CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

OCTOBER 13, 2016
9:00 AM

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

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

Addressing the City Council:

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

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

Americans with Disabilities Act:

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

Agendas and other writings:

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

1. Call to Order

2. Flag Salute

3. Roll Call

4. Public Comments

5. CONSENT CALENDAR

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

5.1 Consideration of the Register of Demands for October 13, 2016.

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

5.2 Consideration to continue the membership with the San Gabriel Valley Economic Partnership for an annual fee of $25,000.00.

RECOMMENDED ACTION: Approve the membership.

5.3 Consideration of a Professional Services Agreement between the City of Industry and Stearns, Conrad and Schmidt ("SCS") Consulting Engineers, Inc., to provide Operation, Monitoring, and Maintenance Services for the Landfill Gas Collection and Control System at the Industry Hills Landfill.

RECOMMENDED ACTION: Approve the Agreement.

6. ACTION ITEMS

6.1 Consideration of Resolution No. CC 2016-70 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, SUPPORTING THE TRANSPORTATION SALES TAX MEASURE (MEASURE "M").

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-70.

6.2 Consideration of Resolution No. CC 2016-71 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, TO AMEND THE QUALIFYING FACTORS TO RECEIVE HEALTH BENEFITS IN RETIREMENT.

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-71.

6.3 Consideration of Resolution No. CC 2016-72 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, TO GRANT ANOTHER DESIGNATED PERIOD FOR A "GOLDEN HANDSHAKE" FOR TWO YEARS ADDITIONAL SERVICE CREDIT. (FIRST READING)

RECOMMENDED ACTION: Receive and file.

6.4 Consideration of Urgency Ordinance No. 797 – AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY PROHIBITING THE CULTIVATION, PROCESSING, MANUFACTURING, LABORTAORY TESTING, LABELING, STORING, AND WHOLESALE AND RETAIL DISTRIBUTION OF CANNABIS IN THE CITY.

RECOMMENDED ACTION: Adopt Urgency Ordinance No. 797.

6.5 Consideration of Development Plan 15-21 submitted by LBA Realty for the construction of a new 36,030 square foot industrial building located at 16801 Gale Avenue in the City of Industry

a. Consideration of Resolution No. CC 2016-67 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, MAKING FINDINGS AND ADOPTING THE INITIAL STUDY AND NEGATIVE DECLARATION FOR A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF A 36,030 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 16801 GALE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA.

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-67.

b. Consideration of Resolution No. CC 2016-68 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 15-21 FOR THE CONSTRUCTION OF A 36,030 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 16801 GALE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-68.

6.6 Update regarding the Request for Proposals for Operations and Maintenance Services at the City of Industry Metrolink Solar Carport Facility located at 600 South Brea Canyon Road.

RECOMMENDED ACTION: Authorize staff to prepare a Maintenance Services Agreement.

6.7 Consideration of authorization to advertise for solicitation of public bids for Contract No. CITY-1429, 2016-2017 Slurry Seal, for an estimated cost of $203,000.00.

RECOMMENDED ACTION: Approve the plans and specifications, and authorize the advertising for receipt of sealed bids.

7. CITY COUNCIL COMMITTEE REPORTS

8. **AB 1234 REPORTS**

9. **CITY COUNCIL COMMUNICATIONS**

10. **CLOSED SESSION**

10.1 Conference with Legal Counsel – Existing Litigation pursuant to Government Code Section 54956.9(1)(d), In Re City of Industry, Follows Camp, Los Angeles Regional Water Quality Control Board Order R4-2016-0316 (Proposed

10.2 CONFERENCE WITH LEGAL COUNSEL – Anticipated Litigation. Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2): One Potential Case.

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

Property:	15130 Nelson Avenue
City Negotiators:	Paul J. Philips, City Manager and James M. Casso, City Attorney
Negotiating Party:	Matthew Sawyer
Under Negotiation:	Price and Terms of Payment

11. Adjournment. Next regular meeting: Thursday, October 27, 2016 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF OCTOBER 13, 2016

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
100	GENERAL FUND	1,117,209.08
103	PROP A FUND	5,605.51
120	CAPITAL IMPROVEMENT FUND	327,028.52
161	IPUC - ELECTRIC	427,849.25
TOTAL ALL FUNDS		1,877,692.36

BANK RECAP:

BANK	NAME	DISBURSEMENTS
BOFA	BANK OF AMERICA - CKING ACCOUNTS	120,956.58
PROP/A	PROP A - CKING ACCOUNT	5,605.51
WK/T	WORKMAN TEMPLE - CKING ACCOUNT	3,627.30
WFBK	WELLS FARGO - CKING ACCOUNT	1,747,502.97
TOTAL ALL BANKS		1,877,692.36

APPROVED PER CITY MANAGER

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CITY OF INDUSTRY
BANK OF AMERICA
October 13, 2016

Check	Date			Payee Name	Check Amount
CITYELEC.CHK - City Electric					
1390	09/20/2016			**CITY OF INDUSTRY**	$101,832.76
	Invoice	Date	Description	Amount	
	09/20/16	09/20/2016	TRANSFER FUNDS-ELECTRIC	$101,832.76	
1391	09/20/2016			**CITY OF INDUSTRY**	$14,983.80
	Invoice	Date	Description	Amount	
	09/20/16-A	09/20/2016	REIMBURSE-ELECTRIC PAYROLL	$14,983.80	
PARKCIT.CHK - Parking Citation Checking					
579	09/26/2016			**SUPERIOR COURT OF CALIFORNIA,**	$3,728.50
	Invoice	Date	Description	Amount	
	AUGUST 2016	09/09/2016	PARKING CITATIONS REPORT-AUG 2016	$3,728.50	
580	09/26/2016			**TURBO DATA SYSTEMS, INC**	$411.52
	Invoice	Date	Description	Amount	
	24877	08/31/2016	CITATION PROCESSING-JUL/AUG 2016	$411.52	

Checks	Status	Count	Transaction Amount
	Total	4	$120,956.58

CITY OF INDUSTRY

PROP A

October 13, 2016

Check	Date			Payee Name	Check Amount
PROPA.CHK - Prop A Checking					
11659	09/26/2016			**CITY OF INDUSTRY-REFUSE**	$78.80
	Invoice	Date	Description	Amount	
	2619243	09/01/2016	DISP SVC-METROLINK	$78.80	
11660	09/26/2016			**INDUSTRY SECURITY SERVICES**	$4,821.16
	Invoice	Date	Description	Amount	
	14-18628	09/02/2016	SECURITY SVC-METROLINK	$1,729.73	
	14-18697	09/09/2016	SECURITY SVC-METROLINK	$1,361.70	
	14-18769	09/16/2016	SECURITY SVC-TRES HERMANOS	$1,729.73	
11661	09/26/2016			**SO CAL INDUSTRIES**	$93.87
	Invoice	Date	Description	Amount	
	237810	08/16/2016	RR RENTAL-METROLINK	$93.87	
11662	09/26/2016			**SO CALIFORNIA EDISON COMPANY**	$265.19
	Invoice	Date	Description	Amount	
	2017-00000308	09/17/2016	7/22-8/22/16 SVC-600 S BREA CYN B	$265.19	
11663	09/26/2016			**WALNUT VALLEY WATER DISTRICT**	$346.49
	Invoice	Date	Description	Amount	
	2407888	09/08/2016	8/1-8/31/16 SVC-IRR METROLINK STN-SPANISH LN	$327.62	
	2415692	09/14/2016	8/4-8/31/16 SVC-PLATFORM METROLINK	$18.87	

Checks	Status	Count	Transaction Amount
	Total	5	**$5,605.51**

CITY OF INDUSTRY
WORKMAN TEMPLE
October 13, 2016

Check	Date			Payee Name	Check Amount
WRKTMPHM.WF.CHK - Workman Temple Homestead Chking					
1040	08/25/2016			HISTORICAL RESOURCES, INC.	$3,627.30
	Invoice	Date	Description	Amount	
	08/25/16	08/25/2016	HISTORICAL COLLECTIBLES	$3,627.30	

Check	Status	Count	Transaction Amount
	Total	1	$3,627.30

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
64817	09/15/2016		**AT & T**		$9.07
	Invoice	Date	Description	Amount	
	2017-00000275	09/01/2016	09/01-09/30/16 SVC - CITY WHITE PAGES	$9.07	
64818	09/15/2016		**AT & T**		$225.00
	Invoice	Date	Description	Amount	
	8961534189	09/01/2016	09/01-09/30/16 SVC - 600 S BREA CYN-TELECOM	$225.00	
64819	09/15/2016		**FRONTIER**		$2,392.66
	Invoice	Date	Description	Amount	
	2017-00000281	08/28/2016	08/28-09/27/16 SVC - IH GOLF COURSE FUEL PUMP	$144.99	
	2017-00000282	08/28/2016	08/28-09/27/16 SVC - EM-179 S. GRAND AVE	$37.62	
	2017-00000283	08/28/2016	08/28-09/27/16 SVC - EM-21912 GARCIA LN-ALARM	$9.06	
	2017-00000284	08/28/2016	08/28-09/27/16 SVC - ELECTRIC MODEM	$107.59	
	2017-00000285	09/01/2016	09/01-09/30/16 SVC - GENERATOR SITE-TELEMETRY	$51.29	
	2017-00000286	09/01/2016	09/01-09/30/16 SVC - GENERATOR SITE-TELEMETRY	$54.00	
	2017-00000287	09/01/2016	09/01-09/30/16 SVC - CITY HALL FAXES	$534.03	
	2017-00000288	09/01/2016	09/01-09/30/16 SVC - VARIOUS SITES	$312.63	
	HATCHER-SEP16	09/01/2016	09/01-09/30/16 SVC - HATCHER WAREHOUSE	$50.77	
	2017-00000289	09/01/2016	09/01-09/30/16 SVC - TRES HERMANOS BARN	$49.74	
	2017-00000290	09/01/2016	09/01-09/30/16 SVC - VARIOUS GENERATOR SITES	$1,040.94	
64820	09/15/2016		**GAS COMPANY, THE**		$434.95
	Invoice	Date	Description	Amount	
	2017-00000269	09/06/2016	08/03-09/01/16 SVC - 1 INDUSTRY HILLS PKWY	$16.43	
	2017-00000270	09/06/2016	08/03-09/01/16 SVC - 2700 CHINO HILLS PKWY	$36.65	
	2017-00000271	09/08/2016	08/05-09/06/16 SVC - 15625 STAFFORD ST APT A	$187.99	
	2017-00000272	09/08/2016	08/05-09/06/16 SVC - 15625 STAFFORD ST APT B	$15.78	
	2017-00000273	09/08/2016	08/05-09/06/16 SVC - 15633 RAUSCH RD	$162.32	
	2017-00000274	09/08/2016	08/04-09/05/16 SVC - 15651 STAFFORD ST	$15.78	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64821	09/15/2016			**SO CALIFORNIA EDISON COMPANY**	$12,105.12
	Invoice	Date	Description	Amount	
	2017-00000276	09/02/2016	08/03-09/01/16 SVC - 208 S WADDINGHAM WAY CP	$104.97	
	2017-00000277	09/02/2016	08/01-09/01/16 SVC - 1 VALLEY/AZUSA	$15.26	
	2017-00000278	09/02/2016	08/01-09/01/16 SVC - 600 BREA CYN RD	$475.78	
	15660STAFF-SEP16	09/03/2016	07/28-08/26/16 SVC - 15660 STAFFORD ST	$3,125.09	
	2017-00000279	09/03/2016	08/03-09/01/16 SVC - 15625 STAFFORD ST	$7,025.58	
	1135HATCHR-SEP16	09/07/2016	08/05-09/06/16 SVC - 1135 HATCHER AVE	$513.29	
	1123AHATCH-SEP16	09/07/2016	08/05-09/06/16 SVC - 1123 HATCHER AVE STE A	$400.13	
	2017-00000280	09/07/2016	08/01-09/01/16 SVC - NOGALES ST/SAN JOSE AVE	$445.02	
64822	09/15/2016			**SOUTH COAST A.Q.M.D.**	$354.86
	Invoice	Date	Description	Amount	
	2979836	09/01/2016	ICE EM ELC GEN-DIESEL-EL ENCANTO	$354.86	
64823	09/15/2016			**SUBURBAN WATER SYSTEMS**	$510.63
	Invoice	Date	Description	Amount	
	180060730463	09/02/2016	08/04-09/02/16 SVC - NE CNR VALLEY/STIMS	$510.63	
64824	09/15/2016			**VERIZON WIRELESS - LA**	$1,568.44
	Invoice	Date	Description	Amount	
	9771046198	08/26/2016	07/27-08/26/16 SVC - MOBILE BROADBAND	$114.03	
	9771046197	08/26/2016	07/27-08/26/16 SVC - VARIOUS WIRELESS	$1,454.41	
64825	09/19/2016			**NOBLE AMERICAS ENERGY**	$152,890.72
	Invoice	Date	Description	Amount	
	162560006178362	09/12/2016	WHOLESALE GAS-AUG 2016	$13.94	
	162560006177902	09/12/2016	WHOLESALE USE-AUG 2016	$152,876.78	
64826	09/19/2016			**SFPP, L.P.**	$159,742.66
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	21036	09/09/2016	FINAL INVOICE-VALLEY BLVD WIDENING PROJECT	$159,742.66	
64827	09/20/2016		**FRONTIER**		$139.09
	Invoice	Date	Description	Amount	
	2017-00000297	09/04/2016	09/04-10/03/16 SVC - GS-21620 VALLEY BLVD	$54.00	
	2017-00000298	09/04/2016	09/04-10/03/16 SVC - EM-21858 GARCIA LN-ALARM	$58.35	
	2017-00000299	09/07/2016	09/07-10/06/16 SVC - GS-408 BREA CYN RD	$26.74	
64828	09/20/2016		**GAS COMPANY, THE**		$56.80
	Invoice	Date	Description	Amount	
	2017-00000300	09/12/2016	08/01-09/01/16 SVC - 1 INDUSTRY HILLS PKWY UNIT	$56.80	
64829	09/20/2016		**SO CALIFORNIA EDISON COMPANY**		$17,522.76
	Invoice	Date	Description	Amount	
	2017-00000301	09/08/2016	08/01-09/01/16 SVC - 208 S WADDINGHAM WAY	$16,826.40	
	2017-00000302	09/08/2016	08/05-09/06/16 SVC - VARIOUS SITES	$104.92	
	2017-00000303	09/09/2016	08/01-09/01/16 SVC - GALE AVE/L ST	$33.95	
	2017-00000304	09/10/2016	07/14-09/07/16 SVC - VALLEY BLVD U-VARIOUS SITES	$496.44	
	2017-00000305	09/10/2016	08/10-09/09/16 SVC - 575 BALDWIN PARK AVE U	$61.05	
64830	09/20/2016		**SO CALIFORNIA EDISON COMPANY**		$12,178.70
	Invoice	Date	Description	Amount	
	7500708024	08/31/2016	07/01-07/31/16 SVC - 208 S. WADDINGHAM WAY	$3,667.31	
	7500708025	08/31/2016	07/01-07/31/16 SVC - 745 ANAHEIM-PUENTE RD	$1,027.46	
	7500708023	08/31/2016	07/01-07/31/16 SVC - OLD RANCH RD/MAYO AVE	$5,623.22	
	7500708035	08/31/2016	07/01-07/31/16 SVC - 133 N. AZUSA AVE	$1,860.71	
64831	09/20/2016		**VERIZON BUSINESS**		$162.13
	Invoice	Date	Description	Amount	
	66163099	09/10/2016	08/01-08/31/16 SVC - VARIOUS SITES	$31.60	
	HATCHER-66163099	09/10/2016	08/01-08/31/16 SVC - HATCHER	$5.21	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	66163100	09/10/2016	08/01-08/31/16 SVC - VARIOUS SITES	$125.32	
64832	09/20/2016		**WALNUT VALLEY WATER DISTRICT**		$8,074.49
	Invoice	Date	Description	Amount	
	2407917	09/08/2016	08/01-08/31/16 SVC - IRR 820 FAIRWAY DR	$87.14	
	2407969	09/08/2016	08/01-08/31/16 SVC - LEMON AVE N OF CURRIER RD	$100.38	
	2408003	09/08/2016	08/01-08/31/16 SVC - BREA CYN RD & OLD RANCH RD	$51.48	
	2408019	09/08/2016	08/01-08/31/16 SVC - FERRERO & GRAND EAST	$887.47	
	2408036	09/08/2016	08/01-08/31/16 SVC - BAKER PKWY METER #1	$927.86	
	2408037	09/08/2016	08/01-08/31/16 SVC - BAKER PKWY METER #2	$892.13	
	2408043	09/08/2016	08/01-08/31/16 SVC - GRAND AVE CROSSING	$1,085.76	
	2408044	09/08/2016	08/01-08/31/16 SVC - GRAND AVE CROSSING	$73.34	
	2408046	09/08/2016	08/01-08/31/16 SVC - 22002 VALLEY BLVD	$494.84	
	2408063	09/08/2016	08/01-08/31/16 SVC - 21350 VALLEY-MEDIAN	$149.28	
	2408064	09/08/2016	08/01-08/31/16 SVC - GRAND CROSSING EAST	$62.89	
	2408065	09/08/2016	08/01-08/31/16 SVC - GRAND CROSSING WEST	$77.56	
	2408066	09/08/2016	08/01-08/31/16 SVC - BAKER PKWY & GRAND NW	$2,256.67	
	2408073	09/08/2016	08/01-08/31/16 SVC - E/S GRAND S/O BAKER PKWY	$158.86	
	2408079	09/08/2016	08/01-08/31/16 SVC - BREA CYN N OF RR TRKS	$263.37	
	2408080	09/08/2016	08/01-08/31/16 SVC - BREA CYN N OF CURRIER	$36.80	
	2408082	09/08/2016	08/01-08/31/16 SVC - 60 FWY INTERCHANGE	$18.87	
	2408100	09/08/2016	08/01-08/31/16 SVC - END OF BAKER PKWY-TEMP	$449.79	
64833	09/23/2016		**BANK OF AMERICA - VISA**		$1,004.08
	Invoice	Date	Description	Amount	
	2017-00000307	08/07/2016	08/07-09/06/16 CREDIT CARD EXPENSES-PHILIPS	$1,004.08	
64834	09/23/2016		**CRAFTON ELITE**		$2,569.00
	Invoice	Date	Description	Amount	
	09/20/16-A	09/20/2016	REFUND-PER SETTLEMENT (REPLACE CK 64356)	$2,600.00	
	09/20/16-B	09/20/2016	BANK FEE FOR STOP PAYMENT OF CK 64356	($31.00)	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64835	09/26/2016		VOIDED- PAPER JAM		$0.00
64836	09/26/2016		VOIDED- PAPER JAM		$0.00
64837	09/26/2016		VOIDED- PAPER JAM		$0.00
64838	09/26/2016			PUBLIC SAFETY APPRECIATION	$1,200.00
	Invoice	Date	Description	Amount	
	09/23/16	09/22/2016	CORPORATE DONATION FOR HOMELAND HEROES	$1,200.00	
64839	09/26/2016			UNUM LIFE INSURANCE COMPANY	$3,935.42
	Invoice	Date	Description	Amount	
	0509413-001-7	09/22/2016	LONG TERM CARE-PREMIUM FOR SEP 2016	$3,935.42	
64840	09/28/2016			CITY OF CHINO HILL UTILITY	$388.22
	Invoice	Date	Description	Amount	
	2017-00000321	09/21/2016	08/15-09/19/16 SVC - 1550 RANCHO HILLS DR	$388.22	
64841	09/28/2016			FRONTIER	$1,106.57
	Invoice	Date	Description	Amount	
	2017-00000309	09/10/2016	09/10-10/09/16 SVC - GENERATOR SITE-TELEMETRY	$51.29	
	841 7TH-SEP16	09/10/2016	09/10-10/09/16 SVC - 841 S. 7TH	$93.72	
	2017-00000310	09/10/2016	09/10-10/09/16 SVC - 600 BREA CYN RD	$219.80	
	2017-00000311	09/10/2016	09/10-10/09/16 SVC - EM-21508 BAKER PKWY BLDG	$51.29	
	2017-00000312	09/10/2016	09/10-10/09/16 SVC - EM-21808 GARCIA LN-ALARM	$58.35	
	2017-00000313	09/10/2016	09/10-10/09/16 SVC - GENERATOR SITE-TELEMETRY	$146.39	
	2017-00000314	09/16/2016	09/16-10/15/16 SVC - BREA CYN PUMP STN	$65.06	
	2017-00000315	09/16/2016	09/16-10/15/16 SVC - PUENTE HILLS AUTO PLAZA	$163.78	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	2017-00000316	09/16/2016	09/16-10/15/16 SVC - GENERATOR SITE-TELEMETRY	$48.66	
	2017-00000317	09/19/2016	09/19-10/18/16 SVC - EM-21415 BAKER PKWY	$51.29	
	2017-00000318	09/19/2016	09/19-10/18/16 SVC - GENERATOR SITE-TELEMETRY	$43.45	
	2017-00000319	09/19/2016	09/19-10/18/16 SVC - ELECTRIC MODEM	$51.29	
	2017-00000320	09/19/2016	09/19-10/18/16 SVC - FOLLOW'S CAMP GUARD	$62.20	
64842	09/28/2016		**GAS COMPANY, THE**		$23.37
	Invoice	Date	Description	Amount	
	2017-00000322	09/19/2016	08/16-09/15/16 SVC - 610 S BREA CYN RD	$23.37	
64843	09/28/2016		**SAN GABRIEL VALLEY WATER CO.**		$658.11
	Invoice	Date	Description	Amount	
	2017-00000323	09/16/2016	08/15-09/15/16 SVC - 14329 VALLEY	$437.09	
	2017-00000324	09/19/2016	08/16-09/16/16 SVC - 336 EL ENCANTO	$75.06	
	841 7TH-SEP16	09/20/2016	08/17-09/19/16 SVC - 841 S SEVENTH	$145.96	
64844	09/28/2016		**SO CALIFORNIA EDISON COMPANY**		$58,150.67
	Invoice	Date	Description	Amount	
	2017-00000325	09/13/2016	08/11-09/12/16 SVC - 490 7TH U	$74.68	
	19835WAL-SEP16	09/14/2016	08/12-09/13/16 SVC - 19835 E WALNUT DR	$114.75	
	2017-00000326	09/16/2016	08/16-09/15/16 SVC - 17635 GALE	$2,044.13	
	2017-00000327	09/16/2016	08/16-09/15/16 SVC - 1341 FULLERTON RD	$35.88	
	2017-00000328	09/17/2016	08/16-09/15/16 SVC - VARIOUS SITES	$75.42	
	2017-00000329	09/17/2016	08/16-09/15/16 SVC - PECK RD S/O PELLISSIER	$34.41	
	841 7TH-SEP16	09/17/2016	08/16-09/15/16 SVC - 841 7TH AVE	$1,094.75	
	2017-00000330	09/17/2016	08/16-09/15/16 SVC - VARIOUS SITES	$1,861.22	
	2017-00000331	09/17/2016	05/11-09/01/16 SVC - VARIOUS SITES	$36,303.97	
	2017-00000333	09/17/2016	08/16-09/15/16 SVC - VARIOUS SITES	$7,134.14	
	2017-00000334	09/17/2016	08/01-09/01/16 SVC - VARIOUS SITES	$3,821.91	
	2017-00000335	09/17/2016	08/16-09/15/16 SVC - VARIOUS SITES	$2,824.89	
	2017-00000336	09/17/2016	07/28-09/15/16 SVC - VARIOUS SITES	$2,730.52	

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
64845	09/28/2016		**SO CALIFORNIA EDISON COMPANY**	$171.51
	Invoice	Date	Description	Amount
	2017-00000332	09/17/2016	08/16-09/15/16 SVC - 19001 TONNER CYN RD	$171.51
64846	09/28/2016		**SO CALIFORNIA EDISON COMPANY**	$91,110.86
	Invoice	Date	Description	Amount
	7500708038	08/31/2016	09/10/15-07/31/16 SVC - 208 S. WADDINGHAM WAY	$90,933.81
	7500708724	09/06/2016	05/01-05/31/16 SVC - RELIABILITY SVC	$177.05
64847	09/28/2016		**WALNUT VALLEY WATER DISTRICT**	$242.38
	Invoice	Date	Description	Amount
	2415673	09/14/2016	08/04-08/31/16 SVC - PUMP STN N/W CHERYL	$23.77
	2415693	09/14/2016	08/04-08/31/16 SVC - PUMP STN BREA CYN	$60.60
	2415830	09/14/2016	08/04-08/31/16 SVC - 19835 WALNUT DT	$101.84
	2415919	09/14/2016	08/04-08/31/16 SVC - NOGALES PUMP STATION	$56.17
64848	10/03/2016		**AT & T**	$295.42
	Invoice	Date	Description	Amount
	2017-00000337	09/17/2016	09/17-10/16/16 SVC - 17001 CARBON CYN RD-RADIO	$146.88
	2017-00000338	09/17/2016	09/17-10/16/16 SVC - 15000 TONNER CYN RD-GUARD	$148.54
64849	10/03/2016		**FRONTIER**	$105.29
	Invoice	Date	Description	Amount
	2017-00000339	09/22/2016	09/22-10/21/16 SVC - ELECTRIC MODEM	$51.29
	2017-00000340	09/22/2016	09/22-10/21/16 SVC - GENERATOR SITE-TELEMETRY	$54.00
64850	10/03/2016		**GAS COMPANY, THE**	$34.11
	Invoice	Date	Description	Amount
	2017-00000341	09/26/2016	08/23-09/22/16 SVC - 15415 DON JULIAN RD	$34.11

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64851	10/03/2016			**INDUSTRY PUBLIC UTILITY**	$2,774.38
	Invoice	Date	Description	Amount	
	2017-00000342	09/15/2016	08/10-09/10/16 SVC - 600 BREA CYN RD	$2,774.38	
64852	10/03/2016			**SO CALIFORNIA EDISON COMPANY**	$340.57
	Invoice	Date	Description	Amount	
	2017-00000343	09/22/2016	08/22-09/21/16 SVC - 580 S BREA CYN	$24.30	
	2017-00000344	09/22/2016	08/22-09/21/16 SVC - 575 S BREA CYN	$24.44	
	2017-00000345	09/22/2016	08/22-09/21/16 SVC - 21380 VALLEY PED	$79.56	
	2017-00000347	09/24/2016	08/01-09/22/16 SVC - 600 S BREA CYN RD	$106.65	
	2017-00000348	09/24/2016	08/24-09/23/16 SVC - 745 ANAHEIM PUENTE RD CP	$62.87	
	2017-00000349	09/24/2016	08/24-09/23/16 SVC - 17378 E GALE B	$42.75	
64853	10/03/2016			**SO CALIFORNIA EDISON COMPANY**	$39.46
	Invoice	Date	Description	Amount	
	2017-00000346	09/23/2016	08/23-09/22/16 SVC - 5010 ENGLISH RD	$39.46	
64854	10/03/2016			**SO CALIFORNIA EDISON COMPANY**	$12,178.70
	Invoice	Date	Description	Amount	
	7500710438	09/16/2016	08/01-08/31/16 SVC - OLD RANCH RD/MAYO AVE	$5,623.22	
	7500710439	09/16/2016	08/01-08/31/16 SVC - 208 S. WADDINGHAM WAY	$3,667.31	
	7500710440	09/16/2016	08/01-08/31/16 SVC - 745 ANAHEIM-PUENTE RD	$1,027.46	
	7500710450	09/16/2016	08/01-08/31/16 SVC - 133 N. AZUSA AVE	$1,860.71	
64855	10/03/2016			**SUBURBAN WATER SYSTEMS**	$60.56
	Invoice	Date	Description	Amount	
	180030966282	09/22/2016	08/23-09/22/16 SVC - 205 HUDSON AVE	$60.56	
64856	10/05/2016			**PATRIOT ENVIRONMENTAL**	$10,042.09
	Invoice	Date	Description	Amount	
	03-16-00673-1	05/11/2016	HAZARDOUS MATERIAL-18268 GALE AVE	$10,042.09	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64857	10/13/2016			ARAMARK REFRESHMENT SERVICE,	$131.87
	Invoice	Date	Description	Amount	
	1393427	07/26/2016	WATER FILTERS	$131.87	
64858	10/13/2016			AT & T	$176.00
	Invoice	Date	Description	Amount	
	3802882303	09/23/2016	08/19-09/18/16 SVC - 600 S BREA CYN - METROLINK	$176.00	
64859	10/13/2016			BRYAN PRESS	$1,198.47
	Invoice	Date	Description	Amount	
	0075766	09/21/2016	COI #10 ENVELOPES	$166.23	
	0075710	09/13/2016	MEMO SHEETS	$269.78	
	0075767	09/19/2016	WINDOW ENVELOPES	$762.46	
64860	10/13/2016			BUTSKO UTILITY DESIGN INC.	$6,581.16
	Invoice	Date	Description	Amount	
	27962I	06/30/2016	PLANNED OUTAGE SCHEDULE/COORDINATION	$3,307.44	
	27962J	06/30/2016	REPLACE PME 10 SWITCH	$3,273.72	
64861	10/13/2016			CHEM PRO LABORATORY, INC	$269.00
	Invoice	Date	Description	Amount	
	608253	08/23/2016	WATER TREATMENT-AUG 2016	$269.00	
64862	10/13/2016			CITY OF INDUSTRY	$1,533.50
	Invoice	Date	Description	Amount	
	2017-00000013	08/31/2016	IH FUEL PUMP-CITY HALL VEHICLES	$445.47	
	2017-00000011	08/31/2016	IH FUEL PUMP-SECURITY VEHICLES	$1,088.03	
64863	10/13/2016			CITY OF INDUSTRY-MEDICAL	$2,000.00
	Invoice	Date	Description	Amount	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	REG 10/13/16	10/05/2016	TRANSFER FUNDS-MEDICAL	$2,000.00	
64864	10/13/2016			**CITY OF INDUSTRY-PAYROLL ACCT**	$130,000.00
	Invoice	Date	Description	Amount	
	P/R 09/30/16	09/28/2016	REIMBURSE FOR PAYROLL 9/30/16	$130,000.00	
64865	10/13/2016			**CITY OF SOUTH EL MONTE**	$2,000.00
	Invoice	Date	Description	Amount	
	1081	09/06/2016	COALITION SR60 PROK-SEP 2016	$2,000.00	
64866	10/13/2016			**CNC ENGINEERING**	$272,302.05
	Invoice	Date	Description	Amount	
	45333	09/25/2016	WALNUT DR SOUTH WIDENING	$235.32	
	45334	09/25/2016	VALLEY BLVD PCC PAVEMENT RECONSTRUCTION	$28,125.27	
	45335	09/25/2016	CLARK AVE WIDENING	$2,490.47	
	45336	09/25/2016	2016 CLEANOUT OF STORMWATER	$2,554.25	
	45337	09/25/2016	2016-2017 SLURRY SEAL	$702.52	
	45338	09/25/2016	GENERAL ENGINEERING SVC-CIP	$66,924.60	
	45339	09/25/2016	GENERAL ENGINEERING SVC-MAINT OF CITY	$59,324.80	
	45340	09/25/2016	TONNER CYN PROPERTY	$941.28	
	45341	09/25/2016	COLIMA ROAD WIDENING	$1,417.75	
	45342	09/25/2016	PUENTE VALLEY OPERABLE UNIT	$1,647.24	
	45343	09/25/2016	SEWER SYSTEM MAINT	$1,423.58	
	45344	09/25/2016	EXPO CENTER FACILITY MAINT	$156.88	
	45345	09/25/2016	CITY ELECTRICAL FACILITIES	$650.84	
	45346	09/25/2016	EXPANSION OF THE RECLAIMED WATER SYSTEM	$406.78	
	45347	09/25/2016	PUENTE BASIN WATER MASTER ISSUES	$488.13	
	45348	09/25/2016	TRES HERMANOS PROPERTY	$922.73	
	45349	09/25/2016	MAINT OF CITY HALL	$253.34	
	45351	09/25/2016	SAFETY UPGRADE AT VARIOUS RR CROSSINGS	$156.88	
	45352	09/25/2016	OPERATION AND MAINT OF METRO SOLAR PROJ	$2,115.23	

