major surface discontinuities in the finished surfaces and (b) such trucks would not be traveling at substantial-enough speeds to create vibrational impulses. Thus, no significant vibration effects or impacts from operations sources would occur, and no mitigation measures are required.

Construction Activities

The project would construct a manufacturing/warehouse building on a currently vacant lot. Construction activities would take approximately ten months. Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors.

Development of the proposed project is expected to use vibration-inducing construction equipment such as bulldozers, graders, and loaders/backhoes, excavators, rollers, and paving equipment. However, the use of high-vibration equipment such as pile drivers is not anticipated.

Table 12, *Typical Vibration Levels Produced by Common Construction Equipment*, shows the typical vibration levels (in terms of peak particle velocities, PPV, and vibration velocity decibels, VdB) of some common construction equipment and haul trucks (loaded trucks). Potential vibration effects that could result in architectural damage are typically evaluated in terms of the peak particle velocity (PPV) metric, while vibration annoyance effects are typically evaluated in terms vibration decibels (VdB).

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Table 12 Vibration Levels Produced by Common Construction Equipment

Equipment	Peak Particle Velocity in inches per second		
	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	0.210	0.074	0.014
Large Bulldozer	0.089	0.031	0.006
Loaded Trucks	0.076	0.027	0.005
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	0.000
Equipment	Vibration velocity in vibration decibels (VdB)		
	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	94	88	78
Large Bulldozer	87	81	71
Loaded Trucks	86	80	70
Jackhammer	79	73	63
Small Bulldozer	58	52	42

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006.

Vibration-induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec and the threshold for reinforced steel concrete structures is 0.5 in/sec (FTA 2006). Building damage is not normally a factor unless the project requires blasting and/or pile driving (FTA 2006). No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. In contrast, small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 and less feet away.

The nearest structures to the boundary project site construction area are the commercial buildings to the northeast. These structures are approximately 15 feet from the boundary of the construction site. Use of a vibratory roller at a distance of 15 feet would result in vibration levels of less than 0.5 PPV, and other equipment would generate even lower levels. Therefore, vibration levels at this structure would be below the 0.5 PPV in/sec criteria for vibration-induced architectural damage at the adjacent commercial structures. Therefore, architectural-damage vibration impacts from construction would be less than significant and no mitigation measures are necessary.

Vibration Annoyance

Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building (FTA 2006). The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction. Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. As such, vibration annoyance is typically assessed via a spatial-averaging methodology (i.e., as heavy construction equipment moves around the project site, average vibration levels at the nearest structures would diminish with increasing distance between structures and the equipment). This methodology is implemented by using the distance from the center of the construction

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zone to the nearest sensitive receptors. The thresholds for vibration annoyance are 78 VdB for daytime residential, 84 VdB for office usages, and 90 VdB for workshops (FTA, 2006).

Since vibration dissipates quickly with distance and the nearest vibration-sensitive receptors are 375 feet from the center of the construction zone (using this spatial average methodology), vibration levels would be an average of 59 VdB for use of a vibratory roller and 52 VdB for other large equipment. These levels are well below the most restrictive 78 VdB threshold for vibration-induced annoyance.⁸ Additionally, construction would take place during the least sensitive hours of the day. Therefore, vibration annoyance impacts from construction would be less than significant at sensitive receptors and no mitigation measures are necessary.

In summary, both operational and construction vibration effects (both in terms of architectural damage and annoyance effects) would be less than significant and would not require mitigation measures.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact.

Stationary Source Noise

As previously discussed in Item (a) above, operational noise sources include mechanical equipment, truck deliveries, and project-generated traffic. Since these types of noise sources 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 and no mitigation measures are necessary.

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. The County of Los Angeles and the Cities of Industry (which adopts the County noise regulations) and La Puente recognize that the control of construction noise is difficult at best and provide an exemption for this type of noise when the work is performed within the hours specified. The County of Los Angeles Noise Ordinance allows construction between 7:00 AM and 7:00 PM, Monday through Saturday, given that activity also complies with the maximum acceptable noise levels at off-site receptor locations (i.e., 75 dBA during the above permitted hours of construction activity). The City of La Puente restricts construction to between the hours of 7 AM and 8 PM Monday through Friday. Compliance with the noise ordinances is mandatory and, as such, does not constitute mitigation under CEQA.