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Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	45353	09/25/2016	MTA FUNDING FOR VARIOUS PROJECTS	$39.22	
	45354	09/25/2016	EL ENCANTO HEALTH CARE FACILITY	$81.36	
	45355	09/25/2016	TRAFFIC SIGNAL AT DON JULIAN/SIXTH AVE	$807.72	
	45356	09/25/2016	SANITATION DISTRICT IMTERMODAL FACILITY	$1,118.57	
	45357	09/25/2016	SAN JOSE AVE RECONSTRUCTION	$10,217.46	
	45358	09/25/2016	TRAFFIC SIGNAL AT NELSON/SUNSET AVE	$78.44	
	45359	09/25/2016	PACIFIC PALMS LAUNDRY BLDG ISSUES	$2,436.94	
	45360	09/25/2016	PAINT EVALUATION OF FENCE ON TEMPLE	$7,392.97	
	45361	09/25/2016	HIGHWAY BRIDGE PROGRAM	$156.88	
	45362	09/25/2016	HIGHWAY BRIDGE PROGRAM-AZUSA AVE	$2,578.45	
	45363	09/25/2016	FISCAL YEAR BUDGET	$12,660.64	
	45365	09/25/2016	FOLLOW'S CAMP PROPERTY	$536.89	
	45366	09/25/2016	VARIOUS ASSIGNMENTS-SA TO THE IUDA	$3,171.92	
	45367	09/25/2016	NEW CUL-DE-SAC EAST OF FAURE AVE	$16,155.47	
	45368	09/25/2016	NELSON AVE/PUENTE AVE INTERSECTION	$3,016.23	
	45369	09/25/2016	GATEWAY CITIES COUNCIL OF GOVERMENTS	$1,202.84	
	45370	09/25/2016	ARENTH AVE RECONSTRUCTION	$6,338.54	
	45371	09/25/2016	RESURFACING OF UNRUH AND DON JULIAN	$941.28	
	45372	09/25/2016	CARTEGRAPH IMPLEMENTATION/MGMT	$7,005.29	
	45373	09/25/2016	CITYWIDE CATCH BASIN RETROFITS	$7,933.05	
	45375	09/25/2016	COI PAVEMENT MGMT SYSTEM	$627.52	
	45376	09/25/2016	GRAND AVE BRIDGE WIDENING	$1,263.79	
	45377	09/25/2016	FULLERTON RD GRADE SEPARATION	$8,423.04	
	45378	09/25/2016	ALAMEDA CORRIDOR PROJECTS	$352.98	
	45379	09/25/2016	FAIRWAY DR GRADE SEPARATION	$3,797.19	
	45380	09/25/2016	NOGALES GRADE SEPARATION	$2,303.91	
	45364	09/25/2016	STORM DRAIN IN AJAX AVE	$725.57	
64867	10/13/2016		**COMFORT SYSTEMS USA**		$3,279.12
	Invoice	Date	Description	Amount	
	248104	06/16/2016	SERVICE REPAIR-EL ENCANTO	$931.69	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	248106	06/16/2016	A/C MAINT-EL ENCANTO	$1,973.83	
	248100	06/16/2016	SERVICE REPAIR-EL ENCANTO	$373.60	
64868	10/13/2016			**COUNTY OF LA DEPT OF PUBLIC**	$40,786.20
	Invoice	Date	Description	Amount	
	PW-16091202240	09/12/2016	PROJECT DESIGN-TEMPLE/PEREZ	$2,446.26	
	PW-16091202449	09/12/2016	TRAFFIC SIGNAL MAINT	$16,202.25	
	PW-16091202276	09/12/2016	PUMP HOUSE MAINT	$12,784.47	
	PW-16091202264	09/12/2016	STREET MAINT/INSPECTION	$3,988.77	
	PW-16091202262	09/12/2016	LITTER/DEBRIS REMOVAL	$1,419.44	
	PW-16091202266	09/12/2016	EMERGENCY CALL FOR ROAD SERVICE	$1,525.69	
	PW-16091202265	09/12/2016	EMERGENCY ROAD/LANE CLOSURE	$1,097.78	
	PW-16091202187	09/12/2016	STORM DRAIN PERMIT-CLARK AVE	$965.01	
	PW-16091202263	09/12/2016	PAVEMENT PATCHING	$75.62	
	PW-16091202268	09/12/2016	TRAFFIC SIGNING	$280.91	
64869	10/13/2016			**DAKOTA BACKFLOW CO.**	$590.00
	Invoice	Date	Description	Amount	
	39460	09/12/2016	REPAIR OF BACKFLOW-EL ENCANTO	$590.00	
64870	10/13/2016			**DEPT OF ANIMAL CARE & CONTROL**	$4,140.12
	Invoice	Date	Description	Amount	
	09/15/16	09/15/2016	SHELTER COSTS-AUG 2016	$4,140.12	
64871	10/13/2016			**DEPT OF TRANSPORTATION**	$39,850.00
	Invoice	Date	Description	Amount	
	17001947	09/21/2016	COOP 4905-WESTBOUND SLIP ON-RAMP SR60	$39,850.00	
64872	10/13/2016			**DIGITAL DPD, INC.**	$3,030.13
	Invoice	Date	Description	Amount	
	13092	09/09/2016	MAILERS & FLYERS-HOMESTEAD FESTIVAL	$3,030.13	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64873	10/13/2016			**ELECTRA-MEDIA, INC**	$1,763.00
	Invoice	Date	Description	Amount	
	5065	09/15/2016	PUENTE HILLS AUTO DISPLAY	$1,763.00	
64874	10/13/2016			**ENCO UTILITY SERVICES**	$7,609.50
	Invoice	Date	Description	Amount	
	0612-000401S	09/07/2016	METER SYSTEM MONITORING-METRO SOLAR	$2,846.00	
	20-3-03-21	09/08/2016	CUSTOMER ACCOUNT SERVICES	$2,500.00	
	0113-0044MR	09/08/2016	METER READING-VARIOUS SITES	$2,263.50	
64875	10/13/2016			**FEDERAL EXPRESS CORP.**	$899.74
	Invoice	Date	Description	Amount	
	5-539-95950	09/09/2016	MESSENGER SVC	$899.74	
64876	10/13/2016			**FRAZER, LLP**	$23,135.00
	Invoice	Date	Description	Amount	
	144980	08/31/2016	COI-CONSULTING SVC FOR AUG 2016	$1,185.00	
	145247	09/15/2016	COI-ACCTG SVC 9/1-9/15/16	$21,950.00	
64877	10/13/2016			**FUEL PROS, INC.**	$150.00
	Invoice	Date	Description	Amount	
	0000026593	08/26/2016	INDUSTRY HILLS FUEL STN MAINT	$150.00	
64878	10/13/2016			**G S AND W PRINTING & MAILING,**	$513.08
	Invoice	Date	Description	Amount	
	49038	09/14/2016	MARCH SELF MAILER-HOMESTEAD	$513.08	
64879	10/13/2016			**GAS COMPANY, THE**	$46.00
	Invoice	Date	Description	Amount	
	42-2016-07-00049	09/13/2016	WILL SERVE LETTER FOR NEW SVC AT FAURE CT.	$46.00	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64880	10/13/2016			**GMS ELEVATOR SERVICES, INC**	$138.00
	Invoice	Date	Description	Amount	
	00084342	09/01/2016	MO ELEVATOR SVC-SEP 2016	$138.00	
64881	10/13/2016			**HADDICK'S AUTO BODY**	$4,454.57
	Invoice	Date	Description	Amount	
	151547	11/30/2015	CONTAINER STORAGE	$880.00	
	162427	09/13/2016	CONTAINER STORAGE	$20.00	
	047707	09/15/2016	AUTO MAINT-LIC 8G22464	$314.38	
	147500	07/21/2016	CONTAINER STORAGE	$880.00	
	047713	09/15/2016	AUTO MAINT-LIC 1356177	$2,026.19	
	H-75344	09/16/2016	TOWING SVC-DONATION BIN	$134.00	
	H-75388	09/21/2016	TOWING SVC-LIC 1279616	$200.00	
64882	10/13/2016			**HISTORICAL RESOURCES, INC.**	$76,549.02
	Invoice	Date	Description	Amount	
	SEPTEMBER 2016	09/29/2016	AGREEMENT REIMBURSEMENT-SEP 2016	$76,549.02	
64883	10/13/2016			**HOME DEPOT CREDIT SERVICE**	$1,302.78
	Invoice	Date	Description	Amount	
	1053082	09/14/2016	MISC SUPPLIES-CITY HALL	$36.22	
	6571826	09/19/2016	MISC SUPPLIES-CITY HALL	$186.23	
	5054055	09/20/2016	MISC SUPPLIES-CITY HALL	$154.87	
	1053025	09/14/2016	MISC SUPPLIES	$86.03	
	9063934	09/16/2016	MISC SUPPLIES-CITY HALL	$730.56	
	0053267	09/15/2016	MICROWAVE-15660 STAFFORD (IPUC BLDG)	$108.87	
64884	10/13/2016			**INDUSTRY MANUFACTURERS**	$54,499.86
	Invoice	Date	Description	Amount	
	09/21/16	09/21/2016	EXPENSE REIMBURSEMENT FOR AUG 2016	$54,499.86	

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64885	10/13/2016			**INDUSTRY SECURITY SERVICES**	$37,904.44
	Invoice	Date	Description	Amount	
	14-18756	09/16/2016	SECURITY SVC 9/9-9/15/16	$16,807.16	
	14-18767	09/16/2016	SECURITY SVC-TRES HERMANOS	$2,187.12	
	14-18838	09/23/2016	SECURITY SVC-TRES HERMANOS	$2,187.12	
	14-18827	09/23/2016	SECURITY SVC 9/16-9/22/16	$16,723.04	
64886	10/13/2016			**INDUSTRY TIRE SERVICE**	$18.00
	Invoice	Date	Description	Amount	
	0270772	09/12/2016	REPAIR TIRE-LIC 6PKM569	$18.00	
64887	10/13/2016			**INTERNATIONAL LINE BUILDERS**	$1,213.72
	Invoice	Date	Description	Amount	
	796902	09/09/2016	ELECTRICAL SVC-EAST END DEV	$1,213.72	
64888	10/13/2016			**JAEGER, CHESTER**	$2,200.00
	Invoice	Date	Description	Amount	
	PPCJ1	09/26/2016	FEE-PERFORMER AT HOMESTEAD FESTIVAL	$2,200.00	
64889	10/13/2016			**JANUS PEST MANAGEMENT**	$710.00
	Invoice	Date	Description	Amount	
	180226	08/22/2016	PEST SVC-15660 STAFFORD ST	$85.00	
	180228	08/22/2016	PEST SVC-IMC	$145.00	
	180227	08/22/2016	PEST SVC-15559 RAUSCH RD	$85.00	
	179704	08/05/2016	PEST SVC-TRES HERMANOS	$125.00	
	179705	08/05/2016	PEST SVC-TONNER CYN	$125.00	
	180225	08/22/2016	PEST SVC-CITY HALL	$145.00	
64890	10/13/2016			**KEENAN AND ASSOCIATES**	$40,000.00
	Invoice	Date	Description	Amount	

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CITY.WF.CHK - City General Wells Fargo					
	193238	09/08/2016	BROKER FEE FOR FY 2016/2017	$40,000.00	
64891	10/13/2016			**L A COUNTY DEPT OF PUBLIC**	$4,864.11
	Invoice	Date	Description	Amount	
	IN170000209	09/07/2016	PILOT ROUTINE MAINT	$4,864.11	
64892	10/13/2016			**L A COUNTY REGISTRAR-**	$75.00
	Invoice	Date	Description	Amount	
	CUP16-8	09/29/2016	FEE-NOTICE OF EXEMPTION FOR CUP16-8	$75.00	
64893	10/13/2016			**L A COUNTY REGISTRAR-**	$2,210.25
	Invoice	Date	Description	Amount	
	DP15-21	10/13/2016	FEE-NOTICE OF DETERMINATION FOR DP15-21	$2,210.25	
64894	10/13/2016			**L A COUNTY REGISTRAR-**	$75.00
	Invoice	Date	Description	Amount	
	DP15-21-A	10/13/2016	FEE-NOTICE OF DETERMINATION FOR DP15-21	$75.00	
64895	10/13/2016			**LOCKS PLUS**	$1,264.00
	Invoice	Date	Description	Amount	
	23550	09/15/2016	CHAINS FOR TONNER CYN	$130.80	
	33220	09/27/2016	REPLACE LOCKS-CITY HALL	$918.46	
	23551	09/19/2016	REPAIR OF DEADBOLT-HOMESTEAD	$214.74	
64896	10/13/2016			**LOS ANGELES AREA COUNCIL**	$1,655.52
	Invoice	Date	Description	Amount	
	#08/28/2016	08/28/2016	TONNER CYN WATER CHARGES-AUG 2016	$1,655.52	
64897	10/13/2016			**METHOD TECHNOLOGIES**	$66.25
	Invoice	Date	Description	Amount	
	33943	09/19/2016	UPDATE CITY WEBSITE	$66.25	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
64898	10/13/2016			**MICHAEL BAKER INTERNATIONAL,**	$61,281.56
	Invoice	Date	Description	Amount	
	953968	09/09/2016	PLANNING SUPPORT SVC-AUG 2016	$61,281.56	
64899	10/13/2016			**MR PLANT & INTERIOR BOTANICAL**	$702.00
	Invoice	Date	Description	Amount	
	OCT 4792	10/01/2016	PLANT MAINT-OCT 2016	$588.00	
	OCT 4791	10/01/2016	PLANT MAINT-OCT 2016	$114.00	
64900	10/13/2016			**OLMOS PROFESSIONAL SERVICES**	$8,782.00
	Invoice	Date	Description	Amount	
	223	09/30/2016	JANITORIAL SVC-IMC	$1,467.00	
	224	09/30/2016	JANITORIAL SVC-CITY HALL	$5,500.00	
	225	09/30/2016	JANITORIAL SVC-IPUC BLDG	$1,815.00	
64901	10/13/2016			**PAETEC COMMUNICATIONS**	$838.99
	Invoice	Date	Description	Amount	
	59705122	09/10/2016	CITY HALL PHONE SVC-SEP 2016	$838.99	
64902	10/13/2016			**PHILIPS, PAUL J.**	$291.89
	Invoice	Date	Description	Amount	
	09/20/16	09/20/2016	REIMBURSE FOR LUNCH MEETINGS	$291.89	
64903	10/13/2016			**POST ALARM SYSTEMS**	$286.90
	Invoice	Date	Description	Amount	
	52068	09/06/2016	MONITORING SVC-HOMESTEAD	$286.90	
64904	10/13/2016			**PUENTE BASIN WATERMASTER**	$14,752.60
	Invoice	Date	Description	Amount	
	16-1	09/27/2016	SA-OPERATING BUDGET FOR FY 2016/2017	$7,376.30	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	16-2	09/27/2016	COI-OPERATING BUDGET FOR FY 2016/2017	$7,376.30	
64905	10/13/2016			**R.P. LAURAIN & ASSOCIATES, INC.**	$600.00
	Invoice	Date	Description	Amount	
	9282	08/18/2016	APPRAISAL FEE-15157 WALBROOK DR	$600.00	
64906	10/13/2016			**RICOH USA, INC.**	$2,165.05
	Invoice	Date	Description	Amount	
	21822723	09/01/2016	METER READING-FINANCE COPIER	$288.04	
	5044561874	09/16/2016	METER READING-VARIOUS COPIERS	$1,551.08	
	5044480624	09/13/2016	METER READING-HR COPIER	$37.89	
	21851926	09/16/2016	METER READING-FINANCE COPIER	$288.04	
64907	10/13/2016			**RICOH USA, INC.**	$3,751.21
	Invoice	Date	Description	Amount	
	51710850	09/24/2016	COPIER LEASE-CODE ENFORCEMENT	$302.34	
	51607696	09/17/2016	COPIER LEASE-HR	$282.73	
	51607428	09/17/2016	COPIER LEASE-OCT 2016	$3,166.14	
64908	10/13/2016			**ROWLAND WATER DISTRICT**	$123.70
	Invoice	Date	Description	Amount	
	2017-00000353	07/14/2016	06/23-07/12/16 SVC - 1015 NOGALES ST - PUMP	$123.70	
64909	10/13/2016			**SAN GABRIEL VALLEY CITY**	$30.00
	Invoice	Date	Description	Amount	
	MEETING 10/19/16	10/04/2016	LUNCH MEETING ON 10/19/16	$30.00	
64910	10/13/2016			**SATSUMA LANDSCAPE & MAINT.**	$124,063.49
	Invoice	Date	Description	Amount	
	0916EC	09/28/2016	LANDSCAPE SVC-EXPO CENTER	$16,879.20	
	0916CH-1	09/28/2016	LANDSCAPE SVC-VARIOUS AGENCY SITES	$21,579.56	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date		Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo					
	0916XROADS	09/28/2016	LANDSCAPE SVC-CROSSROADS PKY NORHT &	$24,756.24	
	0916TA	09/28/2016	LANDSCAPE SVC-TEMPLE & AUZSA	$35,027.63	
	0916CH	09/28/2016	LANDSCAPE SVC-CIVIC FINANCIAL CENTER	$25,820.86	
64911	10/13/2016		**SCS FIELD SERVICES**		$13,069.00
	Invoice	Date	Description	Amount	
	0285354	08/31/2016	INDUSTRY HILLS-MAINT LANDFILL GAS SYSTEM	$13,069.00	
64912	10/13/2016		**SHELL**		$27.00
	Invoice	Date	Description	Amount	
	8000073489609	09/05/2016	CAR WASH-CITY VEHICLES	$27.00	
64913	10/13/2016		**SO CAL INDUSTRIES**		$183.80
	Invoice	Date	Description	Amount	
	241583	09/14/2016	RR RENTAL-TONNER CYN/GRAND AVE	$93.87	
	240863	09/09/2016	FENCE RENTAL-INDUSTRY HILLS	$89.93	
64914	10/13/2016		**SOUTH COAST A.Q.M.D.**		$2,105.04
	Invoice	Date	Description	Amount	
	2995548	08/16/2016	FLAT FEE EMISSISONS-IBC PROJ	$124.35	
	2991978	08/16/2016	ANNUAL FEES-LANDFILL GAS COLLECTION-IBC	$1,980.69	
64915	10/13/2016		**SQUARE ROOT GOLF &**		$168,923.09
	Invoice	Date	Description	Amount	
	1247H	09/28/2016	LANDSCAPE SVC-VARIOUS CITY SITES	$137,470.07	
	1246ELHM	09/27/2016	LANDSCAPE SVC-HOMESTEAD	$16,935.29	
	1244ELHM	09/27/2016	LANDSCAPE SVC-EL ENCANTO	$6,484.00	
	1245ELHM	09/27/2016	LANDSCAPE SVC-VARIOUS CITY SITES	$8,033.73	
64916	10/13/2016		**STAPLES BUSINESS ADVANTAGE**		$2,480.81
	Invoice	Date	Description	Amount	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	8040857152	09/03/2016	OFFICE SUPPLIES	$1,325.24	
	8040938105	09/10/2016	OFFICE SUPPLIES	$434.70	
	8041038779	09/17/2016	OFFICE SUPPLIES	$720.87	
64917	10/13/2016			**STATE COMPENSATION INS. FUND**	$5,131.33
	Invoice	Date	Description	Amount	
	OCTOBER 2016	10/03/2016	PREMIUM FOR OCT 2016-COI	$5,131.33	
64918	10/13/2016			**THOMAS, SHAUN**	$335.00
	Invoice	Date	Description	Amount	
	PPST2	09/26/2016	HISTORIC BIKE DISPLAY AT HOMESTEAD FESTIVAL	$335.00	
64919	10/13/2016			**THOMAS, STEVEN**	$335.00
	Invoice	Date	Description	Amount	
	PPST1	09/26/2016	HISTORIC BIKE DISPLAY AT HOMESTEAD FESTIVAL	$335.00	
64920	10/13/2016			**UNUM LIFE INSURANCE COMPANY**	$5,785.20
	Invoice	Date	Description	Amount	
	10/1-10/31/16	10/05/2016	LONG TERM CARE-PREMIUM FOR OCT 2016	$5,785.20	
64921	10/13/2016			**WEST COAST ARBORISTS, INC.**	$4,800.00
	Invoice	Date	Description	Amount	
	1-2587	08/30/2016	EMERGENCY TREE REMOVAL-DON	$1,400.00	
	1-2585	08/30/2016	EMERGENCY TREE REMOVAL-EL ENCANTO RD	$3,400.00	
64922	10/13/2016			**WREGIS**	$675.00
	Invoice	Date	Description	Amount	
	28653	09/10/2016	ANNUAL FEE-RENEWABLE ENERGY SYSTEM	$675.00	

CITY OF INDUSTRY
WELLS FARGO BANK
October 13, 2016

Check	Date	Payee Name	Check Amount

CITY.WF.CHK - City General Wells Fargo

Checks	Status	Count	Transaction Amount
	Total	106	$1,747,502.97

CITY COUNCIL

ITEM NO. 5.2

CITY OF INDUSTRY

Incorporated June 18, 1957

MEMORANDUM

TO: Honorable Mayor Radecki and Members of the City Council

FROM: Paul J. Philips, City Manager

DATE: October 13, 2016

SUBJECT: Continued Membership in the San Gabriel Valley Economic Partnership – Annual Fee of $25,000.00

Historically, the Industry Manufacturer's Council (IMC) annually funded membership in the San Gabriel Valley Economic Partnership, utilizing City of Industry General Funds. Best practices dictate that the City Council authorize memberships. Our membership fee automatically includes the City, as well as the IMC.

IT IS RECOMMENDED that the City Council approve the membership in the San Gabriel Valley Economic Partnership, at an annual fee of $25,000.00.

P.O. Box 3366, City of Industry, California 91744-0366 • Administrative Offices: 15625 E. Stafford St. • (626) 333-2211 • Fax (626) 961-6795

September 15, 2016

Paul Philips, City Manager
City of Industry
156525 E. Stafford Street #100
City of Industry, CA 91744

Dear Mr. Phillips:

The Partnership was formed 25 years ago by cities (including the City of Industry) and their business partners as a non-profit corporation dedicated to enhancing the economy and quality of life in the San Gabriel Valley. As a collaboration of businesses, local governments, and educational institutions, the Partnership has emerged as a well-established, successful contributor to the economic well-being of this region by:

- **FOSTERING** the success of business
- **ENGAGING** in public policy
- **MARKETING** the San Gabriel Valley
- **FACILITATING** workforce development
- **CONNECTING** people, companies and organizations

For many years, the City of Industry has functioned as a key **Leadership Member** of the Partnership with a representative serving on the Board of Directors. Through this Leadership Member status, the City of Industry has helped guide the direction and activities of the Partnership for the betterment of the entire San Gabriel Valley.

Proposal for Direct City Membership with Continued In-kind Membership for IMC

In the past, the City of Industry's annual membership fee to the Partnership has been paid through the Industry Manufacturing Council (IMC). Payment of the annual Leadership Member fee of $25,000 by the IMC has resulted in membership for both the City of Industry and IMC.

October is the month for membership renewal. The Partnership now proposes that the City pay its annual Leadership membership fee of $25,000 directly without involvement of the IMC. As a result, the City will continue its Leadership Member status and the IMC will also maintain its full membership in the Partnership on an "in-kind" basis at no additional cost. (The Partnership has an existing policy that provides a respective chamber of commerce-type business organization with free in-kind membership when the corresponding city renews its membership.) The net effect of this payment arrangement will maintain the status quo, with both the City of Industry and IMC maintaining their existing memberships in the Partnership at no additional cost.

SAN GABRIEL VALLEY ECONOMIC PARTNERSHIP
4900 Rivergrade Road, Suite B130, Irwindale, CA 91706 | Phone (626) 856-3400 Fax (626) 856-5115 | www.valleyconnect.com

Recent Partnership Initiatives

Over the past few months, the Partnership has launched two exciting new initiatives that provide value-added benefits to its members, which are: 1) the *San Gabriel Valley Economic PowerSite*; and 2) the formation of *sector councils*.

The ***PowerSite*** provides robust, interactive, demographic, economic and industry data for each member city to:

- Provide developers, site selectors and brokers with needed information on household income, consumer spending, labor force, wages, etc.
- Enable you to showcase your community's key commercial real estate opportunity sites
- Access the names and locations of all businesses in your community

The Partnership is working with your Community Development Department to maximize the effectiveness of the *PowerSite* in the City of Industry.

Also, the Partnership is in the process of forming ***sector councils*** for various business clusters, including: i.e.,

Aerospace & Advanced Manufacturing	Food Manufacturing
Healthcare	Biotech & Life Sciences
Goods Movement & Transportation	Tourism & Hospitality
Education & Workforce Development	Cities Economic Development

The City and IMC are encouraged to participate in any of these sector councils. In addition, the City and IMC are encouraged to:

Attend Partnership events such as training sessions, meetings with federal, state and county lawmakers, Legislative Action Committee, Economic Forecast, etc.

Make **Business Assistance** services available to companies within the City of Industry including sales tax exemption of 4.19% for manufacturing equipment purchases, "California Competes" tax credits, access to capital financing, energy efficiency retrofits, international trade assistance, etc.

The Partnership is a resource to you in furthering the economic development efforts and programs of the City. Our staff is always available to you as a resource. We look forward to our continued partnership with you in enhancing the economy and quality of life in the San Gabriel Valley.

Best regards,

Jeff Allred
President & CEO

Invoice

Enrich the quality of life and
economic vitality of the San Gabriel Valley

DATE	INVOICE #
8/24/2016	5067

BILL TO
City of Industry Attn: Paul Philips 15625 Stafford St. City of Industry, CA 91744

San Gabriel Valley Economic Partnership
4900 Rivergrade Road, Suite B130
Irwindale, CA 91706
(626) 856-3400 Phone
(626) 856-5115 Fax

DUE DATE
10/3/2016

DESCRIPTION	QUANTITY	RATE	AMOUNT
Annual Renewal of Leader Level Membership October 2016 - October 2017		25,000.00	25,000.00
Thank you for your continued support!	**Balance Due**		$25,000.00

Leader Level *$25,000+*

Leader level Membership is for private business, corporations, and organizations headquartered, located, or doing business in the San Gabriel Valley who are invested in the long term success of the San Gabriel Valley. Leadership members are committed to the development of future Valley leaders by sponsoring important events such as the San Gabriel Valley Awards Gala, Economic Outlook, and Legislative Networking Reception.

Leader Level Membership includes all Partnership Member Benefits *plus*:

- **Eligibility for nomination on the Board of Directors**
- **Preferred Seating at the Economic Outlook and Awards Gala**
- **Private briefings from Partnership Executive Staff**
- **Company Logo featured on all pages of the Partnership website and linked to your website**
- **Logo on Weekly Update Newsletter and in all printed Partnership publications such as the Business Assistance Guide and Legislative Guide**
- **Gold Level Sponsorship of the San Gabriel Valley Awards Gala ($5000 value)**
    - Admission for 10 to private reception with honorees
    - Premier seating and admission for table of 10
    - Logo featured in all promotions and advertisements
    - Recognition from the stage during the event
    - Full page color Ad in program
- **Silver Level Sponsorship of the San Gabriel Valley Economic Outlook ($3,500 value)**
    - Logo featured in all promotions and advertisements
    - Premier seating and admission for table of 8
- **Legislative Networking Reception Sponsorship ($2000 value)**
    - Recognition at the event
    - Logo featured in all promotions and advertisements
    - Admission for 5

Member Benefits:

- **Political Advocacy:** Updates on public policy decisions effecting the region's businesses, assistance navigating the political process, opportunity to present legislative matters of concern to Legislative Action Committee or participate in advocacy trips.

- **Access to the Region's Leaders**: Opportunities to meet federal, state, and county officials, exclusive access to contact information of other members and facilitated introductions by request.

- **Company Recognition and Visibility**: Initial formal introduction at Member's Meeting and New Member Reception, initial company profile in Member-to-Member Newsletter, annual announcement of renewal in newsletter, profile and listing in online directory and printed guide. Option to promote company events in Partnership's Member-to-Member newsletter or Social Media.

- **Forums, member meetings, educational, and social events:** Complimentary admission to members-only events throughout the year including roundtables and forums, member meetings, Legislative Breakfast Series, Speakers Luncheon Series, and member receptions. Discounted admission to the Economic Outlook and Legislative Networking Reception.

- **Problem-solving assistance for business issues:** Assistance from Partnership staff for business challenges including problem-solving between businesses and government agencies, obtaining qualified staff or job training, accessing resources or incentives and more.

- **Committee Membership Eligibility**: Opportunity to participate on committees including Legislative Action Committee, Marketing and Tourism Committee, Events Committee, and Membership Committee.

- **Economic Data and Research:** Access to San Gabriel Valley-specific economic, demographic, and statistical reports and business surveys and assistance identifying data sources by request.

CITY COUNCIL

ITEM NO. 5.3

CITY OF INDUSTRY

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

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Alex Gonzalez, Director of Development Services and Administration
Kristen Weger, Administrative Analyst

Date: October 13, 2016

SUBJECT: Consideration of a Professional Services Agreement with Stearns, Conrad and Schmidt, Consulting Engineers, Inc., ("SCS") to Provide Operation, Monitoring and Maintenance Services for the Landfill Gas Collection and Control System at the Industry Hills Landfill in amount not to exceed $188,000 from October 13, 2016 to October 13, 2017

The City is required to comply with the South Coast Air Quality Management District ("SCAQMD") Rule 1150.1 Control of Gaseous Emissions from Municipal Solid Waste Landfills. In order to comply with that rule, Stearns, Conrad and Schmidt, Consulting Engineers, Inc., ("SCS") will be testing and monitoring all areas of the Industry Hills Landfill gas collection system and collecting flare inlet samples for laboratory analysis of Non-Methane Organic Compounds ("NMOC") and SCAQMD carcinogenic and Toxic Air Contaminants ("TAC").

Specific types of monitoring include: perimeter gas probe monitoring (conducted on a monthly basis), instantaneous surface monitoring, landfill gas sampling (conducted on a quarterly basis), integrated surface sampling (conducted on a bi-annual basis) and ambient air sampling (conducted on an annual basis). All monitoring will be performed in accordance with the SCAQMD Rule 1150.1.

SCS will provide routine weekly, monthly, quarterly and annual operation, monitoring and maintenance services for the Landfill Gas ("LFG") Collection and Control System located at the Industry Hills Landfill.

Fiscal Impact

The fiscal year 2016-2017 adopted budget included sufficient funding for operation, monitoring and maintenance services under General Fund – Industry Hills Maintenance – Landfill Gas/Tanks (account no. 100-627-8535).

Staff recommends that the City Manager be authorized to execute the Professional Services Agreement with Stearns, Conrad and Schmidt, Consulting Engineers, Inc., ("SCS") in an amount not to exceed $188,000 from October 13, 2016 to October 13, 2017.

Exhibit

A. Consideration of a Professional Services Agreement with Stearns, Conrad and Schmidt, Consulting Engineers, Inc., ("SCS") to Provide Operation, Monitoring, and Maintenance Services for the Landfill Gas (LFG) Collection and Control System at the Industry Hills Landfill in an amount not to exceed $188,000 from October 13, 2016 to October 13, 2017

PJP:AG:KW:mk

EXHIBIT A

Consideration of a Professional Services Agreement with Stearns, Conrad and Schmidt, Consulting Engineers, Inc., ("SCS") to Provide Operation, Monitoring and Maintenance Services for the Landfill Gas Collection and Control System at the Industry Hills Landfill in an amount not to exceed $188,000 from October 13, 2016 to October 16, 2017

[Attached]

CITY OF INDUSTRY

PROFESSIONAL SERVICES AGREEMENT

This PROFESSIONAL SERVICES AGREEMENT ("Agreement"), is made and effective as of October 13, 2016 ("Effective Date"), between the City of Industry, a municipal corporation ("City") and Stearns, Conrad and Schmidt, Consulting Engineers, Inc. a Virginia corporation ("Consultant"). The City and Consultant are hereinafter collectively referred to as the "Parties".

RECITALS

WHEREAS, City desires to engage Consultant to perform the services described herein, and Consultant desires to perform such services in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant 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 October 13, 2017, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

(a) Consultant shall perform the tasks ("Services") described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. ("Scope of Services"). Tasks other than those specifically described in the Scope of Services shall not be performed without prior written approval of the City. The Services shall be performed by Consultant, unless prior written approval is first obtained from the City. In the event of conflict or inconsistency between the terms of this Agreement and Exhibit A, the terms of this Agreement shall prevail.

(b) City shall have the right to request, in writing, changes to the Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.

(c) Consultant shall perform all Services in a manner reasonably satisfactory to the City and in a first-class manner in conformance with the standards of quality normally observed by an entity providing operation, monitoring, and maintenance services for landfill gas collection and control systems, serving a municipal agency.

(d) Consultant shall comply with all applicable federal, state, and local laws, regulations and ordinances in the performance of this Agreement, including but not limited to, the conflict of interest provisions of Government Code Section 1090 and the Political Reform Act (Government Code Section 81000 *et seq.*)). During the term of this

Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working on the Effective Date if both (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute or law; and (ii) City has not consented in writing to Consultant's performance of such work. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.* Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve (12) months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et. seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for Services performed pursuant to this Agreement, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

(e) Consultant represents that it has, or will secure at its own expense, all licensed personnel required to perform the Services. All Services shall be performed by Consultant or under its supervision, and all personnel engaged in the Services shall be qualified and licensed to perform such services.

3. MANAGEMENT

City's City Manager or his designee, shall represent the City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but shall have no authority to modify the Services or the compensation due to Consultant.

4. PAYMENT

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B ("Rate Schedule"), attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed One Hundred Eighty-Eight Thousand Dollars ($188,000.00) for the total Term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

(c) Consultant shall submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as

practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this Agreement shall be made within 45 days of receipt of an invoice therefore.

5. LABOR CODE AND PREVAILING WAGES

(a) Consultant represents and warrants that it is aware of the requirements of California Labor Code Section 1720, *et seq.*, and 1770, *et seq.*, as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "Public Works" and "Maintenance" projects. If the Services are being performed as part of an applicable "Public Works" or "Maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $15,000.00 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and any location where the Services are performed. Consultant shall indemnify, defend and hold harmless, the City, its elected officials, officers, employees and agents, from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, Consultant's or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant, failure or alleged failure to comply with Prevailing Wage Laws.

(b) In accordance with the requirements of Labor Code Section 1776, Consultant shall keep accurate payroll records which are either on forms provided by the Division of Labor Standards Enforcement or which contain the same information required by such forms. Consultant shall make all such records available for inspection at all reasonable hours.

(c) To the extent applicable, Consultant shall comply with the provisions of Section 1777.5 of the Labor Code with respect to the employment of properly registered apprentices upon public works.

(d) Consultant shall comply with the legal days work and overtime requirements of Sections 1813 and 1815 of the Labor Code.

(e) If the Services are being performed as part of an applicable Public works or Maintenance project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants performing such Services must be registered with the Department of Industrial Relations. Consultant shall maintain registration for the duration of

the Agreement and require the same of any subconsultants, as applicable. This Services set forth in this Agreement may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

6. SUSPENSION OR TERMINATION OF AGREEMENT

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant shall submit an invoice to the City pursuant to Section 4 of this Agreement.

7. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide access to the representatives of City or its 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 to make transcripts or copies therefrom as necessary; and shall allow inspection 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.

(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 sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office, and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Consultant hereby grants to City 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 Consultant in the course of providing the services under this Agreement. All reports, documents, or other written material developed by Consultant in the performance of the Services pursuant to this Agreement, shall be and remain the property of

the City. Nothing herein shall constitute or be construed to be a representation by Consultant that the reports, documentation or other work product prepared under this Agreement is suitable in any way for any other project except the one detailed in this Agreement. Any reuse by City for another project or project location shall be at City's sole risk and Consultant shall have no liability with respect to such use.

8. INDEMNIFICATION

(a) Indemnity for professional liability

When the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, and hold harmless the City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including legal counsel's fees and costs caused in whole or in part by any negligent or wrongful act, error or omission of Consultant, its officers, agents, employees or subconsultants (or any agency or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement.

(b) Indemnity for other than professional liability

Other than in the performance of professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) DUTY TO DEFEND. In the event the City, its officers, employees, agents and/or volunteers are made a party to any action, claim, lawsuit, or other adversarial proceeding arising from the indemnities of Section 8(b) during the performance of the services encompassed by this Agreement, and upon demand by City, Consultant shall have an immediate duty to defend the City at Consultant's cost including reasonable attorney's fees and costs incurred in the defense of such matters.

Payment by City is not a condition precedent to enforcement of this indemnity. Except as otherwise provided in Section 8, in the event of any dispute between Consultant and City, as to whether liability arises from the sole negligence of the City or its officers, employees, or agents, Consultant will be obligated to pay for City's defense until such time as a final judgment has been entered adjudicating the City as solely negligent. Consultant will not be entitled in the absence of such a determination or a settlement of claims acceptable to the parties, to any reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation.

9. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit C attached hereto and incorporated herein by reference.

10. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent consultant and/or independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultants exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against the City, or bind the City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

11. LEGAL RESPONSIBILITIES

The Consultant shall keep itself 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. The Consultant 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 the Consultant to comply with this Section.

12. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City has or will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

13. NO BENEFIT TO ARISE TO LOCAL OFFICERS AND EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

14. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City, unless otherwise required by law or court order. (b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request ("Discovery"), court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City, unless Consultant is prohibited by law from informing the City of such Discovery, court order or subpoena. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding as allowed by law. Unless City is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to Consultant in such proceeding, Consultant agrees to cooperate fully with the City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

15. NOTICES

Any notices which either party may desire to give to the other 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 Consultant:	Stearns, Conrad and Schmidt, Consulting Engineers, Inc. 3900 Kilroy Airport Way, Suite 100 Long Beach, CA 90806-6816 Attention: Galen S. Petoyan, Senior Vice President

16. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City.

Before retaining or contracting with any subconsultant for any services under this Agreement, Consultant shall provide City with the identity of the proposed subconsultant, a copy of the proposed written contract between Consultant and such subconsultant which shall include and indemnity provision similar to the one provided herein and identifying City as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed subconsultant carries insurance at least equal to that required by this Agreement or obtain a written waiver from the City for such insurance.

Notwithstanding Consultant's use of any subconsultant, Consultant shall be responsible to the City for the performance of its subconstultant as it would be if Consultant had performed the Services itself. Nothing in this Agreement shall be deemed or construed to create a contractual relationship between the City and any subconsultant employed by Consultant. Consultant shall be solely responsible for payments to any subconsultants. Consultant shall indemnify, defend and hold harmless the Indemnified Parties for any claims arising from, or related to, the services performed by a subconsultant under this Agreement.

17. GOVERNING LAW/ATTORNEYS' FEES

The City and Consultant 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 the Services provided by Consultant under 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.

18. 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.

19. 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 City or Consultant 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 City or Consultant unless in writing.

23. 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 Consultant represents and warrants that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant 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

By: _____
Paul Philips, City Manager

"CONSULTANT"
Stearns, Conrad and Schmidt, Consulting Engineers, Inc.

By: _____
Galen S. Petoyan, Senior Vice President

Attest:

By: _____
Diane Schlichting, Chief Deputy City Clerk

Approved as to form:

By: _____
James M. Casso, City Attorney

Attachments:	Exhibit A	Scope of Services
	Exhibit B	Rate Schedule
	Exhibit C	Insurance Requirements

EXHIBIT A

SCOPE OF SERVICES

The LFG collection system at the Industry Hills Landfill consists of approximately sixty-nine (69) monitoring probes, ninety-eight (98) extraction wells, eight (8) condensate sumps, two (2) air compressors and one blower/flare station.

Consultant shall perform the following services:

Routine Operation, Monitoring, and Maintenance

Monitoring

Weekly

Weekly, the Blower Flare Station (BFS) will be monitored. Data will be collected and recorded for the following:

- Date and time, technician, meteorological conditions (wind velocity and direction, barometric pressure, ambient temperature, precipitation).
- Extraction blower operating temperatures and pressures (inlet and outlet), check blower drive belts and bearings.
- Methane, oxygen, carbon dioxide, and balance gases concentrations at the blower inlet and outlet using a GEM-5000 or other approved monitoring instrument.
- LFG flow rate at the flare inlet, differential pressure across the flame arrestor, combustion temperature in the flare, and combustion air dampers will be checked for proper operation.
- Condensate knockout and storage tank will be inspected and liquid levels recorded.
- Check air compressor and record pressures and temperatures.
- Check condensate removal and pressure relief valves
- Check and record levels in propane tanks.
- The instrument panel will be checked for proper operation, including the data recorder, auto dialer, temperature controller and run timer, recorder, will be downloaded monthly, and flare run cycle time and combustion set point temperature will be recorded.
- The flare station and header piping will be checked for leaks.
- Branch header piping will be monitored for gas composition, vacuum and temperature.

Weekly, the driving range air compressor will be inspected for proper operation and pressures and temperatures will be recorded.

Weekly, eight condensate sumps will be inspected for proper operation, checked for leaks and piping inspected.

Monthly

Monthly, the gas extraction wells will be monitored with a GEM-5000. Each well will be tested for the following:

- Initial and final static pressure.
- Initial and final LFG temperature.
- Initial and final wellhead static pressure.
- Header system pressure.
- Methane concentration.
- Oxygen concentration.
- Carbon dioxide concentration.
- Balance gas (assumed to be nitrogen) concentration.
- LFG flow rate.

Monthly, the monitoring probes will be monitored. Each monitoring probe will be tested for the following:

- Probe static pressure.
- Methane concentration.
- Oxygen concentration.
- Carbon dioxide concentration.
- Balance gas (assumed to be nitrogen) concentration.

Quarterly

Quarterly, inspect and calibrate if required, the combustible gas sensors located at the hotel, pretreat room and 12 KW room.

Operation

Continuous

Maintain continuous remote monitoring and operation control of the LFG flare system.

Monthly

- LFG extraction wells and BFS total flow will be adjusted as required to control LFG migration and odor.
- Gas collection system piping will be observed for condensate blockages and proper operation.

Maintenance

Quarterly, or on manufacturers' schedule

- The blower and electrical motor bearings will be lubricated in accordance with the manufacturers' specifications and schedule.
- Clean, adjust, and lubricate the combustion air dampers.
- Service air compressor adjust belts and replace filters and compressor oil.

Annually

- Disassemble, clean and reassemble the flame arrestor, if dP>2.0 inWC.
- Inspect burner assemblies and clean if necessary.
- Inspect flare interior insulation.
- Inspect internal burner air dampers.
- Clean and check alignment of flame sensor.
- Clean and check ignitor assembly and ignition wire.
- Check thermocouple positions.
- Check sheave alignments and drive belt tension.
- Perform vibration check on motor blower unit.
- Check gauges for proper zero.

Reporting

Once each month, Consultant shall prepare a detailed report containing the data collected and a summary of activity performed on the project during the reporting period. Data will be maintained in *SCS DataServices®* database to track long-term trends. The original reports will be sent to the City each month.

Non-Routine Scheduled Maintenance

Non-routine scheduled maintenance consists of corrective repair or maintenance work identified during the routine weekly or quarterly visits. This work would consist of, but not be limited to, items such as the repair of collection system piping, replacement of thermocouples, etc. This work is essential for proper system operation; however, it is considered to be the type of work that can be scheduled to allow for procurement of materials, equipment, scheduling of personnel, etc. Non-routine scheduled maintenance will be requested by Authorization for Expenditure ("AFE") and work will only be performed subsequent to notification to and authorization from the City.

Non-Routine Unscheduled Emergency Services

Non-routine unscheduled emergency services include events that could require immediate response; these could include, but not be limited to:

- Odor complaints.
- System shutdowns.
- Environmental regulatory exceedance.

SCAQMD Rule 1150.1 Requirements

The following tasks are required to comply with SCAQMD Rule 1150.1

Quarterly Collection System Emissions Monitoring

- Test all areas of the gas collection system under pressure for leaks exceeding 500 ppmv.

Quarterly Inlet Gas samples for Laboratory

- Collect flare inlet sample for laboratory analysis of NMOC and SCAQMD carcinogenic and Toxic Air Contaminants (TAC).

Annual Probe Gas samples for Laboratory

- Collect gas sample from probe with highest methane content for laboratory analysis of NMOC and SCAQMD TAC.

Annual Surface Emissions Monitoring

- Perform Instantaneous Surface Monitoring over the entire surface of the landfill to identify any locations above 200 ppmv methane.

Annual Source Test

- Perform Emissions Compliance Testing of the LFG flare, review report and submit to SCAQMD.

Quarterly SCAQMD 1150.1 Report

- Prepare a quarterly report documenting 1150.1 monitoring activities during the previous quarter.

Annual SCAQMD 1150.1 Report

- Prepare an annual report documenting monitoring and operational data for the previous year.

Annual SCAQMD Emissions Inventory Report

- Prepare an annual emissions report documenting emission released from the site for the previous year.

EXHIBIT B

RATE SCHEDULE

OM&M AND ENGINEERING FEE SCHEDULE
(Effective May 1, 2016 through April 30, 2017)

Technical Field Personnel	**Rate ($)/Hour**
Laborer	50
Fusion Technician	62
Technician	75
Equipment Operator	78
Systems Specialist	80
Foreman	86
Plant Operator	86
Senior Technician	98
Superintendent	105
Mechanic	115
Controls Specialist	135
Senior Superintendent	135

Management/Support Personnel	**Rate ($)/Hour**
Secretarial	53
Project Administrator	72
Field Data Analyst	77
Senior Project Administrator	85
Project Coordinator/Accountant	100
Designer/Drafter	110
Project Professional/H&S Specialist	125
Sr. H&S Advisor	152
Regional Field Compliance Auditor	162
Controls & Instrument Engineer	165
System Integrator	180
Product Development Manager	180
Senior Project Professional	195
Project Manager/H&S/National Compliance Manager	198
Sr. Project Manager	210
Sr. Project Advisor	235
Regional Manager/Project Director	250

Engineering Personnel Fee Schedule	**Rate ($)/Hour**
Clerical	70
Administrative/Secretarial	80
Technician	83
CAD Drafter	88
Senior Engineering Technician	94
Associate Staff Professional	95
Assistant Office Services Manager/Project Administrator	102

Project Analyst 104
CAD Designer 108
Office Services Manager/Senior Project Administrator 108
Staff Professional I 112
Senior Office Services Manager 118
Staff Professional II 120
Project Professional I 139
Project Professional II 149
Senior Project Professional I 155
Senior Project Professional II 167
Certified Industrial Hygienist 185
Project Manager I 190
Project Manager II 199
Senior Project/Technical Manager 224
Senior Project Advisor 235
Project Director 249

FEE SCHEDULE FOR EQUIPMENT AND ANALYSIS
(Effective May 1, 2016 through April 30, 2017)

Rate ($)

GEM 2000/2000 NAV/5000 Gas Analyzer:

- Daily Rate 185/day
- Weekly Rate 555/week
- Monthly Rate 1,665/month

H2S Gas Pod/CO Gas Pod 10/day

SEM 500/TVA 2020/TDL 500/ Site FID Emissions Monitor:

- Daily Rate 185/day
- Weekly Rate 555/week
- Monthly Rate 1,665/month

Q Rae Gas Analyzer O2/H2S/CO/Combustibles 50/day
Micro Max Gas Analyzer O2/H2S/CO/COI Combustibles 50/day
4 Gas Meter 50/day
Magnehelic Pressure Set 20/day
Digital Readout Thermocouple 25/day
Drager Detector Tubes/Pump 15/each
Dewatering Pump (Trash Pump) 45/day

MiniRae 2000/3000 PID:

- Daily Rate 150/day
- Weekly Rate 500/week
- Monthly Rate 1,500/month

Air Sampling Station:

- Daily Rate 50/day
- Weekly Rate 200/week

Pipe Laser:

- Daily Rate 50/day
- Weekly Rate 220/week
- Monthly Rate 650/month

Water Trailer 75/day
PAS 3000 Personal Air Sampling Pump 25/day

Tedlar Bag (10-Liter) 40/each
Non-Contaminating Air Sampling Pump 25/day
Interface Probe 50/day

Rate ($)

Submersible Pump:

- Daily Rate 50/day
- Weekly Rate 150/week
- Monthly Rate 450/month

Water Level Indicator:

- Daily Rate 20/day
- Weekly Rate 60/week
- Monthly Rate 180/month

100-Foot Temperature Probe:

- Daily Rate 15/day
- Weekly Rate 45/week
- Monthly Rate 135/month

Teflon Well Bailer 10/each
Vacuum Box/Carbon Canister and Blower 150/day
Tool Truck 144/day

No. 12 P.E. Fusion Machine (1"-2"):

- Daily Rate 50/day
- Weekly Rate 150/week
- Monthly Rate 450/month

No. 14 P.E. Fusion Machine (1"-4"):

- Daily Rate 90/day
- Weekly Rate 300/week
- Monthly Rate 900/month

No. 28 P.E. Fusion Machine (2"-8")

- Daily Rate 175/day
- Weekly Rate 525/week
- Monthly Rate 1,575/month

412 P.E. Fusion Machine (4"-12"):

- Daily Rate 300/day
- Weekly Rate 900/week
- Monthly Rate 2,700/month

Rate ($)

618 P.E. Fusion Machine and Tool Truck:

- Daily Rate 400/day
- Weekly Rate..... 1,500/week
- Monthly Rate 4,000/month

Trackstar 500 Fusion Machine:

- Daily Rate 425/day
- Weekly Rate..... 1,500/week
- Monthly Rate 4,050/month

Sidewinder P.E. Fusion Machine..... 100/day

Friatec Electrofusion Machine:

- Daily Rate 100/day
- Weekly Rate..... 300/week
- Monthly Rate 900/month

Leister Extrusion Welding Gun 120/day
Air Compressor..... 60/day
Arc Welder.....75/day
Generator (3,500-Watt)..... 45/day
Generator (5,000-Watt).....60/day

Generator (6,000-Watt):

- Daily Rate 65/day

Generator (8,000 Watt):

- Daily Rate 75/day
- Weekly Rate..... 225/week

Isolation Pinch-off Tools:

- Daily Rate 25/day
- Weekly Rate.....75/week
- Monthly Rate 225/month

Plate Compactor.....75/day
Rammer/Jumping Jack Compactor 75/day

Rate ($)

4-Wheeler (ATV):

- Daily Rate 50/day
- Weekly Rate..... 150/week
- Monthly Rate 450/month

4-Wheeler with 44" Mow Deck:

- Daily Rate 100/day
- Weekly Rate..... 300/week
- Monthly Rate 900/month

Riding Mower:

- Daily Rate 175/day
- Weekly Rate..... 525/week
- Monthly Rate 1,575/month

Chain Saw:

- Daily Rate 10/day
- Weekly Rate..... 30/week
- Monthly Rate 90/month

Horiba Water Quality Meter:

- Daily Rate 40/day
- Weekly Rate..... 120/week
- Monthly Rate 360/month

Hydrogen Sulfide Meter:

- Daily Rate 100/day
- Weekly Rate..... 300/week
- Monthly Rate 900month

Infrared Thermometer:

- Daily Rate 10/day
- Weekly Rate..... 30/week
- Monthly Rate 90/month

Micropurge Flow Cell (Groundwater):

- Daily Rate 100/day
- Weekly Rate..... 300/week
- Monthly Rate 900/month

Rate ($)

Oiless Compressor and Control Box (Groundwater):

- Daily Rate 75/day
- Weekly Rate..... 225/week
- Monthly Rate 675/month

Earth/Resistance Tester:

- Daily Rate 100/day
- Weekly Rate..... 300/week
- Monthly Rate 900/month

Pitot Tube and Gauges:

- Daily Rate 10/day
- Weekly Rate..... 30/week
- Monthly Rate 90/month

Pressure Washer:

- Daily Rate 50/day
- Weekly Rate..... 150/week
- Monthly Rate 300month

Turbidity Meter/Conductivity Meter:

- Daily Rate 25/day
- Weekly Rate..... 75/week
- Monthly Rate 225/month

Vacuum Air Pump:

- Daily Rate 100/day
- Weekly Rate..... 300/week
- MonthlyRate..... 900/month
- DownholeVideoCameraSystem..... 200/day

Weed Trimmer:

- Daily Rate 25/day
- Weekly Rate..... 75/week
- Monthly Rate 225/month

Safety Equipment:

- Tyvek Suit (each)..... 15/each
- Polyethylene suit (each)..... 20/each

Rate ($)

- Nitrile gloves (per pair) 15/each
- PVC Gloves (per pair) 15/each
- Rubber booties (per pair) 15/each
- Organic Vapor Cartridges (per pair)..... 20/each
- Organic Vapor/Acid Cartridges (per pair)..... 25/each
- Cartridges pre-filters (per pair)..... 15/each
- Half face respirator (each) 20/day
- Full face respirator (each) 25/day
- Ventilator/manhole blowers.....25/day
- Parachute harness..... 10/day

Tripod:

- Daily Rate 35/day
- Weekly Rate..... 105/week
- Monthly Rate 315/month
- SCBA 55/day

City shall reimburse Consultant its actual costs for all equipment rentals, upon submittal of evidence of said costs along with the monthly invoice, as set forth in the Agreement. Equipment rental rates shall remain consistent for the term of the agreement.

EXHIBIT C

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of City, and prior to commencement of the Services, Consultant shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to Agency.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $1,000,000.00 per occurrence, $2,000,000.00 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000.00 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of $1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this agreement and Consultant agrees to maintain continuous coverage through a period no less than three years after completion of the services required by this agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000.00).

Consultant shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

Proof of insurance. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsement must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may

arise from or in connection with the performance of the Services hereunder by Consultant, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant, or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the Agency nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass Through Clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to City for review.

City's right to revise specifications. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

Timely notice of claims. Consultant shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

CITY COUNCIL

ITEM NO. 6.1

RESOLUTION NO. CC 2016-70

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, SUPPORTING THE TRANSPORTATION SALES TAX MEASURE (MEASURE "M")

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

WHEREAS, any official position of the City of Industry with respect to legislation, rules, regulations or policies proposed to or pending before a local, state, or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, Measure R, passed by Los Angeles County voters in 2008, implemented a half-cent sales tax increase over thirty years to pay for transportation projects and improvements; and

WHEREAS, on June 23, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors authorized placing Measure M on the November 2012 ballot that would institute a new half-cent sales tax to go into effect in 2017; and

WHEREAS, once the existing Measure R tax expires in 2039, this new measure will replace it and total one cent; and

WHEREAS, on August 2, 2016, the Los Angeles County Board of Supervisors approved the action to place Measure M on the November 2016 ballot; and

WHEREAS, Measure M would enable Metro to complete transit projects funded by Measure R much sooner than originally contemplated without relying on additional scarce federal or state funding and fund critically important new transportation projects; and

WHEREAS, Measure M includes provisions to protect and monitor the public's investments through a transparent, independent oversight process including regular financial audits and a thorough review of the program by Metro's Board of Directors every ten years; and

WHEREAS, Measure M will create thousands of jobs, reduce traffic congestion, and decrease air pollution from single occupant vehicle trips;

NOW, THEREFORE, BE IT RESOLVED that by the adoption of this Resolution, the City of Industry herby SUPPORTS Measure M that would institute a new half-cent sales tax to go into effect in 2017 subject to voter approval, to accelerate the construction of regional transportation and transit projects.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on October 13, 2016 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane M. Schlichting
Chief Deputy City Clerk

CITY COUNCIL

ITEM NO. 6.2

CITY OF INDUSTRY

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

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Alex Gonzalez, Director of Development Services and Administration
Susan Paragas, Director of Finance
Tiffany Bose, RGS, Human Resources Advisor

Date: October 13, 2016

SUBJECT: Consideration of Resolution No. CC 2016-71 - A Resolution of the City Council of the City of Industry, California, to Amend the Qualifying Factors to Receive Health Benefits in Retirement.

BACKGROUND: In June 2016, the City of Industry began a comprehensive review of its existing retiree health plan formulas. As a result of changes to the health and benefit plans based on new requirements by CalPERS and the City's new service providers, it was necessary to update the City's Employee Handbook, Section IX on Benefits.

On September 8, 2016 Resolution No. CC 2016-57 was passed to amend certain portions of the City's Health and Dental Benefit Plans that contained several provisions that were in conflict with one another, making it difficult for City staff to administer the plans. Resolution No. CC 2016-57 also provided new language to the City's Employee Handbook that defined health coverage and qualifying language that allows for future introductions of new health plan changes by our insurance carriers, and changes enacted by law, to remain in compliance with federal and state laws, such as the Affordable Care Act (ACA) and IRS rules that regulate health plan offerings and define qualified covered expenses.

During this meeting of the Council, City staff were asked to form a subcommittee with Council members to conduct a comprehensive review of the qualifying factors for retiree health benefits and to return with new recommendations for consideration.

DISCUSSION AND ANALYSIS:
Currently, the City contributes to cover Health Insurance Plan premiums and reimburses costs for active City Council members and appointed Planning Commissioners, City employees, retired annuitants, and qualified dependents.

The parameters for retirement eligibility (e.g. years of service and age requirements) introduced in previous Resolutions had been written to address the individual needs of our City's staff at the time of adoption. The proposed Resolution redefines the employee Groups to receive retiree health benefits and formalizes the qualifying factors, which are

better addressed in the individual Health Plan documents and the Employee Handbook, and also ends previous retiree health benefit provisions.

The proposed resolution does not alter existing retiree health benefits for the City's current retired Annuitants. Rather, it formally documents existing retiree health offerings for retired employees and officials that had retired from the City on or before June 30, 2016. City staff intends to preserve the current level of retirement benefits for currently retired annuitants, and also grandfather and continue the current level of benefit offerings for active employees who are 65 years old with five (5) years of service with the City that wish to file for retirement from the City on or before December 31, 2016, when their application has been received by CalPERS. As a result, currently qualified employees that do not retire in this year will have to meet qualifying factors, defined in the new provisions, to receive health benefits in retirement.

During the review the subcommittee considered the several important factors:

- The concern of management that the City be able to continue to attract employees that have spent their career performing public service and the City's desire to meet its personnel needs both now and into the future, when attracting and competing for candidates in possession of the same caliber of education, knowledge and experience, with time already served in another public agency or public retirement system; and
- The desire to ensure that decisions are based upon external relationships using objective and non-quantitative evaluation factors that result in equitable offerings across public agencies, that also include cost-benefit factors that are important to taxpayers; and
- The desire to offer all City employees' an equal retiree health benefit, on a fair and competitive basis, allowing the City to retain a high-quality staff to meet the service needs of the City; and
- The identification of appropriate trends in the retirement of public sector employees for the purpose of forecasting future impacts on the City when using such data to make decisions.

Important Facts to Consider:

- Current City of Industry employees in Tier I, Level I "classic members" hired prior to January 1, 2013 may begin collecting a pension at age 55, Tier I, Level II "classic members" hired on or after after January 1, 2013 may begin collecting a pension at age 60, and Tier II "new employees" hired on or after January 1, 2013 may begin collecting a pension at age 62.
- Under the Resolutions adopted in 2012 and before there are currently eight (8) eligible employees;
- Under this proposed Resolution, if adopted, there would be eleven (11) eligible employees in this year but that number would drop to eight (8) eligible employees on January 1, 2017. Therefore, this change would add no additional cost to taxpayers;

- CalPERS data shows that the average retirement age for all members is 60 years of age for fiscal year 2013-2014 with more than 3,659,000 members falling between the ages of 45 to 64 years of age who are set to retire within the next 15 to 20 years. There are only 3,268,000 additional members falling between the ages of 16 to 44.
- According to the Bureau of Labor Statistics, by 2018, 25% of the workforce will be 55 and older and it is predicted that government workers are still likely to retire on time, as they have access to guaranteed pension plans.
- According to the Bureau of Labor Statistics, public finance administrators have an average age of 49.4 years and public administration executive officers and legislative bodies have an average age of 48.7 years.
- According to a survey conducted by the International City/County Management Association (ICMA) 63.3 percent of city and county managers and other appointed chief local officials were older than 50. Further noted is the fact that baby boomers around the same age often make up an organization's entire management staff, creating the possibility of employee departures decimating an organization within a relatively short time.
- Pensions and health benefits remain a crucial influence on public employee retirement choices, particularly when lawmakers publicly debate future cuts. Even if pension law changes don't affect veteran employees, the mere threat of reductions may push some workers out the door.
- Public employees in their 40's and below are in high demand but do not currently possess the vast technical skills, historical knowledge, and honed industry-specific abilities to replace older workers. This will create a knowledge-gap in the ability of cities to provide high quality public services to its citizens.
- The ten (10) current retirement eligible employees working for our City already possess an average of 19.05 years of working in public service.
- Although listed last, the most important factor to consider is that given the statistics noted above, the likelihood of a retirement eligible employee working in public service to change employers and then work another 15+ years to qualify for retiree health benefits with the new agency is highly unlikely. This will negatively impact the City's ability to fill future openings with the highly qualified and experienced individuals that are necessary to operate a professional organization, unless there is a recognition of all qualifying experience spent in public sector employment as a career choice.

Therefore, it is proposed that beginning January 1, 2017 and in perpetuity until amended, the City will begin offering retiree health benefits to active City or Agency Employees hired on or after July 1, 2012, who have achieved an aggregate of 15 years' of CalPERS service credit, including a minimum of five (5) years of active employment with the City and whose City employment terminates, regardless of whether such termination was voluntary or involuntary. In accordance with the CalPERS retirement system rules, said employees must have a minimum of five (5) years of service to be vested and also file for retirement from a contracting agency within 120 days of separation to be eligible to health benefits in retirement.

With more recent changes in benefit plans and the law, along with important environmental factors noted above, the need to make the recommended changes is now. Having reasonable benefits and an up-to-date Employee Handbook, which accurately reflects the City's current benefit offerings reduces the City's liability and risk when administering such benefits, and positions the City for the continuity of service to its citizens both now and into the future.

FISCAL REVIEW

The cost of this amendment has been provided for in the 2016/2017 budget.

EXHIBIT

A. Exhibit A -Resolution No. CC 2016-71

PJP:AG:SP:TB:mk

EXHIBIT A

Resolution No. CC-2016-71

[Attached]

RESOLUTION NO. CC 2016-71

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, TO AMEND THE QUALIFYING FACTORS TO RECEIVE HEALTH BENEFITS IN RETIREMENT.

WHEREAS, the City Council is authorized pursuant to Chapter 2.20 of the Industry Municipal Code to provide for a Health Benefit Plans for eligible City employees, Officers, retired annuitants, spouses and dependent children; and

WHEREAS, the City shall grandfather the current level of retirement benefits offered to qualified active City or Agency Employees hired before July 1, 2012, who file for retirement, and their application has been accepted by their retirement system, no later than December 31, 2016, who have actively held any regular full-time position of employment with the City for an aggregate of five (5) years or more and who is at least 65 years of age at the time of termination; and

WHEREAS, the City shall adopt new retirement benefits for qualified active City or Agency Employees hired on or after July 1, 2012 with an aggregate of 15 years of CalPERS service credit, including a minimum of five (5) years of active employment with the City and whose City employment terminates, regardless of whether such termination was voluntary or involuntary; and

WHEREAS, attached hereto, marked as "Exhibit A," and incorporated herein by reference, is the City of Industry Employee Handbook, amendments to Section U "Definitions," of subsection G "Retirees," of Section IX Benefits, that contains a Subsection pertaining to retiree health benefits to reflect changes to the qualifying factors.

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

SECTION 1: That provisions of Resolution No. CC 2016-57 and all previous resolutions of the City Council in conflict with this resolution are hereby repealed effective October 13, 2016; and

SECTION 2: Approve the changes to the City of Industry Employee Handbook, amendments to Section U "Definitions," of subsection G "Retirees," of Section IX Benefits, that contains a Subsection pertaining to retiree health benefits to reflect changes to the qualifying factors; and

SECTION 3: The City of Industry shall provide current retirement benefits to qualified active City or Agency Employees hired before July 1, 2012 who file for retirement and their application has been accepted by their retirement system, no later than December 31, 2016, who have actively held any regular full-time position of employment with the City for an aggregate of five (5) years or more and who are at least 65 years of age at the time of termination; and

SECTION 4: The City of Industry shall adopt new retirement benefits for qualified active City or Agency Employees hired on or after July 1, 2012 with an aggregate of 15 years of CalPERS service credit, including a minimum of five (5) years of active employment with the City and whose City employment terminates, regardless of whether such termination was voluntary or involuntary; and

SECTION 5: The City of Industry has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and

SECTION 6: 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 unconstitutionality 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; and

SECTION 7: 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 this 13th day of October 2016.

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane Schlichting, Chief Deputy City Clerk

EXHIBIT "A"

EMPLOYEE HANDBOOK

IX. BENEFITS

The following is list of the benefits currently provided by the City. It is understood and agreed that there exists within the City, in written or unwritten form certain personnel rules, policies, practices and benefits contained in plan booklets, group insurance policies and plan documents, contained herein, as amended thereafter by City Resolutions. Those rules, policies and benefits will continue in effect, except for those provisions modified and enacted by the City council as the official controlling document over the provisions of this handbook, if necessary, in accordance with State and Federal laws, orders, regulations, or adopted policy. The City reserves the right, in its sole discretion to change any benefit, its contribution level, carrier, and/or benefit levels as it deems necessary. None of the benefit programs or their descriptions are intended to modify the at-will nature of your employment.

A. MEDICAL BENEFITS

The City provides health benefits through various qualified Health Plans and benefit levels are described in greater detail in the Plan Documents. At present, the City pays 100% of the premium for medical insurance, covered medical expenses (i.e. prescription drugs), copayments, and deductibles for eligible Council members and Agency employees, full-time employees, spouses, and their dependent children (until age 26, and adult disabled dependents who are incapable of self-sustaining support due to a disability that occurred prior to reaching the limiting age of 26). Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses.

B. DENTAL BENEFITS

The City provides dental benefits through a qualified Dental Plan and benefit levels are described in greater detail in the Plan Document. At present, the City pays 100% of the premium for dental insurance, covered dental expenses, copayments, and deductibles for eligible Council members, full-time employees, spouses, and their dependent children (until age 26, and adult disabled dependents who are incapable of self-sustaining support due to a disability that occurred prior to reaching the limiting age of 26). Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses.

C. LIFE INSURANCE

The City provides life insurance through a qualified Life Insurance Plan. Benefit levels are described in greater detail in the Plan Document. At present, the City pays 100% of the premium for life insurance for eligible Council members, full-time employees, spouses, and their dependent children (until age 26, and adult disabled dependents who are incapable of self-sustaining support due to a disability that occurred prior to reaching the limiting age of 26).

Active employees may purchase additional Voluntary Life Insurance at their own expense. Employees may also purchase life insurance for qualified dependents at their own expense.

The City currently pays 100% for life insurance coverage for employees as follows:

Active Employees in **Class 1:** (Council Members, Board Members, Finance Director, City Manager, Director of Development Services and Administration and City Treasurer):	$100,000
Active Employees in **Class 2:** (All Other Active Members):	$50,000
Retired Annuitants hired on or before April 26, 1990 that have met the years of service requirement in **Class 3:**	$15,000 - $25,000
Spouse	$2,000
Qualified Dependent Children:	$2,000

D. VISION PLAN

The City provides vision insurance through a qualified Vision Plan. Benefit levels are described in greater detail in the Plan Document. At present, the City pays 100% of the premium for vision insurance, covered medical expenses, copayments, and deductibles for eligible Council members, full-time eligible employees, spouses, and their dependent children (until age 26, and adult disabled dependents who are incapable of self-sustaining support due to a disability that occurred prior to reaching the limiting age of 26). Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses.

E. CalPERS RETIREMENT PENSION

1. Participation.

The City participates in the CalPERS Public Employees' Retirement System (PERS). If you have questions about the retirement benefits offered by PERS, please contact Human Resources or CalPERS directly via the website at http://www.calpers.ca.gov.

2. Member Retirement Contributions (subject to all provisions of the Public Employees' Pension Reform Act of 2013).

Classic Miscellaneous Employees hired prior to January 1, 2013:

At present, the City pays CalPERS for both the employer's and employee's share of the normal cost rate for each employee's retirement contribution for those employees hired before January 1, 2013. On January 1, 2018 all "classic" miscellaneous employees are required to pay their own share of the normal cost, of at least 50% into their retirement plan, as long as the contribution does not exceed 8% (GC §20516.5(a),(b),(c)). The City also reserves the right to have employees contribute to the employer's share of the cost of the employer's contribution to pension costs.

New Miscellaneous Employees hired on or after January 1, 2013:

At present, the City pays to CalPERS up to at least 50% of the employer's share of the normal cost rate. New miscellaneous employees are require to pay their own share of the normal cost, of at least 50% into their retirement plan, as long as the contribution does not exceed 8% (GC §20516.5(a),(b),(c)). Employer Paid Member Contributions (EPMC) for the employee's share are prohibited for "new" members employed by public agencies. The City also reserves the right to have employees contribute to the employer's share of the cost of the employer's contribution to pension costs.

3. **Additional Benefit Provisions:** At present, the City has contracted with CalPERS for the following additional benefits:

(a) Military Service Credit as Public Service (Section 21024). The City contract with PERS provides the option of Military Buy Back.

(b) 3% Cost-of-Living Allowance, Base Year 1993 (Section 21335).

(c) Post-Retirement Survivor Allowance (Sections 21624, 21626 and 21628).

(d) Pre-Retirement Optional Settlement 2 Death Benefit (Section 21548).

(e) Fourth Level 1959 Survivor's Benefit (Section 21574). The City contract with PERS provides the option of the Fourth Level 1959 Survivor's Benefit for all employees enrolled in PERS.

(f) Two Years Additional Service Credit (Section 20903).

(g) Credit for Unused Sick Leave (Section 20965).

4. **The City reserves the right, in its sole discretion to change benefit levels as deemed necessary.**

Retirement Calculations

Tier I- Level I & 2 - Single highest year – For "classic" employees, the provision of Section 20042 of the Public Employees Retirement Law shall apply to "classic" miscellaneous members.

Tier II – Three (3) highest year average - For "new" employees hired on or after January 1, 2013 the provision of Section 7522.32(a) of the Public Employees Retirement Law shall apply to "new" miscellaneous members.

5. Retirement Formula

Tier I – Level I - 2.7% at 55 – All "classic" employees covered under this provision of this MOU shall have their final percentage of final compensation to be provided for each year of credited prior and current service determined in accordance with Section 21354.3 of the Public Employees Retirement Law (2.7% at 55).

Tier I – Level 2 - 2.0% at 60 – All "classic" employees covered under this provision of this MOU shall have their final percentage of final compensation to be provided for each year of credited prior and current service determined in accordance with Section 21354.3 of the Public Employees Retirement Law (2.0% at 60).

Tier II – 2% at 62 - All "new" employees covered under this provision of this MOU hired on or after January 1, 2013 shall have their final percentage of final compensation to be provided for each year of credited prior and current service determined in accordance with Section 7522.20 of the Public Employees Retirement Law (2% at 62) based on Article 4. California Public Employee's Pension Reform Act of 2013.

F. DEFERRED COMPENSATION

Employees may voluntarily participate in a 457(b) Deferred Compensation Plan. This plan allows employees to defer a percentage of their salary as permitted by IRS regulations. Pursuant to current IRS regulations, employees may defer up to a maximum of $18,000 annually through the 2016 calendar year. At present, employees age 50 and over may defer an additional $6,000 annually and up to an additional $36,000 pursuant to "catch up" provisions.

G. LONG TERM DISABILITY

The City provides Long Term Disability (LTD) insurance to eligible employees through a qualified LTD Plan and benefit levels are described in greater detail in the Plan Document. At present, the City pays 100% of the premium for LTD insurance for employees only. Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses. At this time this benefit is available on the 91st day of disability and may continue to Social Security Normal Retirement Age. The amount of insurance will be 60% of basic monthly earnings, excluding overtime, not to exceed a maximum monthly benefit of $10,500. This amount will be offset by amounts payable by Social Security, workers' compensation benefits, CALPERS retirement income or any other includable income.

H. SHORT TERM DISABILITY

The City provides Short Term Disability (STD) insurance to eligible employees through a qualified STD Plan and benefit levels are described in greater detail in the Plan Document. At present, the City pays 100% of the premium for STD insurance for employees only. Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses. At this time this benefit is available on the 7th day of disability and provides a weekly benefit maximum of 55% of basic weekly earnings to a maximum of $1,129 for a maximum period of 52 weeks. This amount will be offset by amounts payable by Social Security, workers' compensation benefits, CALPERS retirement income or any other includable income.

I. LONG TERM CARE BENEFITS

The City provides long term care insurance through a qualified Long Term Care Plan and benefit levels are described in detail in the Plan Document. At present, the City pays 100% of the premium, covered medical expenses, copayments, and deductibles for eligible full-time employees, retirees, and their spouse, when such coverage is excluded under any existing policy of a qualified health plan. Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses.

J. SUPPLEMENTAL INSURANCE COVERAGE

Notwithstanding any other provision of this Plan, if any expense which would otherwise be covered under the terms of this Plan is covered by some other health, welfare, or disability plan, then the coverage under this Plan shall be secondary and supplemental to such other coverage. Covered expenses shall be reimbursed through the City's Health Reimbursement Arrangement (HRA) Trust in accordance with IRS Code Section 213(d) FSA Eligible Expenses.

K. CREDIT UNION

Employees may voluntarily elect membership in F & A Federal Credit Union. Membership benefits are described in detail in the benefit brochure provided by F & A Credit Union.

L. CHILD CARE BENEFITS

Employees may voluntarily elect to participate in the Flexible Benefit Plan for Dependent Care. The Plan established by the City meets all requirements of Sections 125 and 129 of the internal Revenue Code for purposes of exclusion of dependent care benefits from the gross taxable wage of eligible employees. Plan benefits are described in detail in the Plan Document.

M. EDUCATION/TUITION ALLOWANCE

The City provides for tuition for eligible employees enrolled in work related courses, degrees and/or

certificate programs. Employees must complete the Request for Tuition Reimbursement form for approval by the City Manager prior to enrolling for courses. Employees are responsible for taxes, if applicable, for any sums received through the Education/Tuition Allowance program.

N. MEMBERSHIP DUES

The City shall pay for certain professional dues for the City Manager and Executive Staff. The City Manager shall pre-approve dues paid pursuant to this provision.

O. AUTO ALLOWANCE

At present, employees are provided the use of a pool vehicle for use while conducting official City business. The City shall be responsible for providing liability insurance, bodily injury and property damage coverage for the employee's use of said vehicle. The City shall also provide for maintenance, repair and replacement costs of said automobile, in accordance with City policy. Employees shall use vehicles in accordance with the City's Vehicle Use Policy.