Construction-related Transport

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. According to the Air Quality section, there would be approximately 25 truck load trips per day.

⁸ The average distance is measured from the center of the project construction area to the nearest commercial building to the east. The average distance is used as construction equipment would not continuously operate in only one specific area of the construction area, but would be dispersed throughout.

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This number of construction-related vehicle trips would be much less than a 1 percent increase in total daily vehicle flows along Nelson Avenue, North Orange Avenue, and the other surrounding roadways that would likely be used as designated truck routes.⁹ As such, the expected number of construction-related vehicle trips would be much less than a 1 percent increase in total daily vehicle flows and the associated noise level increase would be much less than 0.1 dB CNEL. This would result in a negligible noise level increase and would, therefore, have a less than significant impact on noise receptors along this roadway.

While individual construction truck pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max} at 50 feet from the centerline of any given truck), these occurrences will be no different than the other similar truck pass-bys that currently occur along these roadways. As such, construction vehicle noise will be less than significant and no mitigation measures are necessary.

On-site Activities

The second type of potential impact is related to noise generated by on-site construction activities. 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 13, *Noise Levels Generated by Typical Construction Equipment*, lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

Table 13 Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Average Sound Levels Measured (dBA at 50 feet)
Pile Drivers	101
Rock Drills	98
Jack Hammers	88
Pneumatic Tools	85
Pumps	76
Dozers	80
Front-End Loaders	79
Hydraulic Backhoe	85
Hydraulic Excavators	82
Graders	85
Air Compressors	81
Trucks	91

Source: Bolt, Beranek and Newman, 1971.

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

⁹ Existing traffic flows on Nelson Avenue are 8,132 average daily trips in the vicinity of the project site, while flows on Willow Avenue (an adjacent street of similar size to Orange Avenue) has traffic flows of 7,761 ADT.

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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. Maximum noise levels at 50 feet from earth-moving equipment range from 73 to 96 dBA while energy-average (L_{eq}) noise levels range up to about 89 dBA. The construction of structures is somewhat reduced from this value, as the physical presence of the newly-erected structure may beneficially disrupt 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 an aggregate of 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. This summed value takes into account both the number of pieces and the spacing of the heavy equipment used in the construction effort. Noise levels are typically reduced from this value due to usage factors (discussed above), as well as the barrier effects provided by the physical structures themselves (once erected). However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction.

The operation of such equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the project site. 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 noise-sensitive uses are residences across Nelson Avenue, approximately 375 feet from the center of the construction site. At this distance, composite construction noise would be reduced by 14 dB due to distance attenuation alone. Additionally, noise would be reduced by a conservatively estimated, additional 10 dB due to attenuation by intervening structures (the existing adjacent commercial building). Therefore, these nearest receptors would experience construction noise levels of approximately 61 dBA L_{eq} . Additionally, given the dominance of traffic flows on nearby roadways and noise generated by industrial uses, this level would likely be below ambient noise levels in the vicinity.

Therefore, given the distance to the nearest sensitive receptors, the presence of a large, intervening structure, relatively high ambient noise levels, the duration of construction activities, and the fact that construction would be limited to the least-sensitive portions of the day (when many residents would be away from their homes), impacts would be less than significant and no mitigation measures are necessary.

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 2017). 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.

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Therefore, the proposed project would not expose people to excessive noise levels, impacts due to public aircraft facilities would be less than significant, and no mitigation measures are necessary.

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. There are no private airstrips near the project site. 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 and 1.4 miles to the northwest, respectively (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. As above, these limited helicopter operations may, occasionally, be noticeable in the project area, but the project site would not be exposed to private aircraft-generated noise levels anywhere near 60 dBA CNEL. Therefore, impacts due to private airports and heliports would be less than significant and no mitigation measures are necessary.

4.13 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)?

No Impact. The project would not develop housing or extend infrastructure into currently unserved areas. Project operation is expected to generate 87 jobs, as shown below in Table 14. The unemployment rate in Los Angeles County in February 2017 was estimated to be 4.8 percent (DOL 2017). 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 temporary jobs, however construction employment is also expected to be absorbed from the regional labor force rather than attracting new workers into the region. No impact would occur.

Table 14 Estimated Operational Project Employment

Use	Square Feet	Employment Generation	
		Square Feet per Job ¹	Total Employment
Manufacturing/Warehouse	71,384	1,040	69
Office	8,928	487	18
Total	90,312	Not applicable	87

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.

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c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. There are no residents onsite, project development would not displace residents, and no impact would occur.

4.14 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 an increase in demands for fire protection and emergency medical services compared to the existing vacant site. The proposed project will be constructed to current building code requirements regarding fire suppression and access. According to the City of Industry General Plan EIR, 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 (General Plan EIR 2014). Impacts would be less than significant.

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 an increase in demands for police protection compared to the existing vacant site; however, the development of the new warehouse building would likely result in a more secure environment than the existing vacant site. Additionally, the number of emergency calls taken in by the Industry Station has declined over the years since 2004, thereby decreasing the service needs of the Industry Station (Industry 2014). Project development would not require construction of new or expanded sheriff's stations, and impacts would be less than significant.

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 applicant would contribute to school impact fees. The project would not develop additional residences and would not generate students. No impact would occur.

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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.

4.15 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. 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 as there are no homes as part of the project, would not require development of such facilities. No impact would occur.

4.16 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. North Orange Avenue and Nelson Avenue along site frontages are each two-lane undivided roadways. The nearest intersections to the project site are North Orange Avenue at Nelson Avenue, North Orange Avenue at Valley Boulevard (both signalized), and Nelson Avenue at Long Lane (cross-street stop). North Orange Avenue crosses one Union Pacific Railroad track at-grade about 550 feet south of the site; a second track bridges over North 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.

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Sidewalks are located along both sides of Nelson Avenue and North Orange Avenue in the vicinity of the project site, marked pedestrian crossings are located at the intersection of North Orange Avenue at Nelson Avenue. There are no marked bicycle lanes on North 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 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.

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 would consist of an industrial building with a total area of 80,312 square feet. The industrial building would include (1) an area of 71,384 square feet for warehousing, and (2) an office and showroom component with an area of 8,928 square feet. The showroom would be located on the second floor (Mezzanine A) and have an area of 2,565 square feet. The proposed project's trip generation was based on trip generation rates established for the warehousing and general office land use category in the Institute of Transportation Engineers' Trip Generation Manual (ITE 2012). Trip rates from Furniture Store were considered to represent the showroom component of the project. Table 15 shows the Trip Generation Rates for uses related to this project. Because of the relatively small area and because there are no trip generation rates for this specific use, the trip generation for general office was used for this analysis. Moreover, a comparison of the trip rates for office uses with trip rates for furniture store with showroom show that the rates are higher for office uses. For this analysis, trips from the showroom component are included in the 8,928 square foot area portion of the project designated as office.

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Table 15 Trip Generation Rates

Land Use	ITE Code	Unit ²	Trip Generation ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	TSF	3.56	0.24	0.06	0.30	0.08	0.24	0.32
General Office Building	710	TSF	11.03	1.37	0.19	1.56	0.25	1.24	1.49
Furniture Store	890	TSF	5.06	0.12	0.05	0.17	0.22	0.23	0.45

¹ Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 9th Edition.

² Thousand Square Feet.

Because the project is in an industrial zone and warehousing uses generate truck traffic with deliveries, passenger car equivalent (PCE) factors were applied for the warehousing component of the project. 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,¹⁰ the following PCE factors were applied:

- 2 axle trucks = 1.5
- 3 axle trucks = 2.0
- 4+ axle trucks = 3.0.