P. UNEMPLOYMENT INSURANCE

Employees who terminate may be eligible to receive unemployment insurance benefits. Claims for unemployment insurance are filed with the state office of Employment Development Department.

Q. WORKERS' COMPENSATION

The City carries workers' compensation insurance as required by law to protect employees who are injured on the job. This insurance provides medical, surgical and hospital treatment in addition to payment for loss of earnings that result from work-related injuries. Compensation payments begin from the first day of an employee's hospitalization or the third day following the injury if an employee is not hospitalized. The cost of this coverage is paid for by the City. An employee who suffers any on-the-job injury, no matter how minor, must report that incident immediately to his/her supervisor or department head and to the Human Resources department.

R. SOCIAL SECURITY

City employees do not participate or pay into social security (Federal Insurance Contributions Act (FICA)). However, employees hired on or after April 1, 1986, must participate in the Medicare portion of social security.

S. RETIREE BENEFITS

Health Insurance for Retired Employees. At present, some Employees may be eligible for retiree health benefits depending on hire date and years of service with the City of Industry. The City reserves the right, in its sole discretion to change its contribution level and/or benefit levels as it deems necessary. Contact Human Resources prior to initiating retirement process with PERS in order to determine eligibility for this benefit.

T. COBRA

As provided by a federal health insurance law, called "COBRA," eligible employees and their family members may continue participation in the employer's group insurance program when they experience certain "qualifying events." These events include the termination of employment (except when due to "gross misconduct"), resignation, reduction in hours, divorce, legal separation, death, Medicare entitlement and certain other events. Where the right to continue coverage arises, coverage may be continued at special rates authorized by COBRA.

Details regarding the COBRA rules are given to employees when they begin participation in the City's group health insurance plan and again when they experience a qualifying event that triggers the right to continue participation in the group health plan. California employees may have the ability to continue coverage beyond the maximum period allowed under the federal COBRA, provided they meet the applicable requirements.

If employees do not choose continuation coverage or comply with applicable rules for continuation of coverage, their group health insurance coverage will end.

If you have any questions about your health insurance continuation rights, please contact Human Resources. If you believe that you have experienced a "qualifying event," please notify Human Resources as soon as possible.

U. DEFINITIONS

The definitions contained in this Section shall govern the construction of the City of Industry Health Benefit Plans defined in this Section, unless the context or law otherwise requires, as follows:

A. "City Employees" shall mean all persons actively holding regular full-time positions of employment with the City of Industry ("City") and whose wage or salary is paid directly by the City and all City Officers. Agency Employees who became City Employees will be considered to have entered City employment as of the date of commencement of Agency employment.

B. "Agency Employees" shall mean all persons who held regular full-time positions of employment with the Industry Urban Development Agency (IUDA) prior to its dissolution and the creation of the Successor Agency to the Industry Urban Development Agency; as well as former IUDA employees that transitioned to active City employment upon the creation of the Successor Agency to the IUDA.

C. "Elected Officials" shall mean Planning Commissioners appointed to serve by the City Council; and all persons duly elected (including City Council members), or appointed by the City Council, to serve as members of the City Council and possessing authority to vote on matters before the City.

- Planning Commissioners, their spouses, domestic partners and dependents shall be entitled to eligibility in the CalPERS Health Plan. Said coverage is dependent upon meeting the qualifying provisions under the CalPERS plan and/or hire date and years of service with the City of Industry.
- City Council members, their spouses, domestic partners and dependents shall be entitled to eligibility in the CalPERS retirement system and the CalPERS Health Plan. Said coverage is dependent upon meeting the qualifying provisions under the CalPERS plan and/or hire date and years of service with the City of Industry.

D. "Dependents" shall mean qualified spouses, dependent children under the age of 26, and adult disabled dependents who are incapable of self-sustaining support due to a disability that occurred prior to reaching the limiting age of 26. Dependents are only eligible for those benefits offered herein as defined above.

E. "Full-time Employment" for the purpose of determining eligibility for the CalPERS retirement system shall mean any individual that works more than 34 hours per week in a permanent position, or who works full-time with a tenure of more than 6 months, or who works 20 or more hours per week one year or longer, or who works a minimum of 1,000 hours or more in a fiscal year. For the purpose of determining eligibility for health benefits in accordance with the Affordable Care Act (ACA) shall mean any individual that works 30 or more hours per week that are not deemed as a Variable Hour or Seasonal Employee under the Act.

F. "Variable Hour Employees" under California Government Code (GC) section 22772(a)(6)(A) and (B) provides that an employee not described in GC section 22772(a)(1)-(5), inclusive, may meet the definition of an employee if he or she is both a "full-time employee" of the state or contracting

agency within the meaning of Section 4980H of Title 26 of the United States Code and applicable United States Treasury Department regulations and interpretive guidance, and is designated in writing by the employer, as an employee, for purposes of GC section 22772 by the state or contracting agency, as applicable in accordance with the CalPERS regulations to enroll them in a CalPERS Health Plan to meet their obligations under the Affordable Care Act (ACA) to offer minimum essential coverage.

G. "Retirees" are defined as follows and will be eligible to begin receiving retirement benefits once they are deemed qualified in accordance with the CalPERS retirement system.

- Qualified City or Agency Employees **hired on or before April 26, 1990** who actively held any regular full-time position of employment with the City for an aggregate of ten (10) years or more and whose City employment or holding of office **terminated by June 30, 2016**, regardless of whether such termination was voluntarily or involuntarily.

- Qualified City or Agency Employees **hired after April 26, 1990 and before July 1, 2012** who actively held any regular full-time position of employment with the City for an aggregate of twenty five (25) years or more, or a department head position for fifteen (15) years or more and whose City employment or holding of office **terminated by June 30, 2016**, regardless of whether such termination was voluntarily or involuntarily.

  Thereafter, qualified active City or Agency Employees who are vested within the CalPERS retirement system and apply for retirement within 120 days of separation from the City of Industry, and have accrued a **minimum of fifteen (15) years of CalPERS service credit,** including a minimum of five (5) years of active employment with the City of Industry and has retired from the City of Industry, and whose City employment terminates regardless of whether such termination was voluntarily or involuntarily.

  In addition, qualified active full-time City Employees age 65 or older, who have completed five (5) years of service in a regular position with the City, who retires from the City of Industry (regardless of whether such separation is voluntary or involuntary) by December 31, 2016 and is vested within the CalPERS retirement system and applies for retirement within 120 days of separation from the City of Industry.

- Qualified members of the City Council, or Planning Commissioners for the City, who have held office in one or more of the foregoing for an aggregate of eight (8) years or more at the time of leaving office.

CITY COUNCIL

ITEM NO. 6.3

CITY OF INDUSTRY

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

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Alex Gonzalez, Director of Development Services and Administration
Susan Paragas, Director of Finance
Tiffany Bose, RGS, Human Resources Advisor

Date: October 13, 2016

SUBJECT: Consider Resolution No. CC 2016-72 - A Resolution of the City Council of the City of Industry, California, Granting Another Designated Period For A "Golden Handshake" For Two Years Additional Service Credit

---

BACKGROUND: The City Council adopted Resolution No. CC 2011-15 on June 23, 2001 to grant two years of additional service credit for eligible local miscellaneous employees of the City of Industry. All retirement-eligible employees, defined as all employees who are at least 50 years old with at least 5 years of CalPERS service credit with any public agency, who currently worked for the City in designated positions, and who retired during the designated time period, were eligible to receive the additional two years' service credit with the City in retirement.

The City desires to amend its contract with CalPERS to grant another designated period for two years' of additional service credit for eligible employees. Retirement-eligible employees must also meet the above criteria.

DISCUSSION AND ANALYSIS:
During the preparation of the 2016/2017 budget, it was determined that an impending curtailment of, or change in the manner of performing service would help minimize impacts to the General Fund.

The City desires to grant another designated period for two years' additional service credit for retirement-eligible employees in designated job classifications who are at least 50 years old with at least 5 years of CalPERS service credit. This would apply to those employees currently working in the job classification of Executive Secretary for the Development Services & Administration Department and the Human Resources Director for the Human Resources Department, when they elect to retire within the designated period established by the City.

FINAL ACTION

Government Code Section 7507 requires adoption of the final documents (final reading of the Resolution) be no earlier than two weeks after adoption of the Resolution of Intention to amend the contract at a public meeting. Therefore, a second reading of the Resolution in public would occur on October 27th.

AMENDMENT EFFECTIVE DATE

Upon approval by the City Council, a designated retirement period of 90 days must commence; which may begin a day after (October 28th) the effective date of Resolution adopted by the Council (October 27th). In this case, the designation period to file for retirement from the City would run from October 28, 2016 through January 28, 2017.

Upon adoption of said Resolution declaring the City's intent to amend the contract, an exhibit copy of the amended contract and various certification forms would be sent to the CalPERS retirement contracts unit.

FISCAL REVIEW

Using CalPERS Procedures for Calculation of Estimated Employer Cost, the cost of providing two years additional service credit was calculated to include the affected individuals. Based on the member's annual reportable compensation, the cost factor and whether the agency's contract provides the Post-Retirement Survivor Allowance (Survivor Continuance) and/or an increased Cost-of-Living Allowance of 3%, the estimated employer cost is $105,287.71 for a total of two (2) eligible employees.

The actual cost to the City may be less than the disclosed estimated employer cost with the difference attributed to the actual number of employees within the identified departments who retire during the designated period. The cost to implement the Golden Handshake program will be financed by cost savings realized from the vacated positions, approximately $158,351.20 in this year's budget and then annually thereafter. Government Code Section 7507 requires that the cost to provide this benefit be made public at a public meeting at least two weeks prior to the adoption of a Resolution to implement such program. Approximate employer costs were calculated based on a CalPERS formula and cost factor.

The added cost to the retirement fund for eligible employees who retire during the specified period will be included in the contracting agency's annual valuation report for the fiscal year that begins two years after the end of the designated period (Fiscal Year 2018-2019). The total cost would be amortized over twenty years.

The City Council is requested to receive the cost associated with implementing another Golden Handshake program, approve such program, and certify that the increase/decrease of the retirement benefit was done by public disclosure.

Exhibits

A. Certification of Compliance with Government Code Section 20903
   Certification of Compliance with Government Code Section 7507
   Certificate of Governing Body's Action
B. Resolution No. CC 2016-72
C. Estimated Employer Cost

PJP:AG:SP:TB:mk

EXHIBIT A

Certifications

[Attached]

Certification of Compliance with Government Code Section 20903
Certification of Compliance with Government Code Section 7507
Certificate of Governing Body's Action

CERTIFICATE OF COMPLAINCE WITH
GOVERNMENT CODE SECTION 20903

In accordance with Government Code Section 20903 and the contract between the California Public Employees' Retirement System; the City Council of the City of Industry hereby certifies that:

Because of an impending curtailment of, or change in the manner of performing service, the best interests of the City would be served by granting such additional service credit.

The added cost to the retirement fund for all eligible employees who retire during the designated window period will be included in the contracting agency's employer contribution rate for the fiscal year that begins two years after the end of the designated period.

The City has elected to become subject to Section 20903 because of impending mandatory transfers, demotions, and layoffs that constitute at least 1 percent of the job classification, department or organizational unit, as designated by the City Council, resulting from the curtailment of, or change in the manner of performing, its services; and

The City's intent at the time Section 20903 becomes operative is to keep all vacancies created by retirements under this section or at least one vacancy in any position in any department or other organizational unit permanently unfilled thereby resulting in an overall reduction in the workforce of such department or organizational unit.

THEREFORE, the City Council of the City of Industry hereby elects to provide the benefits of Government Code Section 20903 to all eligible members who retire within the designation period October 28, 2016 through January 28, 2017.

PASSED, APPROVED AND ADOPTED this 27th day of October 2016.

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane Schlichting, Chief Deputy City Clerk

CERTIFICATE OF COMPLAINCE WITH
GOVERNMENT CODE SECTION 7507

I hereby certify that in accordance with Section 7507 of the Government Code the future annual costs as determined by the System Actuary for the increase/change in retirement Benefit(s) have been made public at a public meeting of the City Council of the City of Industry on October 13, 2016 which is at least two weeks prior to the adoption of the Resolution/Ordinance. Adoption of the retirement benefit increase/decrease will not be placed on the consent calendar.

_____
Diane Schlichting, Chief Deputy City Clerk

Date _____

CERTIFICATION OF GOVERNING BODY'S ACTION

I hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the City Council of the City of Industry on October 27, 2016.

_____

Diane Schlichting, Chief Deputy City Clerk

Date _____

EXHIBIT B

Resolution No. CC 2016-72

[Attached]

RESOLUTION NO. CC 2016-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, TO GRANT ANOTHER DESIGNATED PERIOD FOR A "GOLDEN HANDSHAKE" FOR TWO YEARS ADDITIONAL SERVICE CREDIT.

WHEREAS, the City Council of the City of Industry is a contracting agency of the California Public Employees' Retirement System ("CalPERS"); and

WHEREAS, said Public Agency desires to provide another designation period for Two Years Additional Service Credit, Section 20903, based on the contract amendment included in said contract which provided for Section 20903, Two Years Additional Service Credit, for eligible members; and

WHEREAS, attached hereto, marked as Exhibit "A", and incorporated herein by this reference, is a copy of the certificates of compliance between the Board of Administration of the California Public Employees' Retirement System and the City Council of the City of Industry.

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 and determines that all the fact, findings and conclusions set forth above are true and correct.

SECTION 2: That said City Council does seek to add another designated period, and does hereby authorize this Resolution, indicating a desire to add a designated period from October 28, 2016 through January 28, 2017 for the Executive Secretary, as an eligible member in the Development Services & Administration Department, and the Human Resources Director, as an eligible member in the Human Resources Department.

SECTION 3: The City Council hereby certifies the attachments in Exhibit "A" and authorizes the Mayor, as the presiding officer, to execute the same on behalf of the City Council.

SECTION 4: 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 this 27th day of October 2016.

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane Schlichting, Chief Deputy City Clerk

EXHIBIT C

Estimated Employers Cost

[Attached]

Position Title	Age in 2016	Service Credit (as of 08/30/16)	Step 2: Annual Pay rate (using full time pay rate) Hourly rate * 2080	2.7% @ 55 Cost Factor	Step 3: (Annual Pay Rate * Cost Factor)	(Post-retirement Survivor Allowance) Step 6: Column G value * 1.09)	Estimated Cost of Providing additional 2 years service credits (Step 6: Column H value)
Human Resources Director	80 yrs. old	13.00	$87,103.12	0.61	53,132.90	57,914.86	$57,914.86
Executive Assistant	67 yrs. Old	9.00	$71,248.08	0.61	43,461.33	47,372.85	$47,372.85
TOTALS			$158,351.20				$105,287.71

Notes: Post-Retirement Survivor Allowance
Cost of Living Allowance (COLA) = 3%

CITY COUNCIL

ITEM NO. 6.4

CITY OF INDUSTRY

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

MEMORANDUM

To: Honorable Mayor and Councilmembers

From: Paul J. Philips, City Manager

Date: October 7, 2016

Subject: Consideration of an urgency ordinance prohibiting the cultivation, processing, manufacturing, laboratory testing, labeling, storing, and wholesale and retail distribution of cannabis in the City

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OVERVIEW:

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

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

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

DISCUSSION

If passed by the voters, portions of the AUMA could take effect as soon as the day after the election, specifically recreational use by adults, and cultivation in private residences. Given that the City's Code is silent on recreational marijuana, the City Council is being presented with an

urgency ordinance that would establish a moratorium on the cultivation, processing, manufacturing, laboratory testing, labeling, storing and the wholesale and retail distribution of marijuana in the City. As permitted under the AUMA, the moratorium would also prohibit outdoor cultivation in all zones of the City, including residential zones. However, indoor, personal cultivation would be allowed in private residences, as under the AUMA, the City cannot prohibit that type of activity.

Pursuant to the provisions of Government Code Section 65858, the City Council, upon a four-fifths vote, may establish a moratorium prohibiting any uses that may be in conflict with a contemplated zoning proposal that the legislative body or the planning department is considering or studying, or intends to study within a reasonable time. The City may adopt a moratorium on an urgency basis provided the City finds there is a threat to the public health, safety and welfare.

A temporary moratorium would prohibit the cultivation, processing, manufacturing, laboratory testing, labeling, storing and the wholesale and retail distribution of marijuana in the City. The moratorium allows the City to study the issues of recreational marijuana, and report the findings, so that appropriate land use decisions can be made, and so that the City Council can provide Staff with direction toward the development of a comprehensive regulatory scheme.

If adopted, the urgency ordinance would take effect immediately, and would expire 45 days from the date of adoption. After notice and a public hearing, the City Council may extend the ordinance for 10 months and 15 days, and subsequently extend the ordinance for a period of one year.

FISCAL IMPACT

None.

RECOMMENDATION

It is recommended that the City Council consider the interim urgency ordinance.

ATTACHMENTS

Attachment A: Interim Urgency Ordinance

URGENCY ORDINANCE NO. 797

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY PROHIBITING THE CULTIVATION, PROCESSING, MANUFACTURING, LABORATORY TESTING, LABELING, STORING AND WHOLESALE AND RETAIL DISTRIBUTION OF CANNABIS IN THE CITY

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

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

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

F. As drafted, the AUMA allows local governments to ban recreational marijuana businesses entirely, and allows cities to reasonably regulate cultivation, and to ban outdoor cultivation; 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 Proposition 64 do not confer a land use right or the right to create or maintain a public nuisance; and

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

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

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

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

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

SECTION 2. CEQA.

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

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

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

SECTION 3. Imposition of Moratorium.

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

B. The following regulations are hereby imposed. These regulations shall prevail over any conflicting provisions of the City of Industry Municipal Code, or other ordinances, resolutions, and policies of the City of Industry:

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

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

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

Section 4. Interim Urgency Ordinance.

Based on the findings set forth in Section 1, above, this ordinance is an interim ordinance adopted as an urgency measure pursuant to Government Code Section 65858, and pursuant to the authority granted to the City in Article 11, Section 7 of the California Constitution, and is for the immediate preservation of the public peace, health and welfare. This ordinance shall therefore take effect immediately upon adoption. This ordinance shall remain in effect for forty-five (45) days from the date of adoption. This ordinance will terminate upon a determination by the City Council supported by substantial evidence that the threat to the public health, safety, and welfare described in Section 1 of this ordinance has been ameliorated, or by the adoption of ordinance or amendments extending or superseding this ordinance.

Section 5. Severability.

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

SECTION 6: Certification.

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

(RECORD OF VOTE AND SIGNATURES ON FOLLOWING PAGE)

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on October 13, 2016 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane M. Schlichting, Chief Deputy City Clerk

CITY COUNCIL

ITEM NO. 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

Staff: Troy Helling, Senior Planner

Date: October 13, 2016

Subject: Development Plan 15-21 – 16801 Gale 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 15-21 is proposed by LBA Realty to develop a new 36,036 square foot industrial warehouse building at 16801 Gale Avenue.

Location and Surroundings

As shown on the location map (Attachment 1), the project site is located on the north side of Gale Avenue at 16801 Gale Avenue. The site is 21.99 acres, with 381,964 square feet of existing industrial buildings, and is comprised of Los Angeles County Tax Assessor Parcel Number (APN) 8242-011-059. As shown on the overall site plan (attachment 2), the new building will be on 0.8 acres and will be 36,030 square feet. Warehouses and manufacturing facilities are located to the north, east, south, and west of the project site.

Project Description

As shown in the site plan (Attachment 3), the proposed building would be 36,030 square feet on a existing 21.99 acre lot (958,199 square feet). The building would include office area that will not exceed the maximum 33 percent of the total square footage. The loading area would be located on the west side of the building and will be screened from Gale Avenue by an eight foot tall concrete screen wall. There would be four dock-high loading bays and two grade-level loading doors in the loading area. The building would be accessed from Gale Avenue by one 30 foot wide driveway. The entire site with the addition of the new building, requires 468 parking spaces and 479 spaces are provided as follows:

- 399 standard spaces (9'x19'),
- 65 compact spaces (8'x16')
- 15 ADA accessible spaces
- In addition, there would be two bike racks

There will be a total of 120,394 square feet of landscaping (12.2 percent) for the entire site. A trash

enclosure containing a trash bin and a recycling bin would be provided in the parking area adjacent to the new building.

As shown on the elevations (Attachments 4), the building is proposed to be approximately 31 feet tall and the northern and western elevations would include variations in wall height and be adorned with glazing to differentiate it from the warehouse area.

Staff Analysis

Development Plan Application

The proposed development project is consistent with the Zoning ("M" – Manufacturing) 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 eastern side of the building and are placed behind an eight foot tall screen wall and 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 would be set back 30 feet from the curb.
- Meets design guidelines. Sections 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The architectural treatment of the building is varied and professional in appearance, with the office area facing Capitol Avenue. The bulk of the landscaping is located in the front between Capitol Avenue and the building, 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,468 parking spaces are required for the entire site and 479 parking spaces are proposed. In addition, Section 17.36.060 K of the Municipal Code limits the amount of compact parking to 20 percent of the total parking. There are 65 compact spaces (14 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 existing driveway of 30 feet in width would provide access from Gale Avenue. Drive-aisle widths of 26 feet are proposed to provide internal circulation.
- Exceeds bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the development accommodate four bicycles for the first 50,000 square feet and one bicycle per each additional 50,000 square feet. Based on this formula, 8 bicycles must be accommodated and parking for 8 bicycles is proposed.
- Complies with drainage and water quality requirements. The applicant has submitted a preliminary Low Impact Development (LID) Plan to the City Engineer per Chapter 13.16 of the Municipal Code and the project can meet drainage and water quality requirements. The LID improvements will be implemented prior to issuance of the grading plan and/or final approval of the building.

Staff recommends that the City Council approve Development Plan 15-21 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 Manufacturing, which are consistent with the proposed industrial development.

- The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Initial Study/ Negative Declaration, the proposed project would add approximately 168 vehicle trips, which equates to approximately 66 truck trips and 102 passenger car trips per day, 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 is 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 (Attachment 5). The Initial Study / Negative Declaration determined that the proposed project would not have a significant effect on the environment. The Negative Declaration reflects the independent judgment of City staff and considers project design features, site and surrounding environmental conditions, previous environmental evaluations, standard construction/engineering practices, and potential future projects. Accordingly, the City intends to adopt a Negative Declaration pursuant to Section 21080(c) of the Public Resources Code.

The Notice of Intent to Adopt a Negative Declaration (Attachment 5) was posted on the site, Fire Station 118, City Hall and Council Chambers, and published in the San Gabriel Tribune onSeptember 23, 2016.

AB 52 Tribal Consultation

AB 52 requires that the City provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested to be notified. If, after being notified, a tribe requests consultation, the City must consult with the tribe in good faith. Consultation is deemed concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when a party concludes that a mutual agreement cannot be reached.

The City received consultation requests from the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band of Luiseño Indians, who later deferred consultation to the

Gabrieleño Band of Mission Indians – Kizh Nation. Consultation occurred in good faith and the Gabrieleño Band of Mission Indians – Kizh Nation requested that a tribal monitor be present during earth moving operations. However, no substantial evidence that a tribal cultural resource exists on the site has been provided or uncovered during the Initial Study process and there is no evidence of a substantial impact.

Recommendation

Because the Development Plan application 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 2016-67 (Attachment 5) approving the Negative Declaration; and

2) Adopt Resolution No. CC 2016-68 (Attachment 6) approving Development Plan No. 15-21 with the Standard Requirements and Conditions of Approval contained in the Resolution.

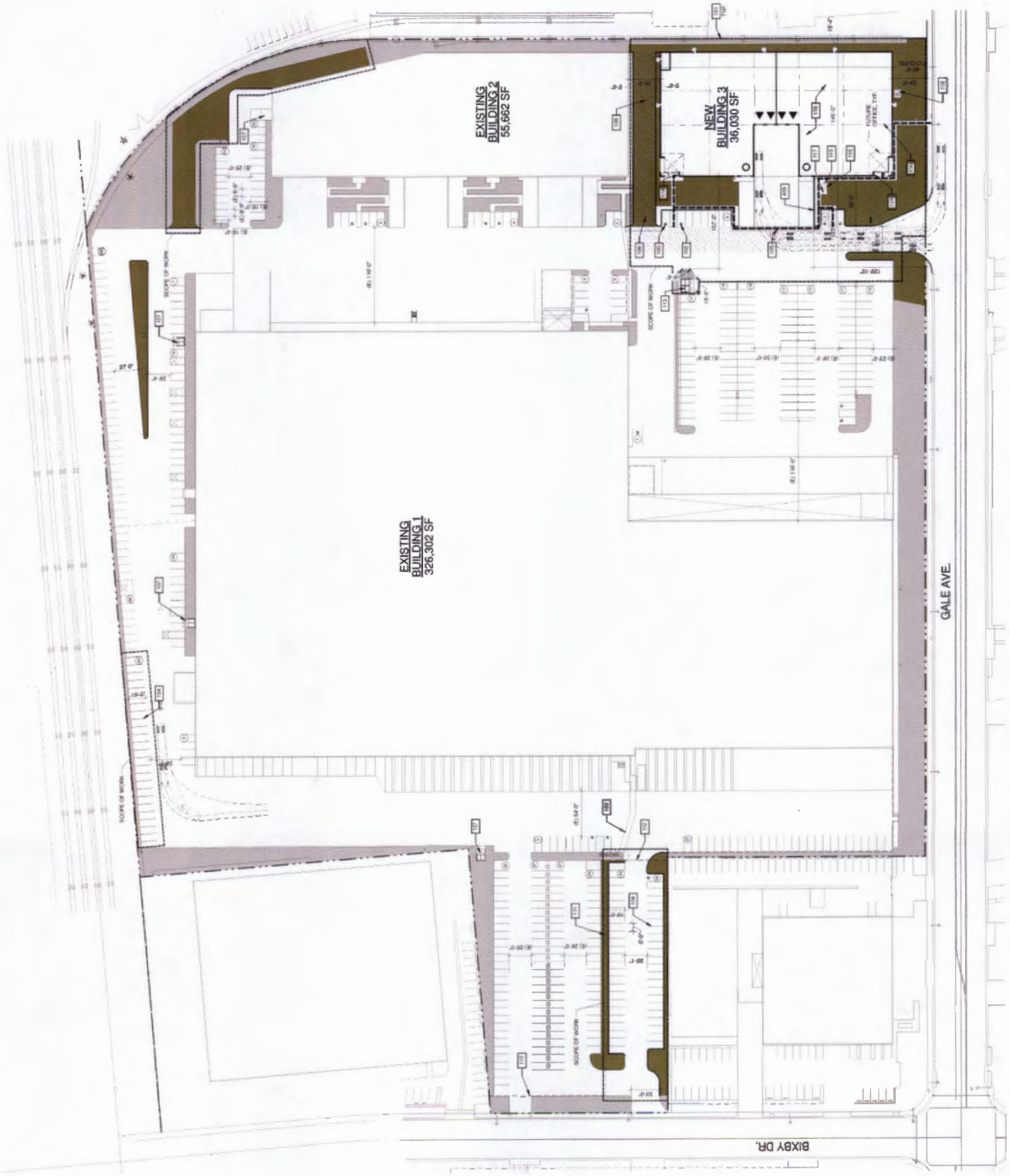
Attachments

- Attachment 1: Location Map
- Attachment 2: Overall Site Plan
- Attachment 3: Site Plan
- Attachment 4: Elevations
- Attachment 5: Resolution No. CC 2016-67 including the Notice of Intent to Adopt a Negative Declaration for Development Plan 15-21; Initial Study/Negative Declaration for Gale Avenue Warehouse Project, September 2016
- Attachment 6: Resolution No. CC 2016-68

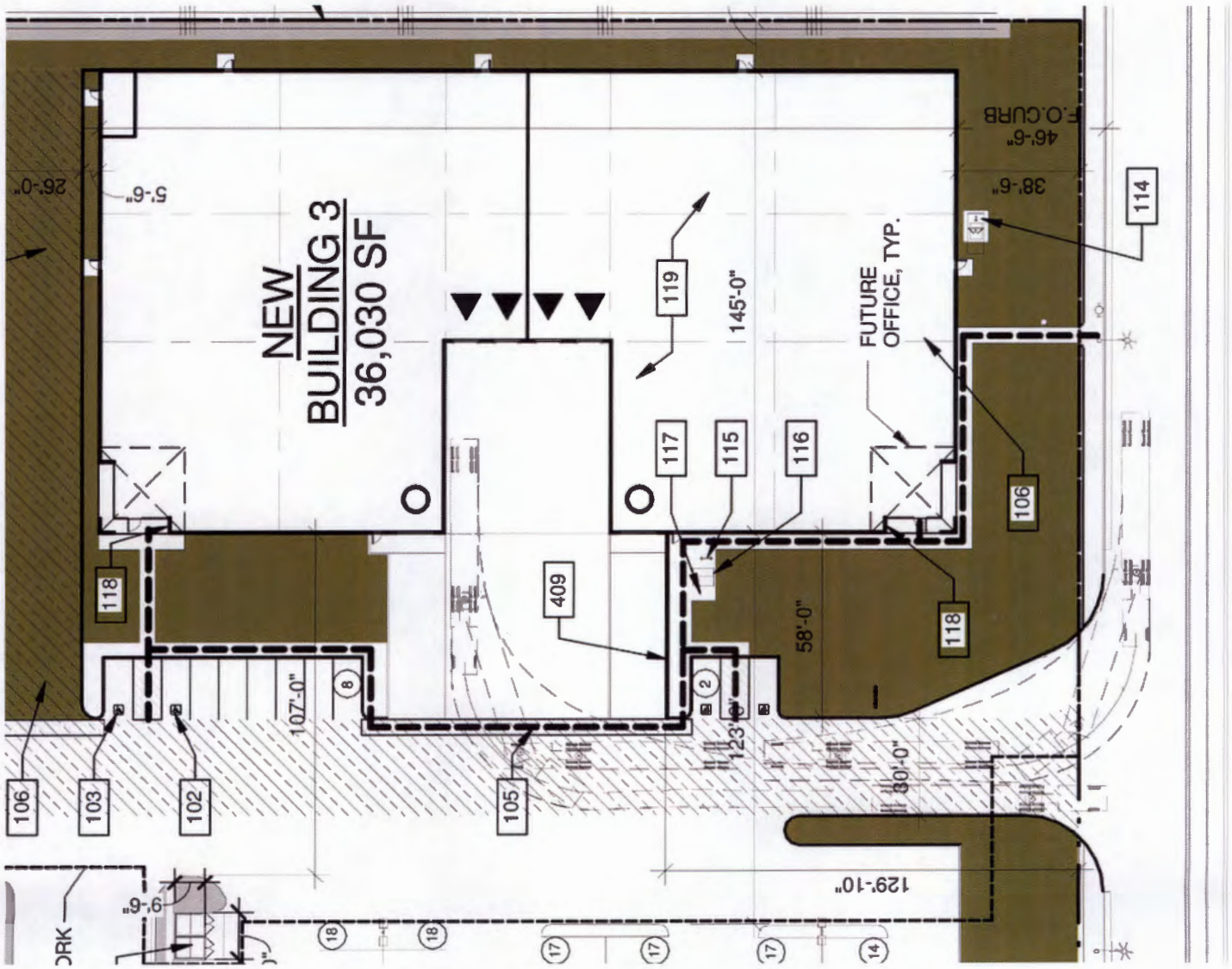
DP 15-21

Location Map

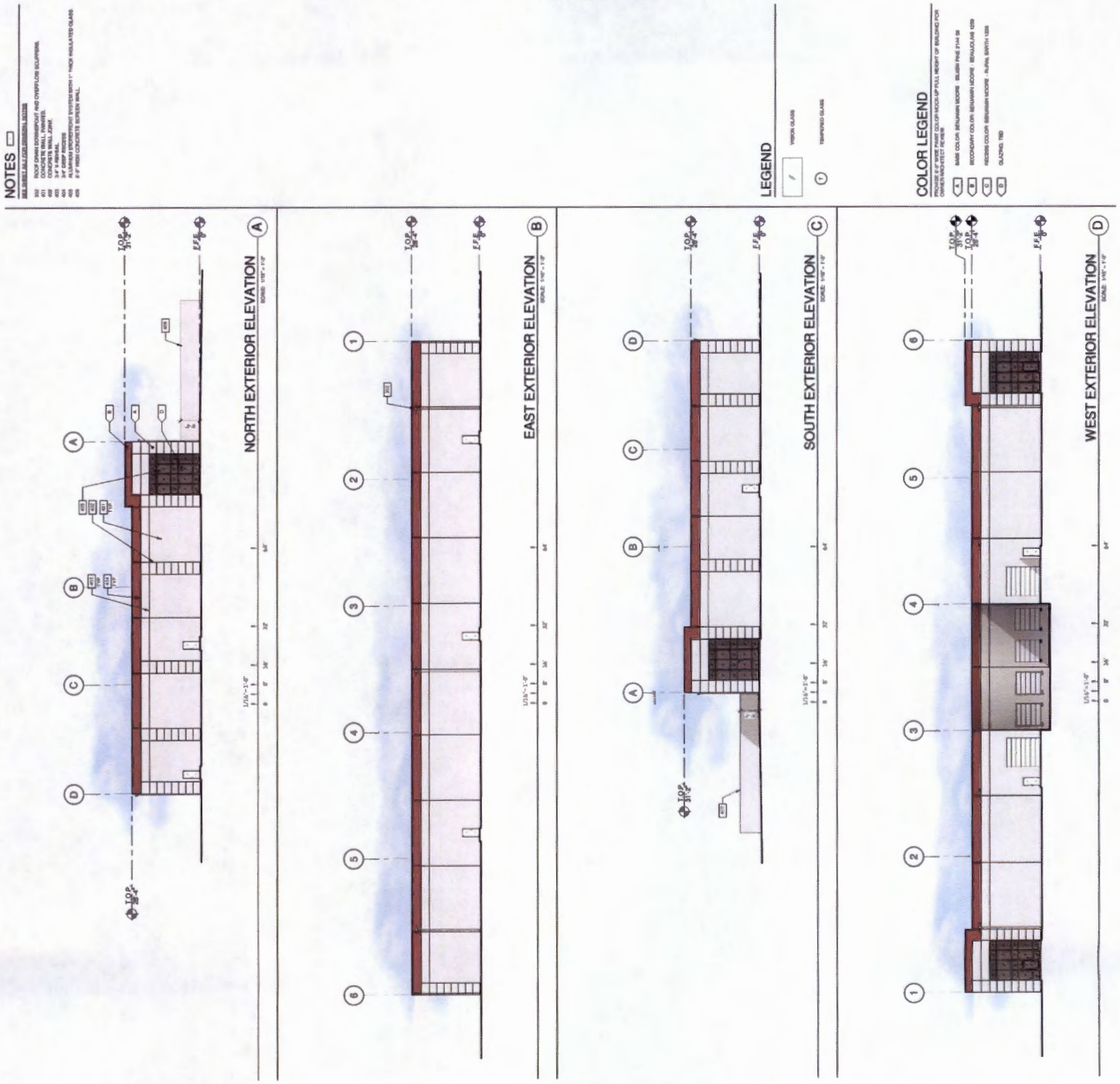
Attachment 2
Overall Site Plan



Attachment 3
Site Plan



Attachment 4
Elevations



Attachment 5

Resolution No. CC 2016-67

Including:

- **Notice of Intent to Adopt a Negative Declaration**
- **Initial Study/Negative Declaration**

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RESOLUTION NO. CC 2016-67

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, MAKING FINDINGS AND ADOPTING THE INITIAL STUDY AND NEGATIVE DECLARATION FOR A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF A 36,030 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 16801 GALE AVENUE IN THE CITY OF INDUSTRY

RECITALS

WHEREAS, on November 3, 2015, LBA Reality, ("Applicant") filed a complete application requesting the approval of Development Plan ("DP") No. 15-21 described herein ("Application"); and

WHEREAS, the Application applies to a 21.99 acre property at 16801 Gale Avenue, City of Industry, California, Assessor's Parcel Number 8242-011-059 ("Property"); and

WHEREAS, the Applicant desires to construct an industrial warehouse building (36,030 square feet) within the "I"-Industrial Zone (the "Project"), and 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, 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 negative declaration ("IS/ND") analyzing the proposed Project and concluding that approval of the Project could not have a significant effect on the environment; and

WHEREAS, the IS/ND was circulated for public and agency review and comment on September 23, 2016, through, and including, October 12, 2016. Copies of the IS/ND were made available to the public at the Planning Department on September 23, 2016, and the IS/ND was distributed to interested parties and agencies. On September 23, 2016, a Notice of Intent to Adopt a Negative Declaration (Exhibit A), including the time and place of the City Council meeting to review the Application and IS/ND, was published in the local newspaper and posted at the Project site, City Hall, Council Chambers and Fire Station 118; and

WHEREAS, the IS/ND concluded that implementation of the Project would not result in a significant effect on the environment; and

WHEREAS, on October 13, 2016, the City Council of the City of Industry conducted a duly noticed public meeting to consider the IS/ND, and considered all testimony written and oral; and

WHEREAS, the City Council has reviewed and carefully considered the information in the Initial Study/Negative Declaration, including all comment letters submitted, and makes the findings contained in this Resolution, and adopts the IS/ND, 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/Negative Declaration, 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 October 13, 2016; 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/ND for the Project including any comment letters received, are attached hereto as Exhibit B, 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 Negative Declaration for the Project, including all comments received on the Initial Study and 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 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 Negative Declaration for the Project, mitigation measures 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/Negative Declaration for the Project.