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 421 daily PCE trips. Of this total, 40 PCE trips would occur during the morning weekday peak hour and 43 PCE trips would occur during the evening weekday peak hour. The project would generate 49 truck trips per day. Background calculations are included in Appendix F.

¹⁰ 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.

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Table 16 Project Trip Generation

Land Use	TSF	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing Trips ¹	71.38	323	22	4	26	8	22	30
Office and Showroom Trips	8.93	98	12	2	14	2	11	13
TOTAL	80.31	421	34	6	40	10	33	43

¹Trips converted to passenger cars equivalent.

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. The project's access driveway would be located off North Orange Avenue, the driveway to Valley Boulevard would be used for emergency access only. As the project-related trips would be distributed thru the circulation network, assuming that 60% of the project trips would access Valley Boulevard via North Orange Avenue at Valley Boulevard, the project volumes would add 43 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 North 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.

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

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project would result in an increase of 40 morning peak hour trips and 43 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?

No 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. Primary access would be to/from North Orange Avenue to the parking area in front of the office building and into the warehousing area. 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 southern portion of the site approximately 300 feet west of North Orange Avenue. The driveway to North Orange Avenue would allow for full access (right and left turn in and out). The intersection of the driveways with North Orange Avenue would be perpendicular to the street 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 North Orange Avenue and Nelson Avenue would be about 460 feet south. A driveway for emergency access would be constructed approximately 400 feet west of the intersection of North Orange Avenue with Nelson Avenue. A review of aerial photography indicates that both access locations would provide adequate sight distance and 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.

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- 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 substantial demand for non-motorized travel, as the proposed project is a warehousing and office use. Most of the streets in the project vicinity have sidewalks along the sides of the street. The nearest intersections along North 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 project would have its main access to North Orange Avenue, it would not displace or conflict with any existing bus stop, bicycle lane or pedestrian facility. 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.

4.17 TRIBAL CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?**

Less Than Significant Impact with Mitigation Incorporated. As of July 1, 2015, Public Resources Code Sections 21080.1, 21080.3.1, and 21080.3.2 require public agencies to consult with California Native American tribes recognized by the NAHC for the purpose of mitigating impacts to tribal cultural resources. This law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions.

In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation for tribal cultural resources. Agencies should also include information regarding any cultural resources assessment that has been completed on the project site, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the project site;

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- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located on the project site;
 - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located on the potential project site; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
- Any report that may contain site forms, site significance, and suggested mitigation measures; or
 - All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with California Government Code Section 6254.10.
3. The results of any Sacred Lands File check conducted through the NAHC.
4. Any ethnographic studies conducted for any area including all or part of the potential project site.
5. Any geotechnical reports regarding all or part of the potential project site.

The Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation Torres Martinez Desert Cahuilla Indians are on the City of Industry's notification list pursuant to AB 52. The City prepared notification letters and distributed them to the identified tribal representatives on April 28th, 2017. No reply from either the Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation was received as of the publication date of this MND.

The proposed project site is currently vacant land. No tribal cultural resources have been identified on the project site, and discovery of such resources is unlikely given the highly disturbed and industrial nature of the proposed project area. If any tribal cultural resource is found on the project site, excavation will be halted, mitigation measures CUL-1 and CUL-2 shall be implemented as necessary and the NAHC will be contacted. No significant impacts to tribal cultural resources are expected to occur as a result of the proposed project. Impacts would be less than significant.

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public**

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Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant. The City prepared notification letters and distributed them to the identified tribal representatives on April 28th, 2017. No reply from either the Soboba Band of Luiseno Indians and the Gabrieleño Band of Mission Indians – Kizh Nation was received as of the publication date of this MND. There is no substantial evidence that tribal cultural resources are present on the existing school campus. If any tribal cultural resource is found on the project site, excavation will be halted, mitigation measures CUL-1 and CUL-2 shall be implemented as necessary and the NAHC will be contacted. No significant impacts to tribal cultural resources are expected to occur as a result of the proposed project. Impacts would be less than significant.

4.18 UTILITIES AND SERVICE SYSTEMS

b) 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 necessary.

c) 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 4,464 gallons per day (gpd), that is, 125 percent of forecast wastewater generation estimated below in Table 17 using wastewater generation factors from the City of Los Angeles (LACSD 2007). It is assumed that approximately 25 percent of project water use would be for landscape irrigation. The project applicant would be required to obtain a "will-serve" letter from SGVWC to ensure that

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sufficient water supply is available to serve the project. Because the project is consistent with the existing general plan and zoning of the site, it is also within the growth assumptions of the Theoretical Buildout of the General Plan Update (Industry 2014). As part of the master plan the proposed project would not be required to build new or expand existing water treatment facilities to meet the project's incremental increase in water demand, 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	71,384	0.025	1,785
Office	8,928	0.2	1,786
Total	80,312	Not applicable	3,571

¹ Source: LACSD 2007. 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 3,571 gallons of wastewater per day, as shown above in Table 17. As shown in the General Plan EIR, (General Plan EIR 2014) 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.

d) 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 culverts 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 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) in areas already disturbed by previous construction and would create impacts similar to those for construction already addressed in this initial study. Respecting potential traffic impacts of such installations, the Los Angeles County Sheriff's Department would be notified before any temporary lane closures. This impact is less than significant.

e) 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.

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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.¹¹ 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.

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: IRWM 2013

Estimated Project Water Demands

Project operation is forecast to use about 4,464 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.

- f) **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

¹¹ 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.

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require construction of new or expanded wastewater treatment facilities, and impacts would be less than significant. No mitigation is required.

- g) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact.

In 2015, the most recent year for which data are available, 95 percent of solid waste landfilled from the City of Industry was disposed of at the three facilities listed below in Table 19 (CalRecycle 2015a). 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 three 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	34,200,000	8,000	7,030	970	2021
Total	231,242,201	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 1,068 pounds of solid waste per day, or 0.53 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	71,384	0.0142	1,014
Office	8,928	0.006	54
Total	80,312	Not applicable	1,068

Source: CalRecycle 2009

- h) **Comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact.

4. Environmental Analysis

The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including Chapter 8.20, Integrated Waste Management, of the City of Industry Municipal Code. Section 8.20.040 of the municipal code requires solid waste collection and disposal at an authorized landfill. As noted in section there is adequate capacity at the landfill therefore no impact would occur.

4.19 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 with Mitigation Incorporated. 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. Mitigation measures BIO-1, CUL-1 and CUL-2 would ensure that impacts would be less than significant.

- 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. Implementation of the proposed project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, implementation of the proposed project would not result in cumulatively considerable impacts. Where appropriate, the environmental checklist questions above include a cumulative construction impact discussion to address the cumulative impacts of the proposed project when developed in conjunction with related projects. As concluded throughout the analysis, the proposed project would include both operation- and construction-related mitigation measures to ensure the proposed project’s incremental contribution would be less than cumulatively considerable. Further, the proposed project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, impacts would be considered less than significant.

- 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. Two potentially significant impacts on human beings are identified in this Initial Study: construction emissions and hazardous materials release. Mitigation measures included herein would reduce each of these impacts to less than significant.

5. 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*).

August 14, 2017

Date



Dwayne Mears, AICP, for PlaceWorks

6. Mitigation Monitoring and Reporting Program

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Fox Luggage Warehouse Project (proposed project). An MMRP is required because the Mitigated Negative Declaration (MND) prepared for the project identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.”

6.1.1 Mitigation Monitoring and Reporting Program

As the lead agency, the City of Industry will be responsible for monitoring compliance with all mitigation measures. The MMRP identifies the party responsible for ensuring that each individual mitigation measure is completed.

The MMRP is presented herein in tabular form on the following pages (see Table 1). The components of the MMRP are described briefly below.

- **Mitigation Measure:** The mitigation measures are taken from the MND, in the same order they appear in the document.
- **Timing:** Identifies at which stage of the project the mitigation shall be completed.
- **Monitoring Responsibility:** Identifies the party responsible for mitigation monitoring.
- **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date that the measure is determined to be complete.