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.

(RECORD OF VOTE AND SIGNATURES ON FOLLOWING PAGE)

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on October 13, 2016, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
Mark D. Radecki, Mayor

ATTEST:

_____
Diane Schlichting, Chief Deputy City Clerk

Exhibit A
Notice of Intent to Adopted a Negative Declaration

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CITY OF INDUSTRY

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

NOTICE OF INTENT TO ADOPT A
NEGATIVE DECLARATION
DEVELOPMENT PLAN 15-21
16801 GALE AVENUE, CITY OF INDUSTRY

Purpose: In accordance with the State of California Public Resources Code Section 21092, Sections 15063 and 15072 of Title 14 of the California Code of Regulations Guidelines pertaining to the California Environmental Quality Act, and the Industry Municipal Code, this is to advise you that the Planning Department of the City of Industry has prepared an initial study of environmental impacts on the following project and is recommending the environmental determination described below.

Project Description: Development Plan Application 15-21 is to develop a new 36,030 square foot industrial warehouse building on a 0.8 acre site that is graded, flat and paved as a parking lot.

Location: The proposed project is located at 16801 Gale Avenue, City of Industry, Los Angeles County (APN 8242-011-059).

Environmental Determination: Based on the findings of the Initial Study, the Planning Department has determined that the proposed project would not have a significant effect on the environment and a Negative Declaration ("ND") has been prepared and is recommended for consideration at the public meeting described below. The ND reflects the independent judgment of City staff and considers project design features, site and surrounding environmental conditions, previous environmental evaluations, standard construction/engineering practices, and potential future projects. Accordingly, the City intends to adopt a Negative Declaration pursuant to Section 21080(c) of the Public Resources Code.

The project site is not included on the list of hazardous materials facilities, hazardous waste properties, or hazardous waste disposal sites named under Section 65962.5 of the California Government Code (Cortese List).

Public Review and Comment Period: Copies of the proposed Negative Declaration and Initial Study are available in the Planning Department at the address listed below. **A 20-day public review period for the Negative Declaration begins September 23, 2016, and ends October 12, 2016**. Written comments on the adequacy of the document must be received by the City prior to 5:00 PM on October 12, 2016. If you would like to comment, please send written comments to:

Troy Helling, Senior Planner
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744
thelling@cityofindustry.org
(626) 333-2211

Public Meeting: The City Council is scheduled to consider the Negative Declaration and proposed project at a regularly scheduled meeting to be held on October 13, 2016, at 9:00 AM. The meeting will be held in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744. To confirm the date and time of the meeting, please check the City's website: www.cityofindustry.org.

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Exhibit B
Initial Study/Negative Declaration

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CITY OF INDUSTRY

GALE AVENUE WAREHOUSE PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF INDUSTRY
15325 EAST STAFFORD STREET, #100
CITY OF INDUSTRY, CA 91744-0366

Prepared by:

Michael Baker
INTERNATIONAL

3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

SEPTEMBER 2016

CITY OF INDUSTRY

GALE AVENUE WAREHOUSE PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF INDUSTRY
15625 EAST STAFFORD STREET, #100
CITY OF INDUSTRY, CA 91744-0366

Prepared by:

MICHAEL BAKER INTERNATIONAL
3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

SEPTEMBER 2016

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ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Gale Avenue Warehouse Project

2. **Lead agency name and address:**

   City of Industry
   15625 East Stafford Street, #100
   City of Industry, CA 91744-0366

3. **Contact person and phone number:**

   Troy Helling, Senior Planner; (626) 333-2211

4. **Project location and existing conditions:**

   The project site is in the City of Industry in the San Gabriel Valley of Los Angeles County, California. The City of Industry extends approximately 14 miles east–west across the southern San Gabriel Valley (see Figure1, *Regional Project Location*). The San Gabriel Valley extends east–west from near central Los Angeles on the west to the eastern Los Angeles County boundary and is bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is located on the northwest side of the City of Industry. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the Azusa Avenue interchange.

   The project site is located north of Gale Avenue, between Bixby Drive and John Reed Court (see Figure 2, *Local Vicinity*). The site address is 16801 Gale Avenue, City of Industry, CA 91745. The total project site area is 21.99 acres, or 958,199 square feet, and its Los Angeles County Tax Assessor's Parcel Number (APN) is 8242-011-059.

   The proposed project consists of the development of a 36,030-square-foot tilt-up concrete warehouse building in an industrial complex, which currently includes two buildings, both of which are multitenant warehouse buildings constructed of concrete tilt-up wall panels, steel roof trusses, and panelized wood roofs. Existing buildings one and two are 326,302 square feet and 55,662 square feet, respectively. The project would be built within the surface parking lot located in the southeast corner of the complex and would include 479 surface parking spaces and a landscape ratio of 12.2 percent, which is 0.2 percent higher than the minimum required by the City of Industry. Primary access to the project site would be via Gale Avenue.

5. **Project sponsor's name and address:**

   LBA Realty
   3347 Michelson Drive, Suite 200
   Irvine, CA 92612

6. **General Plan designation:**

   Employment

7. **Zoning:**

   Industrial (I)

8. Description of project:

As discussed above, the project site contains two existing buildings that will not experience any modifications. However, a third building (proposed project) would be developed in the southeast corner within an existing surface parking lot, leading to an increase in density and intensity on the overall project site. The proposed project consists of the development of a 32-foot-tall, 36,030-square-foot tilt-up concrete warehouse building in the southeast corner of the project site. The project would be built on the surface parking lot of an existing industrial and warehousing complex. The existing industrial complex includes two buildings, both of which are multitenant warehouse buildings constructed of concrete tilt-up wall panels, steel roof trusses, and panelized wood roofs. Refer to Figure 3, *Proposed Site Plan*.

The proposed building would be accessed from Gale Avenue with truck access available along the western front of the building. The warehouse building would have 2 grade level truck docking doors and four dock high truck doors located in a recessed docking area along the western front of the building. At this time, the future tenant(s) of the proposed project's building is unknown.

The project site's minimum parking requirement is 468 spaces, which is exceeded by 14 for a total of 482 surface parking spaces. Additionally, 41,655 square feet of new landscaping will be provided, for a total of 120,394 square feet of landscaping for the entire complex, which exceeds the minimum City-required landscaping ratio of 12 percent by 0.2 percent for a total landscaping ratio of 12.2 percent.

Construction

Construction activities associated with the proposed project are estimated to last 12 months. Several trees line the eastern portion of the project site, and the project area has asphalt and concrete throughout. The project would not involve the demolition of any existing structures. However, removal and proper disposal of asphalt, concrete pavement, existing landscape, an existing concrete swale, a handicap ramp and path of travel, sewer cleanout, post indicator valve, bail box, post area light, parking sign, loading dock, existing enclosure, chain-link fence, and bollard would be undertaken as part of site grading activities. It is anticipated that these materials would be transported off-site and recycled by a local waste management firm. Following grading activities, building construction would commence and then, paving and architectural coating would occur.

9. Surrounding land uses and setting (briefly describe the project's surroundings):

The project site is situated in an industrial area occupied primarily by warehouses, manufacturing facilities, and various businesses (see Figure 4, *Aerial Photograph*).

Adjacent businesses/features include:

- North – public right-of-way, followed by industrial warehouse distribution buildings
- East – industrial warehouse distribution building and office buildings
- South – public right-of-way, followed by warehouse distribution buildings
- West – warehouse distribution buildings and office buildings

FIGURE 1 REGIONAL PROJECT LOCATION

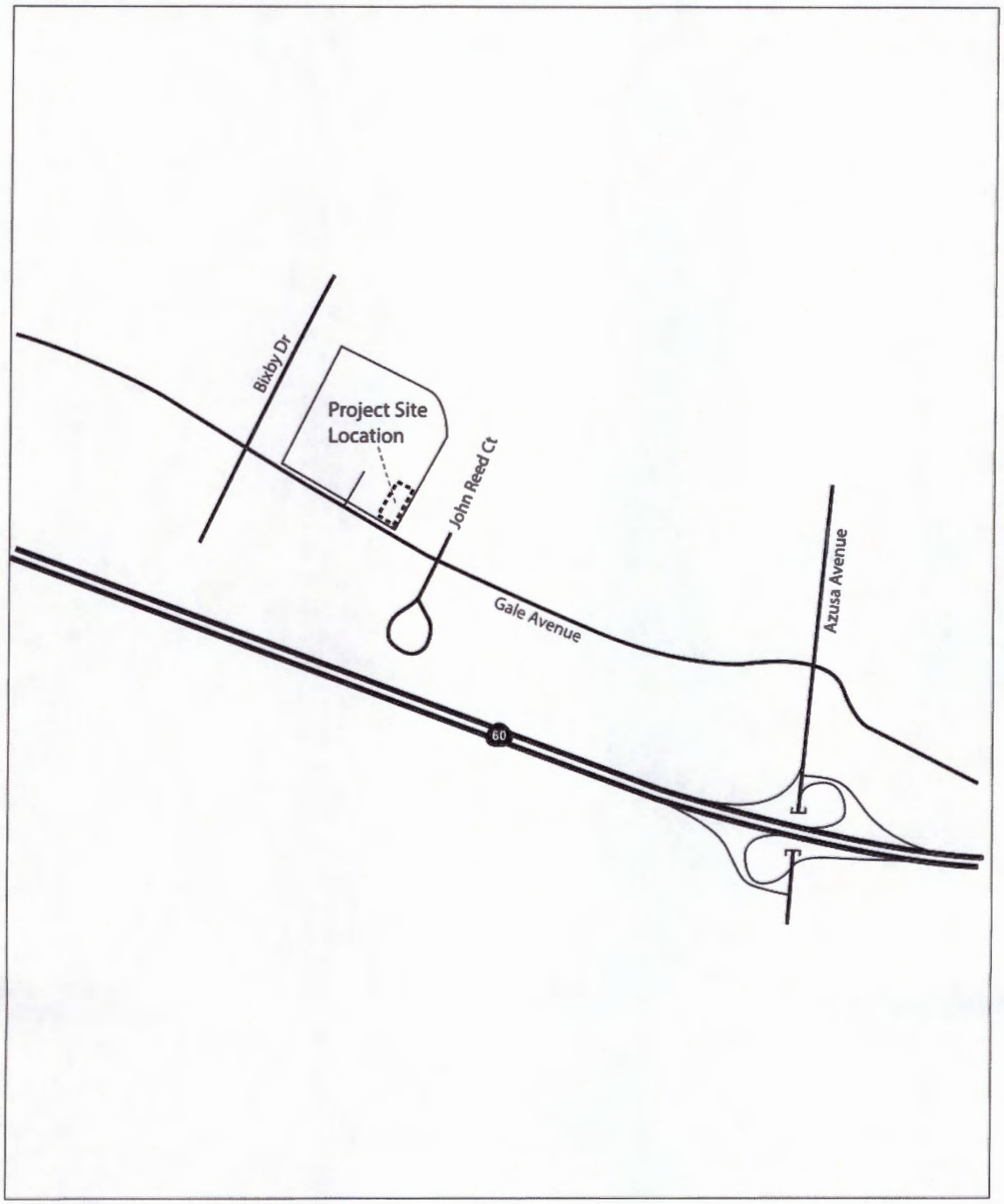
Not to Scale

Michael Baker INTERNATIONAL

Figure 1
Regional Project Location

16801 Gale Avenue Warehouse Project
Initial Study/Mitigated Negative Declaration

FIGURE 2 LOCAL VICINITY



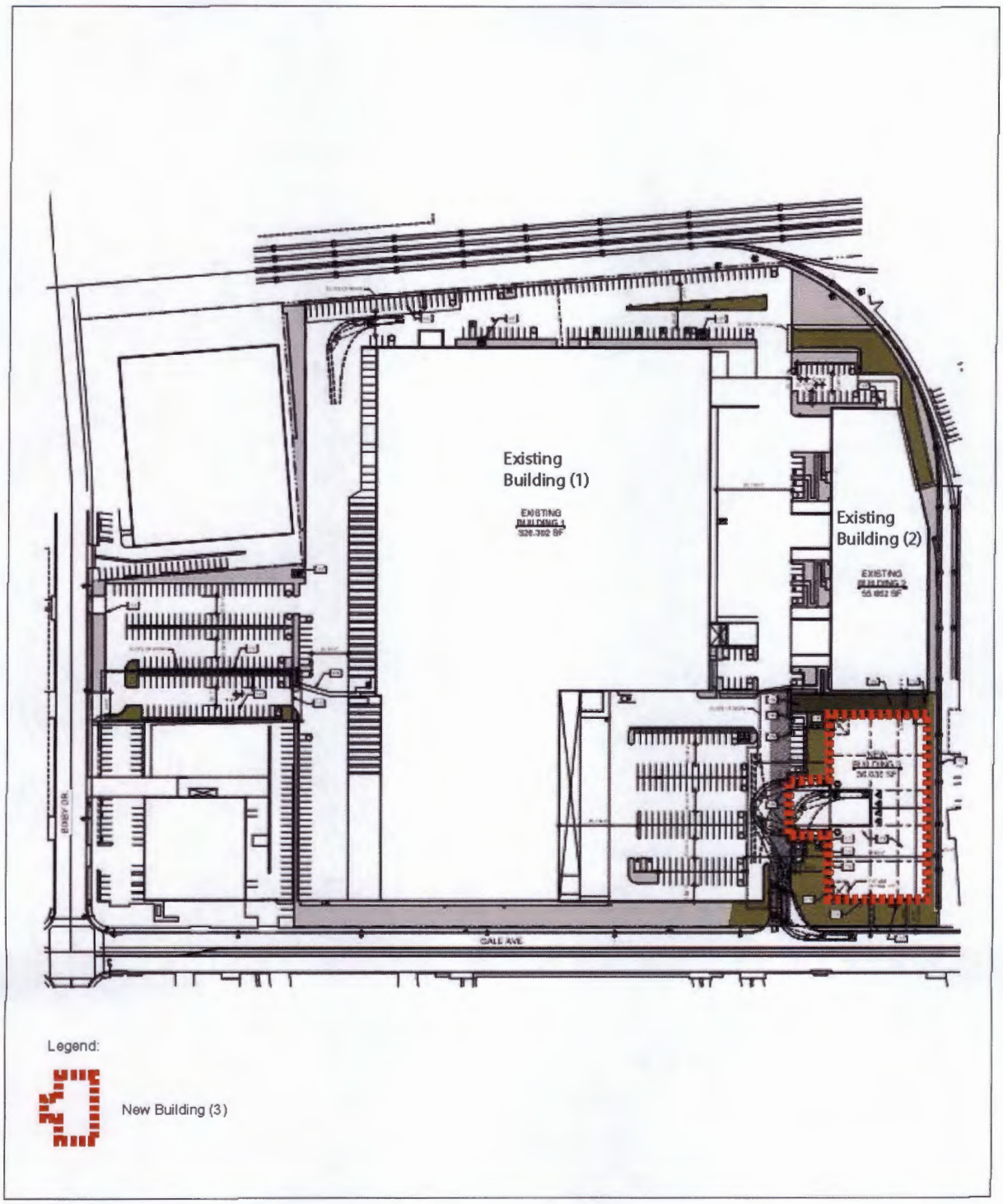
Not to Scale

Michael Baker
INTERNATIONAL

Figure 2
Local Vinicity

16801 Gale Avenue Warehouse Project
Initial Study/Mitigated Negative Declaration

FIGURE 3 PROPOSED SITE PLAN



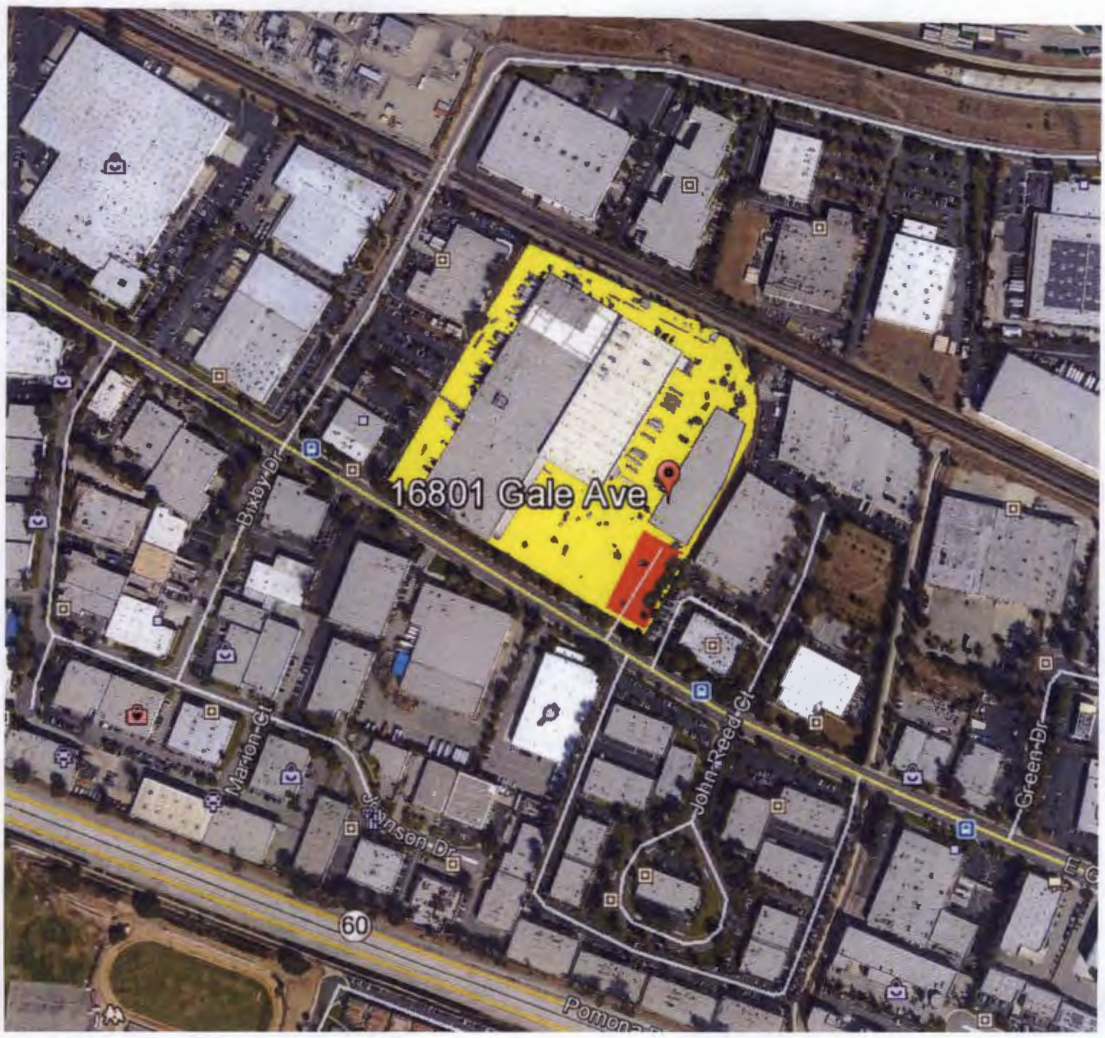
Not to Scale

Michael Baker
INTERNATIONAL

Figure 3
Proposed Site Plan

16801 Gale Avenue Warehouse Project
Initial Study/Mitigated Negative Declaration

FIGURE 4 AERIAL PHOTOGRAPH



Legend:

Project Warehouse Complex

Project Site Location

Not to Scale

Michael Baker INTERNATIONAL

Figure 4
Aerial Photograph

16801 Gale Avenue Warehouse Project
Initial Study/Mitigated Negative Declaration

Adjacent property zoning:

- North – Industrial (I)
- East – Industrial (I)
- South – Industrial (I)
- West – Industrial (I)

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement)** (tentative list)

- Los Angeles County Fire Department
- Los Angeles County Public Works Department
- Los Angeles County Building Department
- South Coast Air Quality Management District
- State Water Resources Control Board

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

DETERMINATION (to be completed by the lead agency)

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 _____ Title _____

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 will 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 (mitigation measures "Earlier Analyses," as described in (5) below, may be cross-referenced).

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.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

Less Than Significant Impact. The project site is situated in a highly urbanized area of the City of Industry, and adjacent properties are generally developed with buildings similar in appearance to the proposed industrial structure. The San Gabriel Mountains to the north and the Puente Hills to the south provide the greatest opportunities for scenic vistas. However, views of these two ranges are largely obscured at the site by existing development. Construction of the 32-foot-tall warehouse building would not significantly alter open spaces or scenic vistas in the vicinity of the site. Therefore, less than significant impacts would occur.

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

No Impact. The project site consists of a previously graded, paved, and developed property in a fully urbanized area of the city. The project site does not contain any scenic resources, historic buildings, or rock outcrops, and only non-sensitive tree species are present along the site perimeter. Additionally, the project site is not adjacent to or near a state scenic highway. The nearest officially designated state scenic highway is State Route (SR) 91 (Caltrans 2015), which is alongside the Santa Ana River over 12 miles to the southeast. Therefore, no impact would occur.

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

No Impact. The proposed project would not degrade the existing visual character or quality of the project site or its surroundings. The project would infill an existing industrial warehouse area, and the height (maximum of 32 feet), mass, and design of the building would be similar to existing industrial buildings along the north, south, east, and west sides of the project site. Building materials and neutral colors would be selected so that the warehouse building would not conflict or be incompatible with the existing character of the site's surroundings. Exterior

signage would be limited to minimal corporate identification. Therefore, no impact to the visual character or quality of the site and its surroundings would occur.

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 would not see a substantial change considering that such lighting currently exists in the immediate area. 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 in 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 prevent excess illumination and light spillover onto adjoining land uses. Parking area lighting would be the minimum necessary that is consistent with the City's requirements and guidelines. In addition, the building exterior would not contain significant amounts of glass or reflective construction materials that could impose distracting glare on residents and passersby. Therefore, project impacts associated with light and glare are not expected to be significant.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Department 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 forestland, 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 nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

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 nonagricultural use?

No Impact. The project site has no agricultural resources and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2016a). In addition, there are no agricultural uses in the vicinity of the site. Therefore, the proposed project would not convert farmland to nonagricultural uses and no impact would occur.

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

No Impact. The project site has no agricultural resources and is not zoned for agricultural use. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of farmland not designated as Prime Farmland; the project site is not under a Williamson Act contract. Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is in a fully urbanized area of the City of Industry and is within or adjacent to forestland or timberland. The site is zoned for industrial use, and project development would not change the zoning, nor would it result in the loss of forestland or the conversion of forestland to non-forest use. Therefore, no impact would occur.

d) Result in the loss of forestland or conversion of forestland to non-forest use?

No Impact. The project site is zoned for industrial use. There is no forestland on or near the project site, and no forestland would be converted to non-forest use. Therefore, 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 nonagricultural use or conversion of forestland to non-forest use?

No Impact. The proposed project site has no agricultural or forest resources and is not designated as Farmland, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (2016a). Therefore, the proposed project would not convert Farmland to nonagricultural uses or forestland to non-forest use. No impact would occur.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The City of Industry is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east and by the Pacific Ocean to the south and west. The South Coast Air Quality Management District (SCAQMD) has jurisdiction in the air basin. The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The air quality in the Los Angeles County portion of the SCAB does not meet the ambient air quality standards for ozone, coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead and is therefore classified as a nonattainment area for these pollutants. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the basin is in nonattainment.

In order to reduce emissions, the SCAQMD adopted the 2012 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards (the air district is currently developing the 2016 AQMP). The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.)

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated in Response III(b) below, the project would not exceed the SCAQMD short-term construction thresholds or long-term operational thresholds. The project would not result in an increase in the frequency or severity of existing air quality violations, nor would it cause or contribute to new violations or delay the timely attainment of air quality standards. Therefore, the project would be consistent with the first criterion.

In regard to Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The proposed project is consistent with the land use designation and development density for the site as described in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan.

Thus, no significant impact would occur, as the project is consistent with both criteria.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. As discussed above, the project site and the city are located in the SCAB, which is considered nonattainment for certain criteria pollutants. Because the project would involve grading and other construction activities, as well as result in long-term operations at the project site, it would contribute to regional and localized pollutant emissions during construction (short term) and project occupancy (long term). The project's potential impacts from construction and operation related to violation of an air quality standard or contribution to an existing or projected air quality violation are evaluated in the paragraphs below. These analyses compare the project's anticipated emissions to the SCAQMD's standards.

Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include

ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]) and particulate matter (PM_{10} and $PM_{2.5}$). Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading and excavation, road paving, architectural coatings, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the proposed project are estimated to last 12 months. Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for projects in the SCAB. All construction projects in the South Coast Air Basin are subject to SCAQMD rules and regulations in effect at the time of construction. SCAQMD Rule 403 requires construction contractors to implement Best Available Control Measures during construction activities to ensure that visible particulate matter does not cross any property line. Rule 403 is intended to reduce PM_{10} and $PM_{2.5}$ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of PM_{10} suppression techniques are listed below.

a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

g. Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

Predicted maximum daily construction-generated emissions for the proposed project are summarized in Table III-1. The construction emissions summarized in the table account for the quantifiable PM-reducing requirements of SCAQMD Rule 403.

Table III-1
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
2017 Emissions	14.74	81.76	60.16	0.16	9.80	6.37
SCAQMD Potentially Significant Impact Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Projected emissions account for the export of 28,400 cubic yards of soil and adherence to various components of SCAQMD Rule 403. Construction timing per applicant. Refer to Appendix A for model data outputs.

As shown, all emissions types are predicted to be generated below SCAQMD significance thresholds.

Localized Construction Significance Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality from construction activities. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts at the nearest residence or sensitive receptor during construction). LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is located in SRA 11.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of carbon monoxide (CO) and nitrogen dioxide (NO_2), if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM_{10} and $PM_{2.5}$, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to the LST methodology, since they do not contribute to isolated local concentrations of air pollution. The SCAQMD has prepared localized significance threshold lookup tables (i.e., screening thresholds) and sample construction scenarios to allow users to readily determine whether the daily emissions for proposed construction activities could result in significant localized air quality impacts. The LST screening thresholds are estimated for each source receptor area using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The nearest air pollutant sensitive receptors in the project vicinity include residents located 1,317 feet (401 meters) from the project site. The receptor distance on the LST look-up tables used for this analysis is 200 meters. LST screening thresholds were adjusted for a 4.46-acre site, based on the anticipated acreage disturbed during an eight hour work day.

Table III-2 compares the project's on-site construction emissions to the applicable LST screening threshold. The emissions projections included in the table account for SCAQMD Rule 403.

Table III-2
Construction Local Significance Threshold Impacts – Maximum Pounds per Day

Activity	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site) – 2017 Site Preparation	51.75	39.40	9.66	6.33
Maximum Daily Emissions (on-site) – 2017 Grading	35.98	25.38	4.61	3.17
SCAQMD Localized Threshold (adjusted for 4.46 acres of disturbance) for receptors 200 meters from the project site	192.1	3778.5	86.9	32.2
Significant Emissions?	No	No	No	No

Source: CalEEMod v.2013.2.2. Emissions projections account for adherence to various components of SCAQMD Rule 403. Construction timing per applicant. See Appendix A for model data outputs.

As shown in Table III-2, air pollutant emissions resulting from project construction would not exceed the applicable localized significance thresholds.

Operational Emissions

Project operation–generated increases in emissions would be predominantly associated with motor vehicle use. According to the focused traffic study (Michael Baker International 2016b), the proposed project would result in an increase of 168 daily trips. To a lesser extent, area sources, such as the use of landscape maintenance equipment and architectural coatings (e.g., paint), would also contribute to overall increases in emissions.

Long-term operational emissions associated with proposed operations are compared to the existing baseline using CalEEMod software (see Table III-3).

Table III-3
Long-Term Operational Emissions – Maximum Pounds per Day

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions	5.90	0.22	0.56	0.00	0.08	0.02
Winter Emissions	5.91	0.23	0.58	0.00	0.08	0.02
SCAQMD Potentially Significant Impact Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to Appendix A for model data outputs.

As shown in Table III-3, the project's net emissions would not exceed SCAQMD thresholds for any criteria air pollutants. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.) Therefore, operations emissions would not result in a significant long-term regional air quality impact.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the proposed project would include idling trucks, long-term LST analysis is needed. Table III-4 shows the calculated emissions for the proposed operational activities compared with the appropriate localized significance thresholds.

The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table III-4 include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of approximately 1 mile or 5,280 feet; thus, the 5 percent assumption is conservative and would tend to overstate the actual impact.

Table III-4
Operational Local Significance Threshold Impacts – Maximum Pounds per Day

Activity	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions – Summer	0.01	0.08	0	0
Maximum Daily Emissions – Winter	0.01	0.09	0	0
SCAQMD Localized Threshold for receptors 200 meters from the project site	192.1	3778.5	21.1	8.5
Significant Emissions?	No	No	No	No

Source: CalEEMod v.2013.2.2. See Appendix A for model data outputs.

As shown in Table III-4, modeling demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed applicable LSTs.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The City of Industry is in the SCAB, an air basin that regularly exceeds ambient air quality standards, i.e., a nonattainment area. The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Response III(a) describes the SCAQMD criteria for determining consistency with the Air Quality Management Plan and further demonstrates that the proposed project would be consistent with the plan. As such, cumulative impacts would be less than significant per the SCAQMD significance threshold.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include residences approximately 0.26 mile south and 0.37 mile west of the project site and Glen A. Wilson High School about 0.42 mile southwest of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only). As evaluated in Response III(b) above, the project would not exceed the localized significance thresholds. Thus, a less than significant impact is expected.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature, would cease on completion of the respective phase of construction activity, and would not affect a substantial number of people, and odor emissions are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odor impacts associated with the proposed project's construction and operations would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
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 wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Wildlife or US Fish and Wildlife Service?

No Impact. The project site has been previously graded, and there are no native habitats, sensitive natural communities, or riparian habitats on the site or in the vicinity. The area surrounding the project site is a highly urbanized and built-out area of the City of Industry that is devoted primarily to industrial uses. Therefore, there would be no adverse impacts on candidate, sensitive, or special-status species, either directly or via modification of an existing habitat.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. Sensitive natural communities provide habitat for sensitive animal or plant species. No such communities exist on or in the vicinity of the project site. Riparian habitats are those occurring along the banks of rivers and streams. There are no riparian features on or adjacent to the project site. Therefore, no impact is anticipated.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There are no wetlands on or adjacent to the project site. Therefore, no impact is anticipated.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife corridors are typically made up of undeveloped wildlife areas and open space between larger patches of wildlife habitat. The project site is a fully paved surface parking lot surrounded by developed urban land uses. It does not contain or support wildlife habitat or nursery use and is not used for overland wildlife movement. No impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site and surrounding area do not contain biological resources that are protected by any local policies or ordinances, such as a tree preservation policy or ordinance. The City of Industry Municipal Code does not contain ordinances protecting trees or other biological resources on private property. No impact would occur.

f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is located in a developed, disturbed urban environment and is surrounded by contiguous development. It is not within an adopted habitat conservation plan area designated by the US Fish and Wildlife Service (2016) or within a natural community conservation plan area designated by the California Department of Fish and Wildlife (2016). The project site is also not within an existing or proposed Significant Ecological Area (SEA) designated by the County of Los Angeles (LACDRP 2016). The nearest designated SEA is the Rio Hondo College Wildlife Sanctuary, which is approximately 6 miles west of the project site. No impact would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Section 21074?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less Than Significant Impact. CEQA Guidelines 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:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

The project site has been previously graded and is a surface parking lot. It does not contain any existing historical resources as defined in Section 15064.5. Therefore, a less than significant impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact. There are no known designated cultural (i.e., archaeological) resources present on the project site, as concluded in Response V(a) above. Additionally, the project site consists of and is surrounded by developed land that has been permanently altered due to the construction and grading of below- and aboveground improvements (i.e., buildings, parking lots, roads, hardscapes, and utilities). The project site has already been subject to extensive disruption and may contain artificial fill materials. Given the highly disturbed condition of the site, the potential for ground-disturbing activities to impact an as-yet-unidentified archaeological resource is considered remote. Therefore, project implementation would result in a less than significant impact.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. As noted above, the new warehouse building would be developed on an existing surface parking lot. Given the disturbance associated with previous development of the site, the likelihood for undiscovered cultural resources is considered remote. Therefore, the project is anticipated to result in a less than significant impact.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No human remains are known to exist within the project site. Given the past ground disturbance and current condition of the site, it is very unlikely that any human remains would be uncovered during project construction. However, California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered within a project site, disturbance of the site must halt until the county coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she is required to contact, by telephone within 24 hours, the Native American Heritage Commission. The project applicant would be required to adhere to existing laws regarding the discovery of human remains. Therefore, a less than significant impact would occur.

e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Section 21074?

Less Than Significant Impact. CEQA Section 21074 defines tribal cultural resources as either of the following:

1. Site features, places, cultural landscapes, sacred places, and objects of cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

   Based on above responses regarding the unlikelihood that cultural, historical, and paleontological resources may exist on the project site, a less than significant impact on tribal cultural resources would occur.

VI. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

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?

Less Than Significant Impact. Fault rupture impacts can occur when a structure is situated on top of an active fault that produces surface displacement during an earthquake event. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, as delineated by the California Geological Survey, included as Appendix B, nor is it situated on or near any known active fault (Southern California Geotechnical 2016). Two potentially active faults—the Walnut Creek fault and the San Jose fault—are approximately 2 miles northwest and 3.5 miles

northeast of the site, respectively (CGS 2010). Potentially active faults are defined as those where surface rupture has occurred during the past 1,600,000 years. The Walnut Creek fault is classified as a Quaternary fault (age undifferentiated). Because no known active and potentially active faults do not cross the site, project development would not expose people or structures to substantial hazards arising from surface rupture of a known active fault. Compliance with the latest version of the California Building Code (see following response) would mitigate impacts related to seismic activity to an acceptable level, resulting in less than significant impacts.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Similar to the rest of Southern California, the project site is subject to ground shaking and potential damage in the event of seismic activity. Major active faults near the project site include the Whittier, Cucamonga, Chino, and Puente Hills faults (CGS 2010). More regionally, the San Andreas fault is capable of producing an earthquake that could cause significant damage at the site. Each of these faults is classified as active, with strong seismic capabilities. Lesser faults that are closer to the site include the Walnut Creek and San Jose faults. The expected ground-motion characteristics of future earthquakes in the region depend on the distance to the epicenter and magnitude of the earthquake, as well as the site's soil profile. Based on the available data, the impacts associated with ground shaking at the project site would not be greater than at other sites in seismically active Southern California. Structures for human occupancy must be designed to meet or exceed California Building Code (CBC) standards for earthquake resistance.

The CBC contains provisions for earthquake safety based on factors that include occupancy type, the types of soil and rock on-site, and the strength of ground motion with specified probability of occurring at the site. The Soils Report prepared by Southern California Geotechnical included recommendations regarding the seismic design parameters that must be used in the design of the proposed buildings. The City of Industry's building regulations are found in Title 15, Buildings and Construction, of the City's Municipal Code. Chapter 15.04, Building Code, adopts the most recent version of the Los Angeles County Building Code by reference. The proposed project would be required to adhere to the provisions of the Los Angeles County Building Code, which are imposed on project developments during the City's building plan check and development plan review process. Compliance with the requirements of the Los Angeles County Building Code for structural safety during a seismic event would reduce hazards from strong seismic ground shaking. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to unconsolidated, saturated sand or silt deposits that lose their load-supporting capability when subjected to intense shaking. Like much of the available land in the city, the project site is in an area underlain by unconsolidated sediments that include interbedded silts, sands, and gravel (City of Industry 2014a). The thickness of these unconsolidated sediments beneath the site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending on groundwater depth, liquefaction during high-intensity seismic ground shaking. The California Geological Survey (CGS), a branch of the California Department of Conservation, has a mandate to identify and map the state's most prominent earthquake hazards pursuant to the Seismic Hazards Mapping Act of 1990. These hazards include areas where earthquakes are likely to cause shaking, liquefaction, or ground failure. In 1999, the CGS updated existing seismic hazard maps for portions of Southern

California, including the area that encompasses the City of Industry. The updated map that covers the project site (Baldwin Park 7.5-minute quadrangle) indicates that the site is in a state-mapped liquefaction zone, which is defined as areas where historic occurrence of liquefaction or local geological, geotechnical, or groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required (CDC 1999).

Cities, counties, or another local permitting authority must regulate certain development "projects" within these seismic hazard zones. If a project site is in one of these zones, development permits must be withheld until the geological and soil conditions of the project site are investigated and appropriate mitigation measures, if necessary, are incorporated into development plans. Future workers or site visitors potentially could be subjected to impacts due to seismically induced liquefaction.

The new warehouse proposed for the project site would be constructed in accordance with grading and engineering standards outlined in the Los Angeles County Building Code and the California Building Code, which would help safeguard the structure from liquefaction that might occur during future seismic events. In compliance with the City of Industry's standards, a geotechnical study was prepared. The results of the liquefaction analysis identified no potentially liquefiable soils at the site. Soils which are located above the historic groundwater table or possess factors of safety in excess of 1.3 are considered non-liquefiable. Based on the results of this geotechnical analysis, liquefaction is not considered to be a design concern for this project. Based on the available information, impacts due to seismic-related ground failure and construction of the proposed project are anticipated to be less than significant.

iv) Landslides?

No Impact. As discussed in the previous section, the California Department of Conservation is mandated by the Seismic Hazards Act of 1990 to identify and map the state's most prominent earthquake hazards, including hazard areas that are at risk for earthquake-induced landslides. If a project site is located in one of the landslide hazard areas, the City of Industry is required to prepare a geotechnical report defining and delineating landslide hazards in the project area. Based on the Baldwin Park 7.5- minute quadrangle map (CDC 1999), the proposed project site is not in a mapped landslide hazard area and is not subject to landslide hazards. Moreover, the project site and surrounding land are virtually flat.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be accelerated dramatically by ground-disturbing activities if effective erosion control measures are not used. The project site and the surrounding area are in a highly urbanized area that is virtually flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Project construction would entail grading activities that would temporarily disturb surface soils on-site and potentially result in the erosion of exposed areas of soil. Since the project site is greater than 1 acre, it would be subject to National Pollutant Discharge Elimination System (NPDES) requirements. Under the NPDES, a stormwater pollution prevention plan (SWPPP) would be required, along with best management practices (BMPs) designed to prevent erosion and siltation during the project's construction phase. Categories of BMPs typically used in SWPPPs are described in Table VI-1.

Table VI-1
Construction Best Management Practices

Category	Purpose	Examples
Water erosion controls	Cover and/or bind soil surfaces to prevent soil	Mulch, geotextiles, mats, hydroseeding, earth dikes, and swales.
Sediment controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basins; and cleaning measures such as street sweeping.
Wind erosion controls	The aims and methods of wind erosion control are similar to those of erosion control described above.	Same as water erosion controls above.
Tracking controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; tire washing or brushing at entrances/exits.
Non-stormwater management controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations (e.g., paving, grinding, concrete curing and finishing, etc.) in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; and concrete finishing.
Waste management and controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid and hazardous wastes.

Source: CASQA 2003

The project applicant would also be required to adhere to the applicable provisions outlined in City of Industry Municipal Code Chapter 13.16, Stormwater and Urban Runoff Pollution Control, which contains requirements for the preservation of water quality and the prevention of erosion during construction. In particular, Section 13.16.070(C) requires that stormwater runoff control measures during construction be adequate to accomplish the following:

- Perform excavation, filling, and subgrade preparation in a manner and sequence that will provide drainage at all times and proper control of erosion.
- Retain on-site sediments generated on or brought to the project site using treatment control or BMPs.
- Retain construction-related materials and wastes, spills, and residues at the project site and prevent discharges to the streets, municipal storm drain, receiving water, or adjacent properties.
- Contain non-stormwater runoff from equipment and vehicle washing at the project site.

- Control erosion from slopes and channels through the use of effective BMPs, such as limitation of grading during the wet season, inspection of graded areas during rain events, planting and maintenance of vegetation on slopes, and covering any slopes susceptible to erosion.

- Select drainage outfall locations to avoid erosion of slopes and/or properly armored to prevent erosion of graded surfaces. No drainage should directed over or toward adjoining slopes.

After project completion, the project site would be developed with a warehouse building, parking areas, driveways, and landscape improvements and would contain minimal exposed soil. Properly designed drainage systems, irrigation controls, and landscaping would minimize the opportunity for soil erosion and the loss of topsoil. Adherence to the NPDES requirements, the stormwater pollution prevention plan and related best management practices, and the City's stormwater and urban runoff pollution regulations would result in a less than significant impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The project site is generally level and, as previously discussed, it is not located in a seismic hazard zone subject to landslide, liquefaction, and/or lateral spreading. Minor subsidence of about 0.1± feet is expected to occur due to settlement and machinery working (Southern California Geotechnical 2016). In addition, the building would be designed and constructed consistent with the California Building Code and with consideration of site-specific soil conditions. Therefore, the project would not substantially alter the soil to become unstable so as to have the potential to result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) Be located on expansive soil, creating substantial risks to life or property?

Less Than Significant Impact. Expansive soils, with respect to engineering properties, are soils that upon wetting and drying will alternately expand and contract, causing problems for foundations of buildings and other structures. The proposed project site has been identified as having near-surface soils that are medium expansive. The following recommendations for project design and treatment of expansive soils are quoted from the soils report prepared by Southern California Geotechnical for the proposed project.

Treatment of Existing Soils

Portions of the subject site are underlain by medium expansive soils. Support of new flatwork on medium expansive soils carries additional risk with respect to flatwork movement and potential distress. Recommendations for moisture conditioning and additional steel reinforcement in the flatwork in order to minimize the potential effects of the expansive soils are outlined below.

Fill Placement

- Fill soils should be placed in thin (6± inches), near-horizontal lifts, moisture conditioned to 2 to 4 percent above the optimum moisture content, and compacted.

- On-site soils may be used for fill provided they are cleaned of any debris to the satisfaction of the geotechnical engineer. It should be noted that some of the soils at the project site currently possess moisture contents above the anticipated moisture content. Therefore, some drying of these materials may be required in order to achieve a moisture content suitable for recompaction.

- All grading and fill placement activities should be completed in accordance with the requirements of the CBC and the grading code of the County of Los Angeles.

- All fill soils should be compacted to at least 90 percent of the ASTM D-1557 maximum dry density. Fill soils should be well mixed.

- Compaction tests should be performed periodically by the geotechnical engineer as random verification of compaction and moisture content. These tests are intended to aid the contractor. Since the tests are taken at discrete locations and depths, they may not be indicative of the entire fill and therefore should not relieve the contractor of responsibility to meet the job specifications.

Excavation Considerations

Care should be given to proper moisture conditioning of all building pad subgrade soils to a moisture content of 2 to 4 percent above the Modified Proctor optimum during site grading. All imported fill soils should have low expansive characteristics (EI<50). In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintain moisture content of these soils at 2 to 4 percent above the Modified Proctor optimum. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather.

Due to the presence of expansive soils at this site, provisions should be made to limit the potential for surface water to penetrate the soils immediately adjacent to the structures. These provisions should include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the building. Where possible, it is recommended that landscaped planters not be located immediately adjacent to the building. If landscaped planters around the buildings are necessary, it is recommended that drought tolerant plants or a drip irrigation system be utilized, to minimize the potential for deep moisture penetration around the structures. The following is a list of additional soil moisture control recommendations that should be considered by the owner, developer, and civil engineer:

- Ponding and areas of low flow gradients in unpaved walkways, grass, and planter areas should be avoided. In general, minimum drainage gradients of 2 percent should be maintained in unpaved areas.

- Bare soil within 5 feet of proposed structures should be sloped at a minimum 5 percent gradient away from the structure (about 3 inches of fall in 5 feet), or the same area could be paved with a minimum surface gradient of 1 percent. Pavement is preferable.

- Decorative gravel ground cover tends to provide a reservoir for surface water and may hide areas of ponding or poor drainage. Decorative gravel is therefore not recommended and should not be utilized for landscaping unless equipped with a subsurface drainage system designed by a licensed landscape architect.

- Positive drainage devices, such as graded swales, paved ditches, and catch basins, should be installed at appropriate locations within the area of proposed development.

- Concrete walks and flatwork should not obstruct the free flow of surface water to the appropriate drainage devices.

- Area drains should be recessed below grade to allow free flow of water into the drain. Concrete or brick flatwork joints should be sealed with mortar or flexible mastic.

- Gutter and downspout systems should be installed to capture all discharge from roof areas.

- Downspouts should discharge directly into a pipe or paved surface system to be conveyed off-site.

- Enclosed planters adjoining or in close proximity to proposed structures should be sealed at the bottom and provided with subsurface collection systems and outlet pipes.

- Depressed planters should be raised with soil to promote runoff (minimum drainage gradient 2 percent or 5 percent, see above) and/or equipped with area drains to eliminate ponding.

- Drainage outfall locations should be selected to avoid erosion of slopes and/or properly armored to prevent erosion of graded surfaces. No drainage should be directed over or toward adjoining slopes.

- All drainage devices should be maintained on a regular basis, including frequent observations during the rainy season to keep the drains free of leaves, soil, and other debris.

- Landscape irrigation should conform to the recommendations of the landscape architect and should be performed judiciously to preclude either soaking or excessive drying of the foundation soils. This should entail regular watering during the drier portions of the year and little or no irrigation during the rainy season. Automatic sprinkler systems should, therefore, be switched to manual operation during the rainy season. Good irrigation practice typically requires frequent application of limited quantities of water that are sufficient to sustain plant growth, but do not excessively wet the soils. Ponding and/or runoff of irrigation water are indications of excessive watering.

Exterior Flatwork Design and Construction

Subgrades which will support new exterior slabs-on-grade for sidewalks, patios, and other concrete flatwork should be prepared in accordance with the recommendations contained in the Grading Recommendations section of the geotechnical investigation. As noted previously, flatwork supported on the existing medium expansive soils will be subject to minor to moderate amounts of movement as the moisture content within the subgrade soils fluctuates. This movement may cause cracking or other distress within the flatwork. If additional protection against flatwork cracking is desired, consideration should be given to the placement of a 1- to 2-foot thick layer of very low expansive structural fill beneath all flatwork sections. Assuming that the flatwork is supported on the existing soils, exterior slabs on grade may be designed as follows:

- Minimum slab thickness: 4.5 inches

- Minimum slab reinforcement: No. 3 bars at 18 inches on center, in both directions
- The flatwork at building entry areas should be structurally connected to the perimeter foundation that is recommended to span across the door opening. This recommendation is designed to reduce the potential for differential movement at this joint.
- Moisture condition the slab subgrade soils to at least 2 to 4 percent of optimum moisture content, to a depth of at least 12 inches. Adequate moisture conditioning should be verified by the geotechnical engineer 24 hours prior to concrete placement.
- Proper concrete curing techniques should be utilized to reduce the potential for slab curling or the formation of excessive shrinkage cracks.
- Control joints should be provided at a maximum spacing of 8 feet on center in two directions for slabs and at 6 feet on center for sidewalks. Control joints are intended to direct cracking. Minor cracking of exterior concrete slabs on grade should be expected.
- Where flatwork is immediately adjacent to landscape planters, a thickened edge should be utilized. This edge should extend to a depth of at least 12 inches and incorporate longitudinal reinforcement consisting of at least one No. 4 bar.

Expansion or felt joints should be used at the interface of exterior slabs on grade and any fixed structures to permit relative movement.

Other provisions, as determined by the landscape architect or civil engineer, may also be appropriate (Southern California Geotechnical 2016). With implementation of the suggested recommendations from the soils report, and in in accordance with the requirements of the CBC and the grading code of the County of Los Angeles, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Development of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. The new building would be connected to an existing sewer in the adjacent roadway via one or more service lines. Therefore, no impact would occur.

VII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG). The main components of GHG include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Greenhouse gases are emitted by both natural processes and human activities. In response to growing scientific and political concern related to global climate change, the State of California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. Construction and operation of the proposed project would generate GHG emissions.

GHG emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO_2e) associated with the anticipated operations of the proposed project. The resultant emissions of these activities were calculated using CalEEMod (Appendix A). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

On September 28, 2010, the SCAQMD proposed an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and comprises a wide variety of stakeholders including the California Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utility purveyors such as sanitation and power companies throughout the air basin, industry groups, and environmental and professional organizations. The numeric bright-line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant. For the

purposes of this evaluation, the proposed project is compared to the SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the proposed SCAQMD greenhouse gas screening threshold. The anticipated GHG emissions during project construction and operation are shown in Table VII-1. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project.[1] The amortized construction emissions are added to the annual average operational emissions.

Table VII-1
Construction-Related and Operational Greenhouse Gas Emissions – Metric Tons per Year

Emission Type	CO_2e
Construction Emissions	
Construction (amortized over 30 years)	33
Operational Emissions	
Area Source (landscaping, hearth)	0
Energy	95
Mobile	20
Waste	15
Water	41
Total	**204**
SCAQMD Greenhouse Gas Threshold	3,000
Threshold Exceeded?	No

Source: CalEEMod version 2013.2.2. Per SCAQMD guidance, construction emissions are amortized over 30 years. Refer to Appendix A for model data outputs.

Per Table VII-1, the increase of GHG emissions over the baseline would not exceed the SCAQMD greenhouse gas screening threshold of 3,000 metric tons of CO_2e per year. The impact is therefore considered less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Although the City of Industry has not adopted a GHG reduction plan, the project would be below the SCAQMD's GHG threshold (see Response VII(a) above). Furthermore, Assembly Bill (AB) 32, the Global Warming Solutions Act, is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO_2e annually, described above, was established to achieve consistency with the statewide GHG reduction target of AB 32. In addition to AB 32, two Executive Orders—California Executive Order 5-03-05 (2005) and California Executive Order B-30-15 (2015)—highlight GHG emissions reduction targets beyond the year 2020, though such targets have not been adopted by the State and remain

[1] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

only a goal of the Executive Orders. Specifically, Executive Order 5-03-05 seeks to achieve a reduction of GHG emissions of 80 percent below 1990 levels by 2050 and Executive Order B-30-15 seeks to achieve a reduction of GHG emissions of 40 percent below 1990 levels by 2030. Technically, a governor's Executive Order does not have the effect of new law but can only reinforce existing laws. For instance, as a result of the AB 32 legislation, the State's 2020 reduction target is backed by the adopted AB 32 Scoping Plan, which provides a specific regulatory framework of requirements for achieving the 2020 reduction target. The State-led GHG reduction measures, such as the Low Carbon Fuel Standard and the Renewables Portfolio Standard, are largely driven by the AB 32 Scoping Plan. Executive Orders S-03-05 and B-30-15 do not have any such framework and therefore provide no emissions reduction mechanisms that can be applied to the analysis of land use projects for the purpose of meaningful emissions estimates. As a result of Executive Orders B-30-15 and 5-03-05, new legislation is proposed to establish post-2020 GHG reduction goals; however, no action on the legislation has been taken as of this writing (August 2016).

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes greenhouse emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. As shown in Table VII-1, development-related mobile sources are a major source of GHG emissions. Therefore, project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the State.

The proposed project's consistency with the RTP/SCS goals is analyzed in detail in Table VII-2.

Table VII-2
Consistency with SCAG's Regional Transportation Plan/Sustainable Communities Strategy Goals

SCAG Goal	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in the City of Industry are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Congestion Management Program for Los Angeles County • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in the City of Industry are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Industry, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system for residents, visitors, and workers coming into and out of the City of Industry.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system for residents, visitors, and workers coming into and out of the City of Industry.

SCAG Goal	Compliance with Goal
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The City of Industry monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans and SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Los Angeles' emergency management plans (e.g., Los Angeles County Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

As shown in Table VII-2, the proposed project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS. Therefore, impacts associated with the proposed project construction and operations would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The public and environment could be exposed to hazardous materials during the construction and operational phases of the project.

Construction Phase

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat. These activities would also be short term or one time in nature. Additionally, the use, transport, and disposal of hazardous materials during the project construction phase (estimated 12 months) would be required to conform to the laws and regulations of several federal, state, and local agencies, including the US Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), California Occupational Safety and Health Administration (Cal-OSHA), California Department of Transportation (Caltrans), and Los Angeles County Fire Department (LACFD). Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are handled in an appropriate manner and would minimize the potential for safety or environmental impacts. For example, spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material cleaned up in a prescribed manner. Any contaminated waste encountered during construction is required to be remediated so that it does not pose a risk to construction workers or future occupants of the site.

Operational Phase

Although the tenants and activities of the new warehouse building have not been identified, warehouse operations typically involve the use of small amounts of hazardous materials in building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When used correctly, these materials would not result in a significant hazard to surrounding uses. Additionally, depending on the nature of the warehouse operations, significant quantities of hazardous materials could be moved into and out of the warehouse and stored for various periods of time. Such activities would be governed by local, state, and federal laws and regulations of several agencies, including the EPA, DTSC, Cal-OSHA, Caltrans, and LACFD, to ensure that any such hazardous materials are used and handled in an appropriate manner. Businesses that store hazardous materials above minimum amounts are required to file with the LACFD a Business Plan that includes a materials inventory and an emergency response plan.[2] Additionally, strict adherence to all emergency response plan requirements set forth by the City of Industry would be required during project operation. Routine use, transport, or storage of hazardous materials during project construction and operation would not cause significant hazards to the public or the environment.

b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The use, storage, and disposal of hazardous materials would be required to be in compliance with the existing regulations of several agencies, as described above. Project construction and operational workers would be trained on the proper use,

[2] 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.

storage, and disposal of hazardous materials. Construction projects and warehouse operations typically maintain supplies on-site for containing and cleaning small spills of hazardous materials. Personnel would request assistance from the LACFD immediately in the event of a release of hazardous materials larger than on-site personnel were able to contain and clean up. Emergency response procedures would be outlined in the contingency plan of the Business Plan if hazardous materials above threshold quantities were stored in the building. With these safeguards in place, impacts would be less than significant.

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. There are no residences near the project site that would be exposed to hazardous materials, Additionally, the closest schools are Wedgeworth Elementary School, which is 0.5 mile southeast of the project site, Glen A. Wilson High School and Bixby Elementary School, which are approximately 0.42 mile south, and Cedarlane Academy, located 0.6 mile southwest of the project site. Any potentially sensitive receptors are located well beyond the quarter-mile radius. A less than significant impact is anticipated to occur.

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. California Government Code Section 65962.5 specifies that the DTSC, California Department of Health Services, State Water Quality Control Board (SWRCB), and local enforcement agencies compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has migrated. The DTSC (2016) EnviroStor database does not identify any toxic or hazardous materials sites on the project site. The closest listed site is the Walnut Creek Energy Park, located at 911 Bixby Drive, which is listed as a voluntary cleanup site with a status of no further actions. Construction and operation of the proposed project would not result in a significant hazard or upset to this site, and therefore, a less than significant impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, result in a safety hazard for people residing or working in the project area?

No Impact. The project site is not in an area covered by an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public airport is El Monte Airport, approximately 8 miles northwest of the site (Airnav 2016). Therefore, project development would not cause aviation-related hazards for people working in the project area. No impact would occur.

f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

No Impact. The Pacific Palms Resort (1 Industry Hills Parkway) operates a heliport approximately 1 mile north of the project site (Airnav 2016). The project site is currently zoned for industrial use, and project development would not exacerbate existing safety hazards associated with current operations at the heliport.

Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, Section 91.119). Helicopter takeoffs and landings at nearby heliports occur infrequently and are at a sufficient distance from the site that they would not pose a hazard to on-site workers. Additionally, the project proposes a building height that is similar in nature to surrounding land uses. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The existing emergency response plan in the Los Angeles County is the Operational Area Emergency Response Plan (ERP) approved by the Board of Supervisors in 1998. The ERP identifies county agencies and other entities that would be involved in emergency responses, threat summaries and assessments, and procedures for responding agencies as well as county agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Further assessments of potential hazards and county resources available for responding to hazards are in the County of Los Angeles All-Hazard Mitigation Plan (AHMP) adopted by the Board of Supervisors in June 2005. The AHMP includes a vulnerability analysis for many types of hazards, including earthquakes, floods, fires, and man-made hazards such as terrorism and civil unrest; goals and objectives for strategies for mitigating hazards; proposed strategies and actions for reducing vulnerability to identified hazards; and lists of facilities and equipment available for responding to disasters. The proposed project would be required to provide the necessary on- and off-site access and circulation improvements for emergency vehicles during the construction and operational phases, subject to City of Industry and LACFD approval. The access and circulation features of the proposed project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles from Gale Avenue. As shown on Figure 4, *Aerial Photograph*, the warehouse would be accessible via one driveway along Gale Avenue, which would provide fire truck access per LACFD standards. The proposed project would be required to go through the City's development plan review and permitting process and would incorporate all applicable design and safety features in City and LACFD regulations necessary to accommodate local emergency services (adequate access roads, emergency exits, fire hydrants, etc.). Furthermore, existing emergency access to surrounding properties would not be altered or disrupted under the proposed project (see Figure 3, *Proposed Site Plan)*, and off-site roadway modifications would not be necessary. Finally, the proposed project would not require full road closures or otherwise impact the functionality of surrounding roads that are used as public safety access routes. Therefore, the project would not impair implementation of or physically interfere with the ERP, and no impact would occur.

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

No Impact. The project site is in a highly urbanized and built-out area of the City of Industry. No fire hazard severity zones are mapped within or near the project site by Fire Hazard Severity Zones (City of Industry 2014a). Therefore, the proposed project would have no impact related to a risk of loss, injury, or death involving wildland fires.

IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
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 substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
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 that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

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

Less Than Significant Impact. Impacts to water quality could potentially occur during the construction and operational phases of the project.

Construction Phase

As part of Section 402 of the Clean Water Act, the EPA has established regulations under the National Pollutant 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, in which 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 City of Industry Municipal Code Chapter 13.16, Stormwater and Urban Runoff Pollution Control. For example, Section 13.16.070, Construction Activity Storm Water Measures, contains construction activity stormwater requirements to preserve water quality and prevent erosion in the city. Requirements for waste discharges potentially affecting stormwater from construction sites of 1 acre or more are set forth in the SWRCB's Construction General Permit. The site of the new building is approximately 1 acre on an existing 21.99 acre industrial complex, 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 by preparing and implementing a stormwater 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.

Operational Phase

The primary constituents of concern during the project operational phase would be solids, oils, and greases from parking areas, driveways, and truck loading bays that could be carried off-site. Project design features would address the anticipated and expected pollutants of concern during the project's operational phase. On-site existing landscaping (1.81 acres) plus the proposed landscaping (0.96 acres) would comprise approximately 2.64 acres of the total complex site area (21.99 acres). Landscaped areas 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 and gutters. The project would also include source control BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Requirements for waste discharges potentially affecting stormwater from project operations are set forth in the City of Industry's Ordinance No. 683, adopted on August 8, 2002, which implements the Los Angeles Countywide Standard Urban Stormwater Mitigation Plan (SUSMP) adopted by the Los Angeles RWQCB by Resolution No. R-00-02, as modified by the SWRCB's Order WQ 2001-11 and RWQCB Order No. R4-01-182. Ordinance No. 683 is incorporated in its entirety as City of Industry Municipal Code Chapter 13.16, Standard Urban Stormwater Mitigation Plan Implementation. 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 best management practices 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 submitted to City of Industry staff for review and approval as part of the development plan review process. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction. The following are the source control BMPs that are potentially applicable to this project according to the City's erosion control plan.

- Every effort should be made to eliminate the discharge of non-stormwater from the project site at all times.
- Eroded sediments and other pollutants must be retained on-site and may not be transported from the site via sheet flow, swales, area drains, natural drainage courses, or wind.
- Stockpiles of earth and other construction-related materials must be protected from being transported from the site by the forces of wind or water.
- Fuels, oils, solvents, and other toxic materials must be stored in accordance with their listing and are not to contaminate the soil and surface waters. All approved storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system.
- Excess or waste concrete may not be washed into the public way or any other drainage system. Provisions shall be made to retain concrete wastes on-site until they can be disposed of as solid waste.
- Trash and construction-related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind.
- Sediments and other materials may not be tracked from the site by vehicle traffic. The construction entrance roadways must be stabilized so as to inhibit sediments from being deposited into the public way. Accidental depositions must be swept up immediately and may not be washed down by rain or other means.
- Any slopes with disturbed soils or denuded of vegetation must be stabilized so as to inhibit erosion by wind and water.
- Exposed subgrade soil shall be protected with gravel bags to reduce soil erosion.

Best management practices for similar City of Industry warehouse development projects have included the incorporation of continuous deflection separation (CDS) units to screen and separate debris, oil, and other pollutants from stormwater runoff prior to discharge to the storm drain. Following construction, the City of Industry typically assumes responsibility for the operation and maintenance of the CDS through an agreement with the property owner. This provides assurance that the units are properly maintained and continue to function as designed. Proper maintenance of stormwater control systems would also be governed by the City's Municipal Code. For example, Section 13.16.070(A)(5) requires that persons who operate parking lots with more than 25 spaces exposed to stormwater "use BMPs to reduce the discharge of pollutions to the maximum extent practicable." Such measures may include regular sweeping or other measures, if effective. Through the development plan site review process, the City of Industry would ensure that the project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by contaminated stormwater runoff.

Compliance with City Municipal Code Chapter 13.16 and BMPs approved by the City Engineer would ensure that water quality impacts from project operations are less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is located above the Puente Subbasin of the San Gabriel Groundwater Basin. Groundwater levels in the Puente Subbasin are managed by the Puente Basin Watermaster to avoid groundwater withdrawals exceeding recharges. The Rowland Water District (RWD) would provide water to the project development. Nearly 20 percent of the RWD's water supply comes from groundwater that is pumped from wells in the Puente Subbasin; the remaining 80 percent comes from imported water (RWD 2016). Much larger projects within RWD jurisdiction have not triggered a significant impact on groundwater depletion. This project's additional water demand would not significantly impact groundwater supplies or levels. The project site is not used for intentional groundwater recharge, and the construction and operation of the warehouse building would have little impact on local groundwater recharge. The project's landscaped areas could provide opportunities for minor amounts of local groundwater recharge via percolation, and site pavement would impede percolation; however, such changes would not affect regional groundwater levels or supplies. Impacts 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?

No Impact. At project completion, the entire site would be developed with buildings, parking areas, driveways, and landscaping. As such, there would be little opportunity for site drainage to result in substantial on- or off-site erosion or siltation. During project construction, implementation of BMPs in accordance with the project stormwater pollution prevention plan and compliance with City of Industry regulations for stormwater control would minimize the possibility for erosion from the site, as discussed in Response IX(a). The project would not result in the alteration of any watercourse near the site. Therefore, no impact would occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. To ensure that the stormwater runoff anticipated from the site is properly controlled, the project applicant would be required to adhere to applicable provisions outlined in City of Industry Municipal Code Chapter 13.16, which implements the Los Angeles Countywide SUSMP, as explained in Response IX(a). As part of the permitting process, the project would be required to comply with stormwater best management practices listed in the SUSMP or the "BMP Guidebook" prepared or recommended by the City Engineer. BMPs designed to protect against flooding would be incorporated in a project-specific SUSMP submitted to City of Industry staff for review and approval as part of the development plan review process. The project-specific SUSMP would contain supporting hydrologic calculations and infiltration studies to demonstrate that any increase in stormwater runoff from the site does not exceed the carrying capacity of the local storm drain system, consistent with City of

Industry Municipal Code Section 13.16. Best Management Practices. The approved BMPs would be incorporated in the project grading and site plans; detail drawings and notes would provide specifications regarding size, capacity, and materials of construction. Compliance with City Municipal Code Chapter 13.16 and BMPs approved by the City Engineer during the development plan review process would ensure that impacts related to stormwater runoff volumes and potential flooding are less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Project impacts related to stormwater control and management are addressed in Response IX(d) and would be less than significant. Project impacts related to the quality of stormwater runoff are addressed in Response IX(a) and would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Project impacts related to water quality are addressed in Response IX(a) and would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve the construction of any housing units. Furthermore, a flood hazard map prepared by the Federal Emergency Management Agency (2016) indicates that the project site is in Zone X, which does not include designated 100-year and 500-year flood zones. Therefore, no impact would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As stated above, the project site is not within a 100-year or 500-year flood hazard area (FEMA 2016). Development of the proposed project would not impede or redirect flood flows, since there is no potential for flood flows to travel through or near the project site.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. Four dams have been identified in the San Gabriel River Watershed upstream from the City of Industry—Puddingstone Dam, Santa Fe Dam, Thompson Creek Dam, and Whittier Narrows Dam. According to the Safety Element of the City of Industry General Plan, the project site is not located in the flood inundation areas associated with the failure of any of these dams (Industry 2014a). No impacts would be associated with flooding as a result of the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Although there are no large water tanks in the area that could impact the project site, there are dams in the region that could create flooding impacts. However, as noted above, the project site is not

located in an identified flood inundation area due to dam failure, and no impact would occur. Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is approximately 20 miles inland from the Pacific Ocean and at an approximate elevation of 380 feet above mean sea level; thus, impacts from tsunamis are considered negligible and no impact would occur. Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively flat and contain no abrupt changes in elevation. As indicated in subsection VI, Geology and Soils, the site is not in a mapped landslide hazard area. Additionally, there are no substantial slopes on or in the immediate vicinity of the site with the potential to result in mudflow impacts. In the absence of slopes, the potential for mudslides to affect the proposed project is considered negligible, and no impact would occur.

X. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The project site is in an existing industrial area of the City of Industry. Established commercial and industrial businesses, including similar warehouse buildings, surround the site. Construction of the proposed warehouse would infill the area with a compatible land use development and would not physically divide or encroach upon any established residential community. Therefore, no impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The existing zoning for the project site is Industrial (I) and the General Plan land use designation is Employment. The proposed development of the site with a warehouse would be consistent with the General Plan and is allowed under the existing zoning. Project implementation would not change existing land uses or require a change of the existing land use designations or regulations. Because of the largely industrial character of the site's surroundings, the proposed project would not conflict or be incompatible with the existing character of the surrounding area. No impact would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As explained in Response IV(f), the project site is not within or near a habitat conservation plan area (USFWS 2016) or a natural community conservation plan area (CDFW 2016). No impact would occur.

XI. MINERAL RESOURCES

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

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. According to California Geologic Survey, no lands in the City of Industry are designated by the State Mining and Geology Board as being of regional or statewide significance (Industry 2014a). The project site has been previously disturbed, and any mineral resources would have been found then. The development would not cause a loss of availability of mineral resources of value to the region and residents of the state. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site is not designated as a mining site in the City of Industry General Plan (2014a), and the project would not cause a loss of availability of a designated mining site. No impact would occur.

XII. NOISE

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 of applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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. Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. It is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling

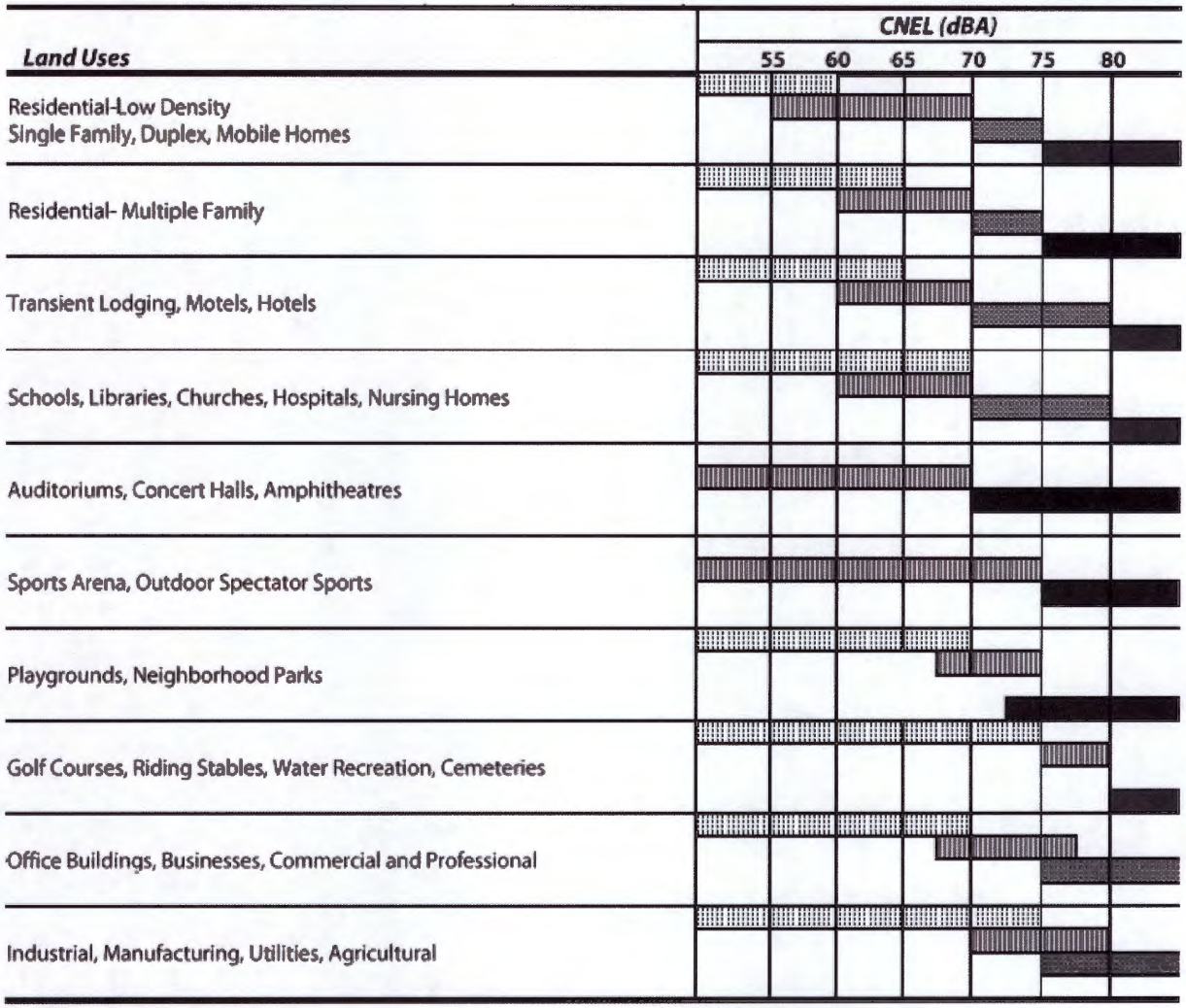
of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response

The City of Industry General Plan (2014a) includes regulations controlling unnecessary, excessive, and annoying noise in the city. Maximum noise levels are based on land use, as shown in Table XII-1.