6. Mitigation Monitoring and Reporting Program

Table 21 Mitigation Measures to be Implemented for the Project

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<p>AQ-1: 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 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.</p> <ul style="list-style-type: none"> • 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. 	<p>During Construction</p>	<p>City of Industry Planning Department</p>	
<p>BIO-1: Impact Avoidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Species. The following measures shall be implemented by the Project Construction Contractor to avoid impacts to nesting birds.</p> <ul style="list-style-type: none"> • Not more than 15 days prior to construction activities that occur between February 1 and August 31, surveys for nesting birds shall be conducted by a qualified biologist. Nest surveys shall cover the entire area to be affected by construction and the area within a 100-foot buffer of construction or ground-disturbing activities. The results of the nest surveys, including survey dates, times, methods, species observed, and a map of any discovered nests, shall be submitted to the City. If no active avian nests (i.e., nests with eggs or young) are identified 	<p>Prior to Construction Activities</p>	<p>City of Industry Planning Department</p>	

6. Mitigation Monitoring and Reporting Program

<p>on the limits of the disturbance area, no further mitigation is necessary.</p> <ul style="list-style-type: none"> • If active nests (with eggs or young) of avian species are found within the proposed disturbance area, a minimum 50-foot no-disturbance buffer zone surrounding active nests shall be established until the young have fledged. Project activities shall not occur within the buffer as long as the nest is active. The size of the buffer area may be reduced if the biologist determines it would not be likely to have adverse effects on the particular species. No action other than avoidance shall be taken without biologist consultation. • Completion of the nesting cycle (to determine when construction near the nest can commence) shall be determined by the biologist. 			
<p>CUL-1: If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.</p>	<p>During grading and construction activities</p>	<p>City of Industry Planning Department</p>	
<p>CUL-2: If any paleontological resources are found during future development of the site, all work in the immediate vicinity of the find must stop and the project construction contractor shall immediately notify the City of Industry. A qualified paleontologist (i.e., one with a graduate degree in paleontology, geology, or related field and having demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California) shall be retained to evaluate the finds and recommend appropriate mitigation measures.</p>	<p>During grading and construction activities</p>	<p>City of Industry Planning Department</p>	
<p>HAZ-1: Prior to commencement of any ground-disturbing activities on the project site, the Project Applicant shall prepare and submit a Phase II Environmental Assessment (Phase II) to the California Department of Toxic Substances</p>	<p>Prior to ground disturbing activities</p>	<p>City of Industry Planning Department</p>	

6. Mitigation Monitoring and Reporting Program

<p>Control (DTSC) for review. The report shall include site background and environmental setting information, field procedures, presentation of field observations, and analytical results including boring logs and laboratory reports.</p> <p>The Phase II shall identify recommendations regarding the need for further action to further assess site conditions and for limited removal action(s), if appropriate, based on site investigative findings and the screening risk evaluation. If further action is recommended, the Phase II report shall identify additional assessments and/or preliminary remediation needs and strategies. The Phase II report shall include recommendations for expedited response actions necessary to mitigate any immediate potential hazards to public health or the environment, if needed. No Further Action recommendations shall be made if levels of detected chemicals of potential concern are determined to be below risk-based screening levels.</p> <p>No ground disturbance associated with the proposed improvements shall occur on the project site prior to DTSC and City of Industry approval of the Phase II and implementation of the measures identified in the Phase II (if applicable) to remediate potential hazards to the public and/or the environment.</p>			
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7. List of Preparers

LEAD AGENCY

Troy Helling, Senior Planner

PLACEWORKS

Dwayne Mears, AICP, Principal, Environmental Services

Julian Capata, Senior Associate

Robyn Chaconas, Project Engineer

Fernando Sotelo, Senior Associate, Transportation

Stephanie Chen, Project Engineer, Air Quality/GHG & Transportation

Steve Bush, Associate Engineer

John Vang, Associate Planner

Natalie Foley, Planner, Noise, Vibration and Acoustics

Jasmine Williams, Project Designer

Appendix A . Air Quality and GHG Emissions Modeling

Exhibit E
Resolution No. CC 2017-31
DP 17-1

RESOLUTION NO. CC 2017-31

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 17-1 FOR THE CONSTRUCTION OF AN INDUSTRIAL BUILDING LOCATED AT 125 ORANGE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on December 19, 2016, Rockland Holding LLC, DBA Fox Luggage, ("Applicant") filed a complete application requesting the approval of Development Plan ("DP") No. 17-1 described herein ("Application"); and

WHEREAS, the Application applies to a 3.69 acre property at 125 Orange Avenue, City of Industry, California, Assessor's Parcel Number 8202-033-010 ("Property"); and

WHEREAS, the Applicant desires to construct an industrial warehouse building within the "I"- Industrial Zone (the "Project"). The building will be on 3.69 acres (160,624 square feet). In accordance with Section 17.36.020 of the City's Municipal Code ("Code"), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of an industrial building is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City's requirements. Based upon the information received and Staff's review and assessment, it was determined that the Application could have a significant impact on the environment, and an a Initial Study/Mitigated Negative Declaration ("IS/MND") and Mitigation Monitoring and Reporting Program ("MMRP") was prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), California Public Resources Code section 21000 et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 et seq., and the Environmental Impact Report Guidelines of the City of Industry; and

WHEREAS, the IS/MND and MMRP was circulated for public and agency review and comment on July 7, 2017, through, and including, July 27, 2017; and

WHEREAS, the IS/MND concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The mitigation measures address Air Quality, Hazards Cultural Resources and Hazardous Materials, but

each of those potential impacts is mitigated to less than significant with the mitigation measures identified in the proposed Mitigated Negative Declaration and MMRP; and

WHEREAS, on August 24, 2017, at a duly noticed public meeting, the City Council adopted Resolution No. CC 2017-31, approving the IS/MND and MMRP; and

WHEREAS, on August 24, 2017, the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

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

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3. Based upon substantial evidence presented to the City Council during the August 24, 2017 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the MND and MMRP, and the City's Code, the City Council finds as follows:

A. The Property is suitable for development in accordance with the Development Plan because the Property is subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/Mitigated Negative Declaration, and is designated as Employment in the General Plan and zoned Industrial, which are consistent with the proposed industrial development; and

B. The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying IS/MND, the approximately 421 vehicle trips, which equates to approximately 40 AM peak hour trips and 43 PM peak hour trips, which would not significantly impact road capacity. In addition, the proposed project provides the necessary setback of the buildings and loading areas, adequately screens the loading areas, and presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the businesses will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

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

D. The development is consistent with the provisions of the City's General Plan because the Property is designated as Employment, which allows the development of buildings and lots for industrial uses; and

E. Based on the foregoing, the City Council approves Development Plan No. 17-1, subject to the Conditions of Approval, attached hereto as Attachment 1, and incorporated herein by reference.

SECTION 4: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 5: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on August 24, 2017 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane M. Schlichting, Chief Deputy City Clerk



CITY OF INDUSTRY

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

Attachment 1

Standard Requirements and Conditions of Approval

Application: Development Plan 17-1
Applicant: Rockland Holding LLC, DBA Fox Luggage
Location: 125 Orange Avenue (APN 8202-033-010)

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 landscape irrigation system shall be designed to accept recycled water from future recycled water lines, which are currently being planned to be located in the area. The irrigation plan, which is submitted to the City for approval per Chapter 13.18 of the Municipal Code, shall be designed and clearly noted to allow the transition from potable water to recycled water when and if recycled water lines are eventually installed in the immediate vicinity.
2. Electronic gates shall be equipped with a Knox electric switch and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments. The location of Knox boxes shall be shown on the building plans and approved by both the Fire Department and Sheriff Department.
3. Roof-top address numbers that are only visible from the air shall be installed to assist air borne patrols. The numbering should be a minimum of 3 feet and of a color that contrasts with the roof.
4. A note shall be added to the building plans stating that the construction contractor shall only use interior and exterior paints with a VOC content of 90 grams per liter (g/L) or less for the building structures to reduce VOC emissions. Prior to issuance of building permits, the construction contractor shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies use of coatings with a VOC content of 90 g/L or less.
5. The Applicant shall comply with all surface drainage and driveway requirements set forth in Chapter 16.10 of the City's Code.
6. If buried tribal cultural resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with a representative of the Gabrieleño Band of Mission Indians – Kizh Nation and