Table XII-1
Land Use Compatibility for Community Noise Environments



Normally Acceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable:
New construction or development generally should not be undertaken.

Source: Industry 2014a

Short-Term Noise Impacts

Construction of the proposed project would occur over approximately 12 months and would include demolition, site preparation, grading, construction of the new warehouse building, and the application of architectural coatings. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial earthwork phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table XII-2. Operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Sensitive receptors near the project site include residences approximately 0.26 mile south and 0.37 mile west of the project site and Glen A. Wilson High School about 0.42 mile southwest of the project site. Noise generated by mobile sources typically attenuates at a rate between 3 dBA and 4.5 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. Therefore, because of intervening structures and their distance from the project site, these sensitive uses are unlikely to be exposed to elevated noise levels during project construction. Construction noise impact would have a less than significant impact.

Table XII-2
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Source: FHWA 2006

Note:

1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Operational Noise Sources

Off-Site Mobile Noise Impacts

According to Table 5.13-6 in the City of Industry General Plan EIR (2014b), the roads surrounding the project (Traffic Analysis Zones 61–70) experience 41,332 daily trips. Future development

associated with the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the focused traffic study (Michael Baker International 2016a), the proposed project would result in an increase of 168 daily trips.

Changes in traffic noise were calculated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the City's General Plan EIR and from the focused traffic study (see Appendix C). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions.

As previously described, a change in level of at least 3 dBA over existing conditions is required before any noticeable change in community response would be expected. Therefore, an increase of 3 dBA is considered significant. Table XII-3 shows the existing traffic noise levels in comparison to the existing plus project traffic noise levels.

Table XII-3
Existing with Project Traffic Noise Levels

Roadway Segment	Existing	Existing Plus Project	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference in dBA Between Existing and Existing Plus Project	
Traffic Analysis Zones 61–70	73.9	74.0	0.1	**No**

As indicated in Table XII-3, the increase in vehicular noise levels would not exceed 3.0 dBA. Furthermore, the 74 dBA projected noise level is in the "Normally Acceptable" range for industrial land uses in the City's General Plan. Therefore, the noise increase with the project would not result in significant impacts.

Stationary Noise Impacts

Upon project completion, noise in the project area would not significantly increase. The project proposes the development of a warehouse in an area already developed with industrial and warehouse uses. Stationary noise sources associated with the proposed project would primarily include mechanical equipment. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Other sources include loading and unloading trucks at the warehouse. Since the nearest residential uses to the project site are the existing residences located approximately 1,317 feet south of the project site, the proposed project would not result in additional noise impacts to nearby residents. Impacts in this regard would be less than significant.

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

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type,

ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch per second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table XII-4.

Groundborne vibration decreases rapidly with distance. As indicated in Table XII-4, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The nearest sensitive receptors (residential uses to the south) are located approximately 1,317 feet from the project boundary. As noted in Table XII-4, vibration from construction activities experienced at the nearest sensitive receptors (residences to the south) would be significantly below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

Table XII-4
Typical Vibration Levels for Construction Equipment

Equipment[1]	Approximate Peak Particle Velocity at 25 Feet (inches/second)[2]
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003
Jackhammer	0.035

Notes:

1. Project construction would not include pile driving. Concrete piles would be cast in place.

2. FTA 2006, Table 12-2.

3. Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines

D = the distance from the equipment to the receiver

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

Less Than Significant Impact. Refer to Response XII(a) above.

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. Refer to Response XII(a) above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?

No Impact. The project is not located in an airport land use plan and there are no public or private airports or airstrips within 2 miles of the project site. The nearest public airport is El Monte Airport, approximately 8 miles northwest of the site (Airnav 2016). Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?

No Impact. The project site is not in the vicinity of a private airstrip. Therefore, no impact would occur.

XIII. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed project involves the development of a new warehouse building and does not include the construction of new homes or the extension of infrastructure such as roads or sewers. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate temporary construction and operational employment. Projected employment densities for various land uses vary widely, depending on the location and actual business activities. In general, employment densities for warehouse use average one employee per 1,000 to 7,500 square feet of building space. For Los Angeles County, estimates developed by the Southern California Association of Governments cite approximately one employee for 1,500 square feet of warehouse space. Using these values, a project warehouse space of 36,030 square feet would generate about 24 jobs.[3] SCAG (2012) estimates that employment in the City of Industry will increase from 84,070 in 2008 to 88,404 in 2035, or 4,334 additional jobs. The unemployment rate in Los Angeles County in May 2016 was estimated at 4.3 percent (EDD 2016). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers to the region. Impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site consists of a fully developed warehouse complex site. The new warehouse building would replace an existing surface parking lot in the southeast corner of the site. There are no residences on the project site. Therefore, existing housing would not be involved, and replacement housing would not be needed. No impact would occur.

[3] (36,030/1,500 = 24 warehouse jobs)

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

No Impact. Implementation of the proposed project would not displace people, nor would it require the construction of replacement housing. No impact would occur.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

a) Fire protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The City is served by Division 8, Battalion 12 of the LACFD, which staffs and operates six fire stations (Fire Stations 26, 43, 87, 91, 118, and 145). Battalion 12 also provides fire protection services to Rowland Heights, La Puente, La Mirada, and Hacienda Heights. The nearest fire station to the project site is Fire Station 118 at 17056 Gale Avenue in the City of Industry, about 0.4 mile southeast of the site.

The proposed project does not include housing or any new infrastructure that would substantially increase the area population or service area boundaries. Development of the project could result in a slight increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City of Industry, project impacts on fire protection are not expected to occur, and the LACFD would continue to provide adequate service to the project area. Such small increases in demand would also not require the LACFD to build new or expanded stations or to obtain additional staff or equipment.

The City involves the LACFD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. Therefore, all site and building improvements proposed under the project would be subject to review and approval by the LACFD prior to the issuance of a building permit and a certificate of occupancy. Furthermore, the City of Industry imposes standard conditions of approval during the development plan review process that require City Council review and approval. As a standard condition of approval, the following standard condition would be imposed on the project: "The applicant shall construct adequate fire protection facilities to the satisfaction of the LACFD." Therefore, impacts on fire protection services would be less than significant.

b) Police protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Sheriff's Department (LASD) for law enforcement and crime prevention services. The LASD has a patrol station in the City of Industry at 150 Hudson Avenue, approximately 1.8 miles northwest of the

project site. This station is responsible for providing police services to the City of Industry, La Puente, and La Habra Heights and the unincorporated Los Angeles County communities of East and West Valinda, Bassett/North Whittier, and Hacienda Heights. Development of the proposed project could result in a slight increase in calls for police protection services. However, no new public safety issues would result from implementation of the proposed project. Development of the project is not expected to cause a need for new or expanded police facilities or additional officers. The LASD would continue to provide adequate service to the project area. Therefore, no significant increases in police protection services would occur.

c) Schools?

No Impact. The project site is in the Rowland Unified School District. Demand for public services such as schools is generally based on population. The proposed warehouse does not involve residential development and would not induce population growth. Therefore, the project would not increase the demand on local schools, and no impact would occur.

d) Parks?

No Impact. The proposed project does not involve park development or displacement. Demand for parks is determined by the population of the parks' service areas. The project would not add residences or cause an increase in the population of the surrounding community. Therefore, the project would not increase the demand for parks. No impact would occur.

e) Other public facilities?

No Impact. The proposed project would not directly or indirectly lead to an increase in population in the rea. Additionally, the proposed project would not require the use or maintenance of other public facilities, such as libraries. Therefore, no impact to other public facilities would occur.

XV. RECREATION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The demand for parks is determined by changes in housing and population. The proposed project would not involve the development of any housing and would not directly or indirectly induce population or increase demand on parks and recreational resources. Therefore, no impact would occur.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project would not develop recreational facilities and would not require the development of such facilities. No impact would occur.

XVI. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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. Michael Baker International (2016b) conducted an analysis to evaluate the impacts of the proposed project on the study area circulation system. The results of the analysis are summarized below. The traffic study is included as Appendix D.

Construction Phase

Implementation of the project would require site preparation, building construction, and paving/landscaping of the completed site. Because the site is relatively flat, it would not require major grading that would entail numerous truck trips for soil import or export. The anticipated level of construction would not result in a significant traffic impact because it would be temporary (i.e., 12 months) and no substantial excavation or soil import/export would occur. The staging area for construction equipment would be accommodated on-site. The project site is not along existing bike lanes/routes that would be affected by any potential construction-related work in and outside of the project site (City of Industry 2014a). Hence, project construction would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Operational Phase

- Gale Avenue is a four-lane divided arterial road trending in an east–west direction. It has sidewalks on both sides of the road and has a posted speed limit of 45 miles per hour. Gale Avenue bisects Azusa Avenue, which provides access to State Route (SR) 60 (see Figure 2, *Local Vicinity*). On-street parking is prohibited.

- Hacienda Boulevard is a six-lane landscaped divided roadway trending in a north–south direction. It has sidewalks on both sides of the road and has a posted speed limit of 40 miles per hour. On-street parking is prohibited.

- Azusa Avenue is a six-lane landscaped divided roadway trending in a north–south direction. It has sidewalks on both sides of the road and has a posted speed limit of 45 miles per hour. On-street parking is prohibited.

- SR 60 provides regional access to the project site. The highway traverses Los Angeles, San Bernardino, and Riverside counties. As it passes through many of Los Angeles' east side suburbs in the southern San Gabriel and Pomona valleys, SR 60 is a major transportation corridor. For the majority of its length, the highway is generally parallel to and south of the San Bernardino Freeway (Interstate 10 [I-10]) and generally parallel to and north of the Riverside Freeway (SR 91).

Once operational, the proposed project would result in a minimal increase in traffic volumes on the roadways in the project vicinity. The study area roadway that would be most directly affected by this traffic is Gale Avenue, which would provide direct access to the site. To evaluate project impacts on local traffic, the Trip Generation Manual (Institute of Transportation Engineers, 9th Edition, 2012) was used to estimate the projected site-generated traffic volumes. Land use code 150 was used to develop the estimate, which included weekday daily, AM peak-hour, and PM peak-hour volumes. Assumptions were made in order to convert the site traffic into passenger car equivalents (PCE) given the industrial nature of the proposed development. Trip generation rates and projected site-generated trips (PCEs) are shown in Table XVI-1.

The proposed project's trip generation was based on trip generation rates established for the warehousing land use category in the Institute of Transportation Engineers' Trip Generation Manual. Because the project is an industrial use, PCE factors were applied. Truck volumes were converted to PCE volumes to reflect the fact that trucks take up more room on the road than automobiles and are typically slower during acceleration and deceleration. Based on Los

Angeles County Congestion Management Program (CMP) guidelines, the following PCE factors were applied:

- 2-axle trucks = 1.5 PCE
- 3-axle trucks = 2.0 PCE

To apply the PCE factors, the proposed project's vehicle mix was estimated based on the City of Fontana Truck Trip Generation Study (2003). The mix assumed for warehousing uses is:

- Automobiles = 79.57 percent
- 2-axle trucks = 3.46 percent
- 3-axle trucks = 4.64 percent

Site-generated trips were calculated for three time periods: daily (24-hour weekday time period), AM peak hour, and PM peak hour. Trips were calculated using a set of PCE factors in order to identify truck trips and passenger car trips separately given the industrial nature of the proposed development. As shown in Table XVI-1, the project is estimated to produce a total of 168 daily trips, of which 66 would be truck trips and the remaining 102 would be passenger car trips. Specifically during the AM peak hour, 14 total trips are projected including 9 passenger car trips and 5 truck trips. Coincidently, the PM peak hour is also projected to experience 14 total trips (9 passenger car trips and 4 truck trips).

Table XVI-1
Projected Site-Generated Trips

Bldg No.	Project		Daily	AM Peak			PM Peak		
	Land Use	Quantity**		Total	In	Out	Total	In	Out
1	Warehousing	36.030 TSF							
2	79.57% Passenger Cars (PCE[1] = 1.0)		**102**	**9**	7	2	**9**	2	7
3	3.46% 2-Axle Trucks (PCE[1] = 1.5)		**7**	—	—	—	—	—	—
4	4.64% 3-Axle Trucks (PCE[1] = 2.0)		**12**	**1**	1	—	**1**	—	1
5	12.33% 4-Axle Trucks (PCE[1] = 3.0)		**47**	**4**	3	1	**4**	1	3
6	*Subtotal Trips – Building 1*	*36.030 TSF*	***168***	***14***	*11*	*3*	***14***	*3*	*11*
Passenger Car Trips			**102**	**9**	**7**	**2**	**9**	**2**	**7**
Truck Trips			**66**	**5**	**4**	**1**	**5**	**1**	**4**
Total Project Trips		36.030 TSF	**168**	**14**	11	3	**14**	3	11

Notes
*** TSF = thousand square feet*
[1] PCE rate per SANBAG guidelines

The Congestion Management Program (CMP) 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, which require traffic impact studies for projects that generate more than 50

peak-hour trips. Mainline freeway monitoring locations must also be analyzed for projects that would add 150 or more trips during either the morning or evening weekday peak hour. The project is predicted to generate a maximum of 28 trips during weekday peak hours that would be distributed throughout the circulation system. Based on the focused traffic study performed for the project, the low number of passenger trips, truck trips, and total trips would not trigger the analysis of any CMP facilities.

Nonmotorized Transportation and Transit

The project may generate nonmotorized travel because the proposed warehouse may result in additional pedestrians and bicycles in the project area. With regard to public transit, Foothill Transit operates Lines 281 and 285 along Gale Avenue, located approximately 500 feet from the project site. All streets in the project vicinity have sidewalks along both sides of the street. The proposed project would not adversely affect the performance of these transit or nonmotorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes.

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by the Los Angeles County Metropolitan Transportation Authority in December 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 guidelines, a significant impact may result and a traffic impact analysis is required under the following conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either the morning or evening weekday peak hours
- At CMP mainline freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either the morning or evening weekday peak hours

The nearest freeway to the project site is the Pomona Freeway (SR 60) approximately a quarter mile to the south. The nearest CMP arterial roadway is Azusa Avenue, adjacent to the site to the east. As indicated above, the proposed project would result in a maximum of 28 trips during weekday peak hours that would be distributed throughout the circulation system. Based on the focused traffic study performed for the project, no CMP analysis is necessary. A less than significant impact would occur.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project involves construction and operation of an industrial/warehouse building with a height of less than 50 feet, which would not result in a change in air traffic patterns or an increase in air traffic levels. There are no airports in the immediate project vicinity, and the proposed project would not create any structures that could interfere with air travel or air safety. 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. As shown on Figure 4, *Existing Site Plan*, the warehouse would be accessible via one driveway entrance on Gale Avenue. The existing driveway is 30 feet wide. As shown in the site plan, the curb in the northeast quadrant of the access driveway intersection is proposed to be cut back in order to accommodate the internal site operations. This modification is projected to improve the truck movement for all right turning traffic into the site.

Given that no bicycle lanes or facilities are located along Gale Avenue and with the low number of vehicle and truck trips generated by the project, a less than significant impact would occur due to design.

e) Result in inadequate emergency access?

No Impact. The access and circulation features at the proposed project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would continue to enter the project site using the existing driveway entrance on Gale Avenue, which is 30 feet wide. Proposed curb cutbacks will allow improved truck movement for all right turning traffic into the site. The curb cutbacks would in turn benefit access to emergency vehicles. The driveway would provide fire access, striped per Los Angeles County Fire Department standards, to all sides of the building. All emergency access features are subject to and must satisfy the City of Industry design requirements and be approved by the LACFD. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed development project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The sidewalks in front of the building along Gale Avenue would remain accessible to pedestrians. Pedestrian sidewalks and crosswalks are available in the project vicinity to provide convenient and safe pedestrian access to nearby bus stops on Azusa Avenue. Bike racks with a minimum capacity of nine bicycles per rack would be installed at each building site for employee and visitor use. The proposed office would provide a bulletin board, display, or kiosk displaying:

- Current maps, routes and schedules for public transit routes serving the site.
- Telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency and local transit operators.
- Ridesharing promotional material supplied by commuter-oriented organizations.
- Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
- A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site.

The proposed project would not conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the project would not decrease the performance or safety of such facilities. No impact would occur.

XVII. UTILITIES AND SERVICE SYSTEMS

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

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The project would not develop a land use that requires on-site wastewater treatment separate from the treatment provided by the Sanitation Districts of Los Angeles County (LACSD). Relatively small volumes of wastewater from restrooms and cleaning activities would be sewered and directed to the nearest LACSD treatment plant for routine treatment prior to discharge. Wastewater treatment requirements for discharges to stormwater from project construction are discussed in Response VI(b) in subsection IV, Geology and Soils. The project would prepare and implement a stormwater pollution prevention plan in compliance with the General Construction Permit.

Wastewater treatment requirements for discharges to stormwater from project operations are discussed in Response IX(a) in subsection IX, Hydrology and Water Quality. The project would comply with City of Industry Municipal Code requirements governing wastewater discharges. No impact would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would not require the construction or expansion of water treatment facilities. See Response XVII (a). A less than significant impact would occur.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would not require the construction or expansion of facilities to manage stormwater flow. The existing curb and gutter collection system and storm drains have sufficient capacity to manage current and projected runoff from the site. See Response IX(d) in subsection IX, Hydrology and Water Quality. No impact would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact The project site is consistent with the General Plan growth projections for the City of Industry, and therefore consistent with the water demand projections set forth in the RWD Urban Water Management Plan. The water demand would be associated with employee activities (i.e., bathroom and kitchen facilities), maintenance/cleaning activities, and landscape irrigation. The proposed project would be required to conform to Chapter 13.18 (Water Efficient Landscapes) of the City of Industry Municipal Code and with the City's Water Efficient Landscape Guidelines. For example, one of the City's water efficiency measures states that water usage should be minimized through the planting of native and low-water species and the utilization of water-efficient and drip irrigation systems.

The project applicant would be required to obtain a will-serve letter from the Rowland Water District to ensure that sufficient water is available to serve the project. Receipt of such a letter would confirm that water supplies are adequate and impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The existing LACSD wastewater treatment facility has sufficient capacity to meet the incremental wastewater volume expected to be generated by the project. Impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. The LACSD provides solid waste disposal services to the City of Industry, including the project site. Solid waste generated by the proposed project would be processed by one or more facilities that currently serve the community's waste management needs, including the Puente Hills Materials Recovery Facility, the Downey Area Recycling and Transfer Facility, the South Gate Transfer Station, and the Commerce Refuse-to-Energy Facility. Despite the recent closure of the Puente Hills Landfill in October 2013, the LACSD has indicated that the network of existing waste management facilities is adequate to meet the region's needs in the short term. Long-term waste disposal needs would be met by exporting solid waste to the Mesquite Regional Landfill in Imperial County by rail via the Puente Hills Intermodal

Facility, which is nearing completion in the City of Industry. The Puente Hills Intermodal Facility would be able to handle up to 8,000 tons per day of solid waste, while the Mesquite Regional Landfill, with a 100-year capacity, would be permitted to accept 20,000 tons per day (LACSD 2016). Solid waste would be generated during both the construction and operational phases of the proposed project. The volume of solid waste generated during construction would be relatively minor, since project development would not require the demolition of existing buildings or infrastructure.

The project would be required to adhere to the City of Industry's waste reduction measures. For example, as outlined in Section 17.36.060.Z (Recycling Bin Enclosures) of the City of Industry Municipal Code, all industrial buildings are required to provide a recycling bin enclosed storage area. The project includes a trash enclosure and recycling area. The design of the trash enclosure would be subject to City review and approval as part of the Development Plan review process. Additionally, the proposed project would be required to comply with the provisions of the 2013 Green Building Standards Code (California Code of Regulations Title 24, Part 11), which outlines requirements for construction waste reduction, material selection, and natural resource conservation. The LACSD's existing and proposed solid waste disposal capacity is adequate to accommodate the incremental volume of solid waste that would be generated by the proposed project and would not require the development of additional landfill capacity beyond that which is already planned. Therefore, project impacts would be less than significant. Thus, a less than significant impact is forecast to occur.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The US Environmental Protection Agency administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In California, Assembly Bill (AB) 939—the Integrated Solid Waste Management Act of 1989, Public Resources Code 40050 et seq.—requires every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions within the county or to provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The proposed project would be required to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. More specifically, the proposed project would not affect the City of Industry's ability to continue to meet the required AB 939 waste diversion requirements as it has in the past (CalRecycle 2012). For example, the proposed project would help the City achieve its source reduction, recycling, and waste stream diversion goals for solid waste through the provision and use of an on-site recycling bin, as noted in Response XVII(f) above. Therefore, no impact would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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.	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Project approval would allow the development of an industrial warehouse building to replace an existing surface parking lot in a fully urbanized area of the City of Industry. The project site has been previously disturbed, and no wildlife habitats are present on the site. Additionally, the surrounding area is built out with commercial, industrial, and residential uses, and there are no undeveloped areas in the vicinity of the project site. Natural communities and populations of rare or threatened plant or animal species do not exist on or near the project site and would therefore not be impacted. Additionally, the site does not meet the criteria to be considered historically significant. A less than significant impact is anticipated.

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Less Than Significant Impact. Project approval would allow the development of an industrial warehouse buildings to replace a paved surface parking lot in a fully urbanized area of the city. The proposed project would be consistent with the long-term goals of developing the project site with industrial uses in accordance with the City's General Plan. Therefore, the project would not place short-term goals above the City's long-term environmental goals.

Additionally, the environmental issues relevant to the project are localized and confined to the immediate project area. Project development would not result in impacts that are individually limited but cumulatively considerable, as defined above. Therefore, no significant cumulatively considerable impacts are anticipated to result from the proposed project.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. This Initial Study identified that the proposed project is forecast, in most cases, to have less than significant impacts and in some cases no impacts associated with air quality, greenhouse gases, noise, and traffic. Therefore, less than significant impacts are anticipated to result from the proposed project.

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APPENDICES

APPENDIX A – CALEEMOD MODEL OUTPUTS

Gale Avenue Warehouse Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.03	1000sqft	0.83	36,030.00	0
Parking Lot	479.00	Space	4.31	191,600.00	0
Other Non-Asphalt Surfaces	41.66	1000sqft	0.96	41,655.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pro□ect Characteristics -

Land Use -

Construction Phase - Construction, pa□ing, and architectural coating assu□ed to occur si□ultaneousl□

□rading -

Vehicle □rips - □rip rates per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Construction Off-road Equip□ent Mitigation - Fugiti□e Dust □itigation per SCA□MD Rule 403.

□able Na□e	Colu□n Na□e	Default Value	Ne□ Value
tblConstDustMitigation	CleanPa□edRoadPercentReduction	0	40
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	PhaseEndDate	11/16/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseEndDate	11/16/2018	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tbl□rading	MaterialE□ported	0.00	28,400.00
tblPro□ectCharacteristics	Operational□ear	2014	2018
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LD□1	0.06	0.08

tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	S□US	5.4000e-004	0.00

tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicle□rips	S□□□R	2.59	0.21
tblVehicle□rips	SU□□R	2.59	0.21
tblVehicle□rips	WD□□R	2.59	0.21

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	lb/da□										lb/da□					
2017	14.7977	83.3726	65.7479	0.1640	18.2675	3.1624	21.0235	9.9840	2.9576	12.5196	0.0000	16,323.4793	16,323.4793	1.4788	0.0000	16,354.5338
Total	**14.7977**	**83.3726**	**65.7479**	**0.1640**	**18.2675**	**3.1624**	**21.0235**	**9.9840**	**2.9576**	**12.5196**	**0.0000**	**16,323.4793**	**16,323.4793**	**1.4788**	**0.0000**	**16,354.5338**

Mitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	lb/da□										lb/da□					
2017	14.7977	83.3726	65.7479	0.1640	7.0416	3.1624	9.7976	3.8347	2.9576	6.3702	0.0000	16,323.4793	16,323.4793	1.4788	0.0000	16,354.5338
Total	**14.7977**	**83.3726**	**65.7479**	**0.1640**	**7.0416**	**3.1624**	**9.7976**	**3.8347**	**2.9576**	**6.3702**	**0.0000**	**16,323.4793**	**16,323.4793**	**1.4788**	**0.0000**	**16,354.5338**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.45**	**0.00**	**53.40**	**61.59**	**0.00**	**49.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Area	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Energ□	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Mobile	0.0371	0.2220	0.5155	1.4100e-003	0.0711	3.4000e-003	0.0745	0.0192	3.1300e-003	0.0223		121.4042	121.4042	3.6000e-003		121.4797
Total	**5.9052**	**0.2313**	**0.5805**	**1.4600e-003**	**0.0711**	**4.2800e-003**	**0.0754**	**0.0192**	**4.0100e-003**	**0.0232**		**132.0940**	**132.0940**	**4.1300e-003**	**1.9000e-004**	**132.2409**

Mitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Area	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Energ□	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Mobile	0.0371	0.2220	0.5155	1.4100e-003	0.0711	3.4000e-003	0.0745	0.0192	3.1300e-003	0.0223		121.4042	121.4042	3.6000e-003		121.4797
Total	**5.9052**	**0.2313**	**0.5805**	**1.4600e-003**	**0.0711**	**4.2800e-003**	**0.0754**	**0.0192**	**4.0100e-003**	**0.0232**		**132.0940**	**132.0940**	**4.1300e-003**	**1.9000e-004**	**132.2409**

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

3.0 Construction Detail

Construction Phase

Phase Nu□ber	Phase Na□e	Phase □□pe	Start Date	End Date	Nu□ Da□s Week	Nu□ Da□s	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/13/2017	5	10	
2	□rading	□rading	1/14/2017	2/10/2017	5	20	
3	□uilding Construction	□uilding Construction	2/11/2017	12/31/2017	5	230	
4	Pa□ing	Pa□ing	2/11/2017	12/31/2017	5	230	
5	Architectural Coating	Architectural Coating	2/11/2017	12/29/2017	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 125,150; Non-Residential Outdoor: 41,717 (Architectural Coating – sqft)

OffRoad Equipment

Phase Na□e	Offroad Equip□ent □□pe	A□ount	Usage □ours	□orse Po□er	Load Factor
Architectural Coating	Air Co□pressors	1	6.00	78	0.48
□rading	E□ca□ators	1	8.00	162	0.38
□uilding Construction	Cranes	1	7.00	226	0.29
□uilding Construction	Forklifts	3	8.00	89	0.20
□uilding Construction	□enerator Sets	1	8.00	84	0.74
Pa□ing	Pa□ers	2	8.00	125	0.42
Pa□ing	Rollers	2	8.00	80	0.38
□rading	Rubber □ired Dozers	1	8.00	255	0.40
□uilding Construction	□ractors/Loaders/□ackhoes	3	7.00	97	0.37
□rading	□raders	1	8.00	174	0.41
□rading	□ractors/Loaders/□ackhoes	3	8.00	97	0.37
Pa□ing	Pa□ing Equip□ent	2	8.00	130	0.36
Site Preparation	□ractors/Loaders/□ackhoes	4	8.00	97	0.37
Site Preparation	Rubber □ired Dozers	3	8.00	255	0.40
□uilding Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Na□e	Offroad Equip□ent Count	Worker □rip Nu□ber	Vendor □rip Nu□ber	□auling □rip Nu□ber	Worker □rip Length	Vendor □rip Length	□auling □rip Length	Worker Vehicle Class	Vendor Vehicle Class	□auling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□rading	6	15.00	0.00	3,550.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□uilding Construction	9	113.00	44.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Pa□ing	6	15.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace □round Co□er

Water E□posed Area

Reduce Vehicle Speed on Unpa□ed Roads

Clean Pa□ed Roads

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					6.9103	0.0000	6.9103	3.7985	0.0000	3.7985			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**6.9103**	**2.7542**	**9.6646**	**3.7985**	**2.5339**	**6.3324**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0748	0.1012	1.0580	2.4700e-003	0.1312	1.8200e-003	0.1331	0.0362	1.6800e-003	0.0379		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.1312**	**1.8200e-003**	**0.1331**	**0.0362**	**1.6800e-003**	**0.0379**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

3.3 Grading - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					6.7129	0.0000	6.7129	3.3918	0.0000	3.3918			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.7129**	**2.0388**	**8.7517**	**3.3918**	**1.8757**	**5.2675**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	3.1159	47.3059	39.4850	0.1322	3.0917	0.6746	3.7662	0.8465	0.6206	1.4671		13,112.3323	13,112.3323	0.0982		13,114.3934
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**3.1782**	**47.3902**	**40.3666**	**0.1343**	**3.2593**	**0.6761**	**3.9354**	**0.8910**	**0.6220**	**1.5130**		**13,279.8126**	**13,279.8126**	**0.1074**		**13,282.0685**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					2.5677	0.0000	2.5677	1.2974	0.0000	1.2974			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**2.5677**	**2.0388**	**4.6065**	**1.2974**	**1.8757**	**3.1731**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.3 Grading - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	3.1159	47.3059	39.4850	0.1322	2.1530	0.6746	2.8275	0.6161	0.6206	1.2367		13,112.3323	13,112.3323	0.0982		13,114.3934
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1094	1.5200e-003	0.1109	0.0302	1.4000e-003	0.0316		167.4803	167.4803	9.2800e-003		167.6751
Total	**3.1782**	**47.3902**	**40.3666**	**0.1343**	**2.2623**	**0.6761**	**2.9384**	**0.6463**	**0.6220**	**1.2682**		**13,279.8126**	**13,279.8126**	**0.1074**		**13,282.0685**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3723	3.5963	5.1659	9.5900e-003	0.2745	0.0542	0.3287	0.0781	0.0498	0.1279		945.5628	945.5628	7.0900e-003		945.7117
Worker	0.4695	0.6353	6.6418	0.0155	1.2631	0.0114	1.2745	0.3350	0.0106	0.3455		1,261.6850	1,261.6850	0.0699		1,263.1524
Total	**0.8418**	**4.2316**	**11.8077**	**0.0251**	**1.5376**	**0.0656**	**1.6032**	**0.4131**	**0.0604**	**0.4735**		**2,207.2478**	**2,207.2478**	**0.0770**		**2,208.8641**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3723	3.5963	5.1659	9.5900e-003	0.1942	0.0542	0.2484	0.0584	0.0498	0.1082		945.5628	945.5628	7.0900e-003		945.7117
Worker	0.4695	0.6353	6.6418	0.0155	0.8238	0.0114	0.8353	0.2272	0.0106	0.2377		1,261.6850	1,261.6850	0.0699		1,263.1524
Total	**0.8418**	**4.2316**	**11.8077**	**0.0251**	**1.0181**	**0.0656**	**1.0837**	**0.2856**	**0.0604**	**0.3459**		**2,207.2478**	**2,207.2478**	**0.0770**		**2,208.8641**

3.5 Paving - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Pa□ing	0.0491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9565**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Pa□ing	0.0491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9565**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0623	0.0843	0.8817	2.0600e-003	0.1094	1.5200e-003	0.1109	0.0302	1.4000e-003	0.0316		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.0623**	**0.0843**	**0.8817**	**2.0600e-003**	**0.1094**	**1.5200e-003**	**0.1109**	**0.0302**	**1.4000e-003**	**0.0316**		**167.4803**	**167.4803**	**9.2800e-003**		**167.6751**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Archit. Coating	8.4068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**8.7391**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0956	0.1293	1.3519	3.1500e-003	0.2571	2.3300e-003	0.2594	0.0682	2.1500e-003	0.0703		256.8032	256.8032	0.0142		257.1018
Total	**0.0956**	**0.1293**	**1.3519**	**3.1500e-003**	**0.2571**	**2.3300e-003**	**0.2594**	**0.0682**	**2.1500e-003**	**0.0703**		**256.8032**	**256.8032**	**0.0142**		**257.1018**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Archit. Coating	8.4068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**8.7391**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0956	0.1293	1.3519	3.1500e-003	0.1677	2.3300e-003	0.1700	0.0462	2.1500e-003	0.0484		256.8032	256.8032	0.0142		257.1018
Total	**0.0956**	**0.1293**	**1.3519**	**3.1500e-003**	**0.1677**	**2.3300e-003**	**0.1700**	**0.0462**	**2.1500e-003**	**0.0484**		**256.8032**	**256.8032**	**0.0142**		**257.1018**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Mitigated	0.0371	0.2220	0.5155	1.4100e-003	0.0711	3.4000e-003	0.0745	0.0192	3.1300e-003	0.0223		121.4042	121.4042	3.6000e-003		121.4797
Un□itigated	0.0371	0.2220	0.5155	1.4100e-003	0.0711	3.4000e-003	0.0745	0.0192	3.1300e-003	0.0223		121.4042	121.4042	3.6000e-003		121.4797

4.2 Trip Summary Information

	A□erage Dail□ □rip Rate			Un□itigated	Mitigated
Land Use	Weekda□	Saturda□	Sunda□	Annual VM□	Annual VM□
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	7.57	7.57	7.57	32,427	32,427
□otal	7.57	7.57	7.57	32,427	32,427

4.3 Trip Type Information

	Miles			□rip □			□rip Purpose □		
Land Use	□-W or C-W	□-S or C-C	□-O or C-NW	□-W or C-W	□-S or C-C	□-O or C-NW	Pri□ar□	Di□erted	Pass-b□
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LD□1	LD□2	MDV	L□D1	L□D2	M□D	□□D	O□US	U□US	MC□	S□US	M□
0.692080	0.075560	0.232360	0.034600	0.000000	0.000000	0.000000	0.169700	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

4.4 Fleet Mix

□istorical Energ□Use: N

5.1 Mitigation Measures Energy

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Natural□as Mitigated	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Natural□as Un□itigated	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural□a s Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	lb/da□										lb/da□					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	89.8282	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Total		**9.7000e-004**	**8.8100e-003**	**7.4000e-003**	**5.0000e-005**		**6.7000e-004**	**6.7000e-004**		**6.7000e-004**	**6.7000e-004**		**10.5680**	**10.5680**	**2.0000e-004**	**1.9000e-004**	**10.6323**

5.2 Energy by Land Use - NaturalGas

Mitigated

	Natural□as Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	lb/da□										lb/da□					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.0898282	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.7000e-004**	**8.8100e-003**	**7.4000e-003**	**5.0000e-005**		**6.7000e-004**	**6.7000e-004**		**6.7000e-004**	**6.7000e-004**		**10.5680**	**10.5680**	**2.0000e-004**	**1.9000e-004**	**10.6323**

6.0 Area Detail

6.1 Mitigation Measures Area

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Mitigated	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Un□itigated	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289

6.2 Area by SubCategory

Unmitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	lb/da□										lb/da□					
Architectural Coating	0.5298					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consu□er Products	5.3318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5100e-003	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Total	**5.8671**	**5.4000e-004**	**0.0576**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1218**	**0.1218**	**3.3000e-004**		**0.1289**

Mitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	lb/da□										lb/da□					
Architectural Coating	0.5298					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consu□er Products	5.3318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5100e-003	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Total	**5.8671**	**5.4000e-004**	**0.0576**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1218**	**0.1218**	**3.3000e-004**		**0.1289**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equip□ent □□pe	Nu□ber	□ours/Da□	Da□s/□ear	□orse Po□er	Load Factor	Fuel □□pe

10.0 Vegetation

Gale Avenue Warehouse Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.03	1000sqft	0.83	36,030.00	0
Parking Lot	479.00	Space	4.31	191,600.00	0
Other Non-Asphalt Surfaces	41.66	1000sqft	0.96	41,655.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pro□ect Characteristics -

Land Use -

Construction Phase - Construction, pa□ng, and architectural coating assu□ed to occur si□ultaneousl□

□rading -

Vehicle □rips - □rip rates per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Construction Off-road Equip□ent Mitigation - Fugiti□e Dust □itigation per SCA□MD Rule 403.