other tribes who have proven traditional and cultural affiliation with the project site pursuant to PRC Section 21080.3.1, the City of Industry, and other appropriate agencies.

7. The Applicant shall comply with all of the requirements set forth in the mitigation measures of the MND and MMRP. In the event of any conflict between the mitigation measures set forth herein and those set forth in the MND and MMRP, the mitigation measures set forth in the MND and MMRP shall prevail.

Mitigation Measures

8. **AQ-1** *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 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, 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.
9. **MM BIO-1** *Impact Avoidance and Pre-Construction Surveys for Nesting Special-Status and Legally Protected Avian Species. The following measures shall be implemented by the Project Construction Contractor to avoid impacts to nesting birds.*
 - Not more than 15 days prior to construction activities that occur between February 1 and August 31, surveys for nesting birds shall be conducted by a qualified biologist. Nest surveys shall cover the entire area to be affected by construction and the area within a 100-foot buffer of construction or ground-disturbing activities. The results of the nest surveys, including survey dates, times, methods, species observed, and a map of any discovered nests, shall be submitted to the City. If no active avian nests (i.e., nests with eggs or young) are identified on the limits of the disturbance area, no further mitigation is necessary.
 - If active nests (with eggs or young) of avian species are found within the proposed disturbance area, a minimum 50-foot no-disturbance buffer zone surrounding active nests shall be established until the young have fledged. Project activities shall not occur within the buffer as long as the nest is active. The size of the buffer area may be reduced if the biologist determines it would not be likely to have adverse effects on the particular species. No action other than avoidance shall be taken without biologist consultation.

- Completion of the nesting cycle (to determine when construction near the nest can commence) shall be determined by the biologist.
10. **MM CUL-1** If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the site must stop and the project construction contractor shall immediately notify the City of Industry. An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.
11. **MM HAZ-1** Prior to commencement of any ground-disturbing activities on the project site, the Project Applicant shall prepare and submit a Phase II Environmental Assessment (Phase II) to the California Department of Toxic Substances Control (DTSC) for review. The report shall include site background and environmental setting information, field procedures, presentation of field observations, and analytical results including boring logs and laboratory reports.

The Phase II shall identify recommendations regarding the need for further action to further assess site conditions and for limited removal action(s), if appropriate, based on site investigative findings and the screening risk evaluation. If further action is recommended, the Phase II report shall identify additional assessments and/or preliminary remediation needs and strategies. The Phase II report shall include recommendations for expedited response actions necessary to mitigate any immediate potential hazards to public health or the environment, if needed. No Further Action recommendations shall be made if levels of detected chemicals of potential concern are determined to be below risk-based screening levels.

No ground disturbance associated with the proposed improvements shall occur on the project site prior to DTSC and City of Industry approval of the Phase II and implementation of the measures identified in the Phase II (if applicable) to remediate potential hazards to the public and/or the environment.

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. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Department prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.
3. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.

4. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.
5. 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.
6. The Applicant shall provide off-street parking as shown on the approved development plan.
7. The Applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must join together at the connection point.
8. 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.
9. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant shall provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.
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. Development shall take place in substantial conformance with the approved development plans.
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).
14. Hours of construction are limited to 7:00 am to 7:00 pm Monday through Saturday with no construction on Sundays.

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 Department may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The Applicant, and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.
2. The Applicant and Property Owner shall submit to the City written consent to all of the conditions referenced herein within 10 days of approval. The Applicant understands that Resolution No. CC- 2017-30 and Resolution No CC- 2017-31 will be of no force or effect unless such written consent is submitted to the City.