□able Na□e	Colu□n Na□e	Default Value	Ne□ Value
tblConstDustMitigation	CleanPa□edRoadPercentReduction	0	40
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	PhaseEndDate	11/16/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseEndDate	11/16/2018	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tbl□rading	MaterialE□ported	0.00	28,400.00
tblPro□ectCharacteristics	Operational□ear	2014	2018
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LD□1	0.06	0.08

tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	S□US	5.4000e-004	0.00

tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicle□rips	S□□□R	2.59	0.21
tblVehicle□rips	SU□□R	2.59	0.21
tblVehicle□rips	WD□□R	2.59	0.21

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	lb/da□										lb/da□					
2017	14.7413	81.7596	60.1572	0.1644	18.2675	3.1619	21.0235	9.9840	2.9571	12.5196	0.0000	16,364.3289	16,364.3289	1.4786	0.0000	16,395.3790
Total	**14.7413**	**81.7596**	**60.1572**	**0.1644**	**18.2675**	**3.1619**	**21.0235**	**9.9840**	**2.9571**	**12.5196**	**0.0000**	**16,364.3289**	**16,364.3289**	**1.4786**	**0.0000**	**16,395.3790**

Mitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	lb/da□										lb/da□					
2017	14.7413	81.7596	60.1572	0.1644	7.0416	3.1619	9.7976	3.8347	2.9571	6.3702	0.0000	16,364.3289	16,364.3289	1.4786	0.0000	16,395.3790
Total	**14.7413**	**81.7596**	**60.1572**	**0.1644**	**7.0416**	**3.1619**	**9.7976**	**3.8347**	**2.9571**	**6.3702**	**0.0000**	**16,364.3289**	**16,364.3289**	**1.4786**	**0.0000**	**16,395.3790**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.45**	**0.00**	**53.40**	**61.59**	**0.00**	**49.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Area	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Energ□	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Mobile	0.0354	0.2133	0.4931	1.4700e-003	0.0711	3.3900e-003	0.0745	0.0192	3.1200e-003	0.0223		125.6041	125.6041	3.5900e-003		125.6794
Total	**5.9034**	**0.2227**	**0.5581**	**1.5200e-003**	**0.0711**	**4.2700e-003**	**0.0754**	**0.0192**	**4.0000e-003**	**0.0232**		**136.2940**	**136.2940**	**4.1200e-003**	**1.9000e-004**	**136.4406**

Mitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Area	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Energ□	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Mobile	0.0354	0.2133	0.4931	1.4700e-003	0.0711	3.3900e-003	0.0745	0.0192	3.1200e-003	0.0223		125.6041	125.6041	3.5900e-003		125.6794
Total	**5.9034**	**0.2227**	**0.5581**	**1.5200e-003**	**0.0711**	**4.2700e-003**	**0.0754**	**0.0192**	**4.0000e-003**	**0.0232**		**136.2940**	**136.2940**	**4.1200e-003**	**1.9000e-004**	**136.4406**

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

3.0 Construction Detail

Construction Phase

Phase Nu□ber	Phase Na□e	Phase □□pe	Start Date	End Date	Nu□ Da□s Week	Nu□ Da□s	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/13/2017	5	10	
2	□rading	□rading	1/14/2017	2/10/2017	5	20	
3	□uilding Construction	□uilding Construction	2/11/2017	12/31/2017	5	230	
4	Pa□ng	Pa□ng	2/11/2017	12/31/2017	5	230	
5	Architectural Coating	Architectural Coating	2/11/2017	12/29/2017	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 125,150; Non-Residential Outdoor: 41,717 (Architectural Coating – sqft)

OffRoad Equipment

Phase Na□e	Offroad Equip□ent □□pe	A□ount	Usage □ours	□orse Po□er	Load Factor
Architectural Coating	Air Co□pressors	1	6.00	78	0.48
□rading	E□ca□ators	1	8.00	162	0.38
□uilding Construction	Cranes	1	7.00	226	0.29
□uilding Construction	Forklifts	3	8.00	89	0.20
□uilding Construction	□enerator Sets	1	8.00	84	0.74
Pa□ing	Pa□ers	2	8.00	125	0.42
Pa□ing	Rollers	2	8.00	80	0.38
□rading	Rubber □ired Dozers	1	8.00	255	0.40
□uilding Construction	□ractors/Loaders/□ackhoes	3	7.00	97	0.37
□rading	□raders	1	8.00	174	0.41
□rading	□ractors/Loaders/□ackhoes	3	8.00	97	0.37
Pa□ing	Pa□ing Equip□ent	2	8.00	130	0.36
Site Preparation	□ractors/Loaders/□ackhoes	4	8.00	97	0.37
Site Preparation	Rubber □ired Dozers	3	8.00	255	0.40
□uilding Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Na□e	Offroad Equip□ent Count	Worker □rip Nu□ber	Vendor □rip Nu□ber	□auling □rip Nu□ber	Worker □rip Length	Vendor □rip Length	□auling □rip Length	Worker Vehicle Class	Vendor Vehicle Class	□auling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□rading	6	15.00	0.00	3,550.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□uilding Construction	9	113.00	44.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Pa□ing	6	15.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace □round Co□er

Water E□posed Area

Reduce Vehicle Speed on Unpa□ed Roads

Clean Pa□ed Roads

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0913	1.1313	2.6200e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		212.9450	212.9450	0.0111		213.1787
Total	**0.0720**	**0.0913**	**1.1313**	**2.6200e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**212.9450**	**212.9450**	**0.0111**		**213.1787**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					6.9103	0.0000	6.9103	3.7985	0.0000	3.7985			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**6.9103**	**2.7542**	**9.6646**	**3.7985**	**2.5339**	**6.3324**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.0913	1.1313	2.6200e-003	0.1312	1.8200e-003	0.1331	0.0362	1.6800e-003	0.0379		212.9450	212.9450	0.0111		213.1787
Total	**0.0720**	**0.0913**	**1.1313**	**2.6200e-003**	**0.1312**	**1.8200e-003**	**0.1331**	**0.0362**	**1.6800e-003**	**0.0379**		**212.9450**	**212.9450**	**0.0111**		**213.1787**

3.3 Grading - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					6.7129	0.0000	6.7129	3.3918	0.0000	3.3918			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.7129**	**2.0388**	**8.7517**	**3.3918**	**1.8757**	**5.2675**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	2.9564	45.7011	33.8332	0.1325	3.0917	0.6731	3.7647	0.8465	0.6191	1.4657		13,143.2081	13,143.2081	0.0969		13,145.2423
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**3.0164**	**45.7771**	**34.7760**	**0.1346**	**3.2593**	**0.6746**	**3.9339**	**0.8910**	**0.6205**	**1.5116**		**13,320.6622**	**13,320.6622**	**0.1062**		**13,322.8912**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Fugiti□e Dust					2.5677	0.0000	2.5677	1.2974	0.0000	1.2974			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**2.5677**	**2.0388**	**4.6065**	**1.2974**	**1.8757**	**3.1731**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.3 Grading - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	2.9564	45.7011	33.8332	0.1325	2.1530	0.6731	2.8260	0.6161	0.6191	1.2353		13,143.2081	13,143.2081	0.0969		13,145.2423
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1094	1.5200e-003	0.1109	0.0302	1.4000e-003	0.0316		177.4541	177.4541	9.2800e-003		177.6489
Total	**3.0164**	**45.7771**	**34.7760**	**0.1346**	**2.2623**	**0.6746**	**2.9369**	**0.6463**	**0.6205**	**1.2668**		**13,320.6622**	**13,320.6622**	**0.1062**		**13,322.8912**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3390	3.5101	4.2000	9.6600e-003	0.2745	0.0536	0.3281	0.0781	0.0493	0.1274		953.4973	953.4973	6.8800e-003		953.6418
Worker	0.4523	0.5729	7.1022	0.0164	1.2631	0.0114	1.2745	0.3350	0.0106	0.3455		1,336.8211	1,336.8211	0.0699		1,338.2884
Total	**0.7913**	**4.0830**	**11.3022**	**0.0261**	**1.5376**	**0.0651**	**1.6027**	**0.4131**	**0.0599**	**0.4730**		**2,290.3184**	**2,290.3184**	**0.0768**		**2,291.9303**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3390	3.5101	4.2000	9.6600e-003	0.1942	0.0536	0.2479	0.0584	0.0493	0.1077		953.4973	953.4973	6.8800e-003		953.6418
Worker	0.4523	0.5729	7.1022	0.0164	0.8238	0.0114	0.8353	0.2272	0.0106	0.2377		1,336.8211	1,336.8211	0.0699		1,338.2884
Total	**0.7913**	**4.0830**	**11.3022**	**0.0261**	**1.0181**	**0.0651**	**1.0831**	**0.2856**	**0.0599**	**0.3454**		**2,290.3184**	**2,290.3184**	**0.0768**		**2,291.9303**

3.5 Paving - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Pa□ing	0.0491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9565**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1677**	**1.5200e-003**	**0.1692**	**0.0445**	**1.4000e-003**	**0.0459**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Pa□ing	0.0491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9565**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0761	0.9428	2.1800e-003	0.1094	1.5200e-003	0.1109	0.0302	1.4000e-003	0.0316		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.0600**	**0.0761**	**0.9428**	**2.1800e-003**	**0.1094**	**1.5200e-003**	**0.1109**	**0.0302**	**1.4000e-003**	**0.0316**		**177.4541**	**177.4541**	**9.2800e-003**		**177.6489**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Archit. Coating	8.4068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**8.7391**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0921	0.1166	1.4456	3.3400e-003	0.2571	2.3300e-003	0.2594	0.0682	2.1500e-003	0.0703		272.0963	272.0963	0.0142		272.3950
Total	**0.0921**	**0.1166**	**1.4456**	**3.3400e-003**	**0.2571**	**2.3300e-003**	**0.2594**	**0.0682**	**2.1500e-003**	**0.0703**		**272.0963**	**272.0963**	**0.0142**		**272.3950**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Archit. Coating	8.4068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**8.7391**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0921	0.1166	1.4456	3.3400e-003	0.1677	2.3300e-003	0.1700	0.0462	2.1500e-003	0.0484		272.0963	272.0963	0.0142		272.3950
Total	**0.0921**	**0.1166**	**1.4456**	**3.3400e-003**	**0.1677**	**2.3300e-003**	**0.1700**	**0.0462**	**2.1500e-003**	**0.0484**		**272.0963**	**272.0963**	**0.0142**		**272.3950**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Mitigated	0.0354	0.2133	0.4931	1.4700e-003	0.0711	3.3900e-003	0.0745	0.0192	3.1200e-003	0.0223		125.6041	125.6041	3.5900e-003		125.6794
Un□itigated	0.0354	0.2133	0.4931	1.4700e-003	0.0711	3.3900e-003	0.0745	0.0192	3.1200e-003	0.0223		125.6041	125.6041	3.5900e-003		125.6794

4.2 Trip Summary Information

	A□erage Dail□ □rip Rate			Un□itigated	Mitigated
Land Use	Weekda□	Saturda□	Sunda□	Annual VM□	Annual VM□
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	7.57	7.57	7.57	32,427	32,427
□otal	7.57	7.57	7.57	32,427	32,427

4.3 Trip Type Information

	Miles			□rip □			□rip Purpose □		
Land Use	□-W or C-W	□-S or C-C	□-O or C-NW	□-W or C-W	□-S or C-C	□-O or C-NW	Pri□ar□	Di□erted	Pass-b□
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LD□1	LD□2	MDV	L□D1	L□D2	M□D	□□D	O□US	U□US	MC□	S□US	M□
0.692080	0.075560	0.232360	0.034600	0.000000	0.000000	0.000000	0.169700	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

4.4 Fleet Mix

□istorical Energ□Use: N

5.1 Mitigation Measures Energy

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Natural□as Mitigated	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Natural□as Un□itigated	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural□a s Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	lb/da□										lb/da□					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	89.8282	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Total		**9.7000e-004**	**8.8100e-003**	**7.4000e-003**	**5.0000e-005**		**6.7000e-004**	**6.7000e-004**		**6.7000e-004**	**6.7000e-004**		**10.5680**	**10.5680**	**2.0000e-004**	**1.9000e-004**	**10.6323**

5.2 Energy by Land Use - NaturalGas

Mitigated

	Natural□as Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	lb/da□										lb/da□					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.0898282	9.7000e-004	8.8100e-003	7.4000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5680	10.5680	2.0000e-004	1.9000e-004	10.6323
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.7000e-004**	**8.8100e-003**	**7.4000e-003**	**5.0000e-005**		**6.7000e-004**	**6.7000e-004**		**6.7000e-004**	**6.7000e-004**		**10.5680**	**10.5680**	**2.0000e-004**	**1.9000e-004**	**10.6323**

6.0 Area Detail

6.1 Mitigation Measures Area

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	lb/da□										lb/da□					
Mitigated	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Un□itigated	5.8671	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289

6.2 Area by SubCategory

Unmitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	lb/da□										lb/da□					
Architectural Coating	0.5298					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consu□er Products	5.3318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5100e-003	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Total	**5.8671**	**5.4000e-004**	**0.0576**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1218**	**0.1218**	**3.3000e-004**		**0.1289**

Mitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	lb/da□										lb/da□					
Architectural Coating	0.5298					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consu□er Products	5.3318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5100e-003	5.4000e-004	0.0576	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1218	0.1218	3.3000e-004		0.1289
Total	**5.8671**	**5.4000e-004**	**0.0576**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1218**	**0.1218**	**3.3000e-004**		**0.1289**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equip□ent □□pe	Nu□ber	□ours/Da□	Da□s/□ear	□orse P□er	Load Factor	Fuel □□e

10.0 Vegetation

Gale Avenue Warehouse Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.03	1000sqft	0.83	36,030.00	0
Parking Lot	479.00	Space	4.31	191,600.00	0
Other Non-Asphalt Surfaces	41.66	1000sqft	0.96	41,655.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pro□ect Characteristics -

Land Use -

Construction Phase - Construction, pa□ng, and architectural coating assu□ed to occur si□ultaneousl□

□rading -

Vehicle □rips - □rip rates per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Vechicle E□ission Factors - Fleet Mi□per □raffic Report.

Construction Off-road Equip□ent Mitigation - Fugiti□e Dust □itigation per SCA□MD Rule 403.

□able Na□e	Colu□n Na□e	Default Value	Ne□ Value
tblConstDustMitigation	CleanPa□edRoadPercentReduction	0	40
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	Nu□Da□s	20.00	230.00
tblConstructionPhase	PhaseEndDate	11/16/2018	12/29/2017
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseEndDate	11/16/2018	12/31/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tblConstructionPhase	PhaseStartDate	1/1/2018	2/11/2017
tbl□rading	MaterialE□ported	0.00	28,400.00
tblPro□ectCharacteristics	Operational□ear	2014	2018
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	□□D	0.03	0.17
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LDA	0.53	0.69
tblVehicleEF	LD□1	0.06	0.08

tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□1	0.06	0.08
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	LD□2	0.18	0.23
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D1	0.04	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	L□D2	6.2840e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MC□	3.6850e-003	0.00
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	MDV	0.12	0.03
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□	1.6710e-003	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	M□D	0.02	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	O□US	2.4860e-003	0.00
tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	S□US	5.4000e-004	0.00

tblVehicleEF	S□US	5.4000e-004	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicleEF	U□US	3.1510e-003	0.00
tblVehicle□rips	S□□□R	2.59	0.21
tblVehicle□rips	SU□□R	2.59	0.21
tblVehicle□rips	WD□□R	2.59	0.21

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	tons/□r										M□/□r					
2017	1.7865	7.2455	6.4535	0.0114	0.4118	0.4046	0.8164	0.1520	0.3777	0.5297	0.0000	987.9418	987.9418	0.1693	0.0000	991.4973
Total	**1.7865**	**7.2455**	**6.4535**	**0.0114**	**0.4118**	**0.4046**	**0.8164**	**0.1520**	**0.3777**	**0.5297**	**0.0000**	**987.9418**	**987.9418**	**0.1693**	**0.0000**	**991.4973**

Mitigated Construction

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
□ear	tons/□r										M□/□r					
2017	1.7865	7.2455	6.4535	0.0114	0.2295	0.4046	0.6341	0.0795	0.3777	0.4572	0.0000	987.9411	987.9411	0.1693	0.0000	991.4966
Total	**1.7865**	**7.2455**	**6.4535**	**0.0114**	**0.2295**	**0.4046**	**0.6341**	**0.0795**	**0.3777**	**0.4572**	**0.0000**	**987.9411**	**987.9411**	**0.1693**	**0.0000**	**991.4966**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**44.27**	**0.00**	**22.33**	**47.69**	**0.00**	**13.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Area	1.0704	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146
Energ□	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	94.9539	94.9539	4.3200e-003	9.2000e-004	95.3293
Mobile	6.4800e-003	0.0411	0.0932	2.6000e-004	0.0127	6.2000e-004	0.0133	3.4400e-003	5.7000e-004	4.0000e-003	0.0000	20.2193	20.2193	5.9000e-004	0.0000	20.2318
Waste						0.0000	0.0000		0.0000	0.0000	6.8753	0.0000	6.8753	0.4063	0.0000	15.4080
Water						0.0000	0.0000		0.0000	0.0000	2.6433	31.0463	33.6896	0.2729	6.7100e-003	41.4998
Total	**1.0771**	**0.0428**	**0.1018**	**2.7000e-004**	**0.0127**	**7.7000e-004**	**0.0135**	**3.4400e-003**	**7.2000e-004**	**4.1500e-003**	**9.5186**	**146.2333**	**155.7520**	**0.6842**	**7.6300e-003**	**172.4835**

2.2 Overall Operational

Mitigated Operational

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Area	1.0704	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146
Energ□	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	94.9539	94.9539	4.3200e-003	9.2000e-004	95.3293
Mobile	6.4800e-003	0.0411	0.0932	2.6000e-004	0.0127	6.2000e-004	0.0133	3.4400e-003	5.7000e-004	4.0000e-003	0.0000	20.2193	20.2193	5.9000e-004	0.0000	20.2318
Waste						0.0000	0.0000		0.0000	0.0000	6.8753	0.0000	6.8753	0.4063	0.0000	15.4080
Water						0.0000	0.0000		0.0000	0.0000	2.6433	31.0463	33.6896	0.2729	6.7000e-003	41.4956
Total	**1.0771**	**0.0428**	**0.1018**	**2.7000e-004**	**0.0127**	**7.7000e-004**	**0.0135**	**3.4400e-003**	**7.2000e-004**	**4.1500e-003**	**9.5186**	**146.2333**	**155.7520**	**0.6841**	**7.6200e-003**	**172.4793**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.13**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Nu□ber	Phase Na□e	Phase □□pe	Start Date	End Date	Nu□ Da□s Week	Nu□ Da□s	Phase Description
1	Site Preparation	Site Preparation	1/1/2017	1/13/2017	5	10	
2	□rading	□rading	1/14/2017	2/10/2017	5	20	
3	□uilding Construction	□uilding Construction	2/11/2017	12/31/2017	5	230	
4	Pa□ng	Pa□ng	2/11/2017	12/31/2017	5	230	
5	Architectural Coating	Architectural Coating	2/11/2017	12/29/2017	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 125,150; Non-Residential Outdoor: 41,717 (Architectural Coating – sqft)

OffRoad Equipment

Phase Na□e	Offroad Equip□ent □□pe	A□ount	Usage □ours	□orse Po□er	Load Factor
Architectural Coating	Air Co□pressors	1	6.00	78	0.48
□rading	E□ca□ators	1	8.00	162	0.38
□uilding Construction	Cranes	1	7.00	226	0.29
□uilding Construction	Forklifts	3	8.00	89	0.20
□uilding Construction	□enerator Sets	1	8.00	84	0.74
Pa□ing	Pa□ers	2	8.00	125	0.42
Pa□ing	Rollers	2	8.00	80	0.38
□rading	Rubber □ired Dozers	1	8.00	255	0.40
□uilding Construction	□ractors/Loaders/□ackhoes	3	7.00	97	0.37
□rading	□raders	1	8.00	174	0.41
□rading	□ractors/Loaders/□ackhoes	3	8.00	97	0.37
Pa□ing	Pa□ing Equip□ent	2	8.00	130	0.36
Site Preparation	□ractors/Loaders/□ackhoes	4	8.00	97	0.37
Site Preparation	Rubber □ired Dozers	3	8.00	255	0.40
□uilding Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Na□e	Offroad Equip□ent Count	Worker □rip Nu□ber	Vendor □rip Nu□ber	□auling □rip Nu□ber	Worker □rip Length	Vendor □rip Length	□auling □rip Length	Worker Vehicle Class	Vendor Vehicle Class	□auling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□rading	6	15.00	0.00	3,550.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
□uilding Construction	9	113.00	44.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Pa□ing	6	15.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD□Mi□	□D□□Mi□	□□D□

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace □round Co□er

Water E□posed Area

Reduce Vehicle Speed on Unpa□ed Roads

Clean Pa□ed Roads

3.2 Site Preparation - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Fugiti□e Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0903**	**0.0138**	**0.1041**	**0.0497**	**0.0127**	**0.0623**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

3.2 Site Preparation - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9263**	**0.9263**	**5.0000e-005**	**0.0000**	**0.9274**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Fugiti□e Dust					0.0346	0.0000	0.0346	0.0190	0.0000	0.0190	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0346**	**0.0138**	**0.0483**	**0.0190**	**0.0127**	**0.0317**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

3.2 Site Preparation - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**6.4000e-004**	**1.0000e-005**	**6.5000e-004**	**1.8000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.9263**	**0.9263**	**5.0000e-005**	**0.0000**	**0.9274**

3.3 Grading - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Fugiti□e Dust					0.0671	0.0000	0.0671	0.0339	0.0000	0.0339	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
Total	**0.0346**	**0.3598**	**0.2538**	**3.0000e-004**	**0.0671**	**0.0204**	**0.0875**	**0.0339**	**0.0188**	**0.0527**	**0.0000**	**27.6117**	**27.6117**	**8.4600e-003**	**0.0000**	**27.7893**

3.3 Grading - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0306	0.4815	0.3827	1.3200e-003	0.0304	6.7400e-003	0.0371	8.3400e-003	6.2000e-003	0.0145	0.0000	119.1155	119.1155	8.8000e-004	0.0000	119.1341
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	8.7000e-004	9.0100e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
Total	**0.0312**	**0.4823**	**0.3917**	**1.3400e-003**	**0.0320**	**6.7600e-003**	**0.0388**	**8.7800e-003**	**6.2100e-003**	**0.0150**	**0.0000**	**120.6594**	**120.6594**	**9.6000e-004**	**0.0000**	**120.6797**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Fugiti□e Dust					0.0257	0.0000	0.0257	0.0130	0.0000	0.0130	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
Total	**0.0346**	**0.3598**	**0.2538**	**3.0000e-004**	**0.0257**	**0.0204**	**0.0461**	**0.0130**	**0.0188**	**0.0317**	**0.0000**	**27.6117**	**27.6117**	**8.4600e-003**	**0.0000**	**27.7893**

3.3 Grading - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0306	0.4815	0.3827	1.3200e-003	0.0212	6.7400e-003	0.0280	6.0800e-003	6.2000e-003	0.0123	0.0000	119.1155	119.1155	8.8000e-004	0.0000	119.1341
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	8.7000e-004	9.0100e-003	2.0000e-005	1.0700e-003	2.0000e-005	1.0900e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
Total	**0.0312**	**0.4823**	**0.3917**	**1.3400e-003**	**0.0223**	**6.7600e-003**	**0.0290**	**6.3800e-003**	**6.2100e-003**	**0.0126**	**0.0000**	**120.6594**	**120.6594**	**9.6000e-004**	**0.0000**	**120.6797**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Off-Road	0.3568	3.0367	2.0849	3.0800e-003		0.2048	0.2048		0.1924	0.1924	0.0000	275.4010	275.4010	0.0678	0.0000	276.8244
Total	**0.3568**	**3.0367**	**2.0849**	**3.0800e-003**		**0.2048**	**0.2048**		**0.1924**	**0.1924**	**0.0000**	**275.4010**	**275.4010**	**0.0678**	**0.0000**	**276.8244**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	0.4218	0.5690	1.1100e-003	0.0311	6.1900e-003	0.0372	8.8600e-003	5.7000e-003	0.0146	0.0000	99.1271	99.1271	7.3000e-004	0.0000	99.1424
Worker	0.0508	0.0750	0.7807	1.8100e-003	0.1424	1.3200e-003	0.1437	0.0378	1.2100e-003	0.0390	0.0000	133.7456	133.7456	7.2900e-003	0.0000	133.8987
Total	**0.0923**	**0.4968**	**1.3497**	**2.9200e-003**	**0.1735**	**7.5100e-003**	**0.1810**	**0.0467**	**6.9100e-003**	**0.0536**	**0.0000**	**232.8727**	**232.8727**	**8.0200e-003**	**0.0000**	**233.0411**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Off-Road	0.3568	3.0367	2.0849	3.0800e-003		0.2048	0.2048		0.1924	0.1924	0.0000	275.4007	275.4007	0.0678	0.0000	276.8240
Total	**0.3568**	**3.0367**	**2.0849**	**3.0800e-003**		**0.2048**	**0.2048**		**0.1924**	**0.1924**	**0.0000**	**275.4007**	**275.4007**	**0.0678**	**0.0000**	**276.8240**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	0.4218	0.5690	1.1100e-003	0.0220	6.1900e-003	0.0282	6.6400e-003	5.7000e-003	0.0123	0.0000	99.1271	99.1271	7.3000e-004	0.0000	99.1424
Worker	0.0508	0.0750	0.7807	1.8100e-003	0.0930	1.3200e-003	0.0944	0.0257	1.2100e-003	0.0269	0.0000	133.7456	133.7456	7.2900e-003	0.0000	133.8987
Total	**0.0923**	**0.4968**	**1.3497**	**2.9200e-003**	**0.1151**	**7.5100e-003**	**0.1226**	**0.0323**	**6.9100e-003**	**0.0393**	**0.0000**	**232.8727**	**232.8727**	**8.0200e-003**	**0.0000**	**233.0411**

3.5 Paving - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Off-Road	0.2194	2.3341	1.6936	2.5600e-003		0.1309	0.1309		0.1204	0.1204	0.0000	237.9743	237.9743	0.0729	0.0000	239.5055
Pa□ing	5.6500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2250**	**2.3341**	**1.6936**	**2.5600e-003**		**0.1309**	**0.1309**		**0.1204**	**0.1204**	**0.0000**	**237.9743**	**237.9743**	**0.0729**	**0.0000**	**239.5055**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7500e-003	9.9600e-003	0.1036	2.4000e-004	0.0189	1.7000e-004	0.0191	5.0200e-003	1.6000e-004	5.1800e-003	0.0000	17.7538	17.7538	9.7000e-004	0.0000	17.7742
Total	**6.7500e-003**	**9.9600e-003**	**0.1036**	**2.4000e-004**	**0.0189**	**1.7000e-004**	**0.0191**	**5.0200e-003**	**1.6000e-004**	**5.1800e-003**	**0.0000**	**17.7538**	**17.7538**	**9.7000e-004**	**0.0000**	**17.7742**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Off-Road	0.2194	2.3341	1.6936	2.5600e-003		0.1309	0.1309		0.1204	0.1204	0.0000	237.9740	237.9740	0.0729	0.0000	239.5052
Pa□ing	5.6500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2250**	**2.3341**	**1.6936**	**2.5600e-003**		**0.1309**	**0.1309**		**0.1204**	**0.1204**	**0.0000**	**237.9740**	**237.9740**	**0.0729**	**0.0000**	**239.5052**

3.5 Paving - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7500e-003	9.9600e-003	0.1036	2.4000e-004	0.0124	1.7000e-004	0.0125	3.4100e-003	1.6000e-004	3.5700e-003	0.0000	17.7538	17.7538	9.7000e-004	0.0000	17.7742
Total	**6.7500e-003**	**9.9600e-003**	**0.1036**	**2.4000e-004**	**0.0124**	**1.7000e-004**	**0.0125**	**3.4100e-003**	**1.6000e-004**	**3.5700e-003**	**0.0000**	**17.7538**	**17.7538**	**9.7000e-004**	**0.0000**	**17.7742**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Archit. Coating	0.9668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0382	0.2513	0.2148	3.4000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	29.3624	29.3624	3.1000e-003	0.0000	29.4275
Total	**1.0050**	**0.2513**	**0.2148**	**3.4000e-004**		**0.0199**	**0.0199**		**0.0199**	**0.0199**	**0.0000**	**29.3624**	**29.3624**	**3.1000e-003**	**0.0000**	**29.4275**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0104	0.0153	0.1589	3.7000e-004	0.0290	2.7000e-004	0.0293	7.7000e-003	2.5000e-004	7.9500e-003	0.0000	27.2226	27.2226	1.4800e-003	0.0000	27.2537
Total	**0.0104**	**0.0153**	**0.1589**	**3.7000e-004**	**0.0290**	**2.7000e-004**	**0.0293**	**7.7000e-003**	**2.5000e-004**	**7.9500e-003**	**0.0000**	**27.2226**	**27.2226**	**1.4800e-003**	**0.0000**	**27.2537**

Mitigated Construction On-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Archit. Coating	0.9668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0382	0.2513	0.2148	3.4000e-004		0.0199	0.0199		0.0199	0.0199	0.0000	29.3624	29.3624	3.1000e-003	0.0000	29.4275
Total	**1.0050**	**0.2513**	**0.2148**	**3.4000e-004**		**0.0199**	**0.0199**		**0.0199**	**0.0199**	**0.0000**	**29.3624**	**29.3624**	**3.1000e-003**	**0.0000**	**29.4275**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
□auling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0104	0.0153	0.1589	3.7000e-004	0.0189	2.7000e-004	0.0192	5.2300e-003	2.5000e-004	5.4800e-003	0.0000	27.2226	27.2226	1.4800e-003	0.0000	27.2537
Total	**0.0104**	**0.0153**	**0.1589**	**3.7000e-004**	**0.0189**	**2.7000e-004**	**0.0192**	**5.2300e-003**	**2.5000e-004**	**5.4800e-003**	**0.0000**	**27.2226**	**27.2226**	**1.4800e-003**	**0.0000**	**27.2537**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Mitigated	6.4800e-003	0.0411	0.0932	2.6000e-004	0.0127	6.2000e-004	0.0133	3.4400e-003	5.7000e-004	4.0000e-003	0.0000	20.2193	20.2193	5.9000e-004	0.0000	20.2318
Un□itigated	6.4800e-003	0.0411	0.0932	2.6000e-004	0.0127	6.2000e-004	0.0133	3.4400e-003	5.7000e-004	4.0000e-003	0.0000	20.2193	20.2193	5.9000e-004	0.0000	20.2318

4.2 Trip Summary Information

	A□erage Dail□ □rip Rate			Un□itigated	Mitigated
Land Use	Weekda□	Saturda□	Sunda□	Annual VM□	Annual VM□
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	7.57	7.57	7.57	32,427	32,427
□otal	7.57	7.57	7.57	32,427	32,427

4.3 Trip Type Information

	Miles			□rip □			□rip Purpose □		
Land Use	□-W or C-W	□-S or C-C	□-O or C-NW	□-W or C-W	□-S or C-C	□-O or C-NW	Pri□ar□	Di□erted	Pass-b□
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LD□1	LD□2	MDV	L□D1	L□D2	M□D	□□D	O□US	U□US	MC□	S□US	M□
0.692080	0.075560	0.232360	0.034600	0.000000	0.000000	0.000000	0.169700	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

4.4 Fleet Mix

□istorical Energ□Use: N

5.1 Mitigation Measures Energy

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Electricit□ Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.2042	93.2042	4.2800e-003	8.9000e-004	93.5690
Electricit□ Un□itigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.2042	93.2042	4.2800e-003	8.9000e-004	93.5690
Natural□as Mitigated	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7497	1.7497	3.0000e-005	3.0000e-005	1.7603
Natural□as Un□itigated	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7497	1.7497	3.0000e-005	3.0000e-005	1.7603

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural□a s Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	tons/□r										M□/□r					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	32787.3	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7497	1.7497	3.0000e-005	3.0000e-005	1.7603
Total		**1.8000e-004**	**1.6100e-003**	**1.3500e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7497**	**1.7497**	**3.0000e-005**	**3.0000e-005**	**1.7603**

5.2 Energy by Land Use - NaturalGas

Mitigated

	Natural□as Use	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Land Use	k□□U/□r	tons/□r										M□/□r					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	32787.3	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7497	1.7497	3.0000e-005	3.0000e-005	1.7603
Total		**1.8000e-004**	**1.6100e-003**	**1.3500e-003**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7497**	**1.7497**	**3.0000e-005**	**3.0000e-005**	**1.7603**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricit□ Use	□otal CO2	C□4	N2O	CO2e
Land Use	kWh/□r	M□/□r			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168608	48.2500	2.2200e-003	4.6000e-004	48.4389
Unrefrigerated Warehouse-No Rail	157091	44.9542	2.0700e-003	4.3000e-004	45.1301
Total		**93.2042**	**4.2900e-003**	**8.9000e-004**	**93.5690**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricit□ Use	□otal CO2	C□4	N2O	CO2e
Land Use	kWh/□r	M□/□r			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	168608	48.2500	2.2200e-003	4.6000e-004	48.4389
Unrefrigerated Warehouse-No Rail	157091	44.9542	2.0700e-003	4.3000e-004	45.1301
Total		**93.2042**	**4.2900e-003**	**8.9000e-004**	**93.5690**

6.0 Area Detail

6.1 Mitigation Measures Area

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
Categor□	tons/□r										M□/□r					
Mitigated	1.0704	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146
Un□itigated	1.0704	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146

6.2 Area by SubCategory

Unmitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	tons/□r										M□/□r					
Architectural Coating	0.0967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consu□er Products	0.9731					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9000e-004	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146
Total	**1.0704**	**7.0000e-005**	**7.2000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0138**	**0.0138**	**4.0000e-005**	**0.0000**	**0.0146**

Mitigated

	RO□	NO□	CO	SO2	Fugiti□e PM10	E□haust PM10	PM10 □otal	Fugiti□e PM2.5	E□haust PM2.5	PM2.5 □otal	□io- CO2	N□io- CO2	□otal CO2	C□4	N2O	CO2e
SubCategor□	tons/□r										M□/□r					
Architectural Coating	0.0967					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consu□er Products	0.9731					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9000e-004	7.0000e-005	7.2000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0138	0.0138	4.0000e-005	0.0000	0.0146
Total	**1.0704**	**7.0000e-005**	**7.2000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0138**	**0.0138**	**4.0000e-005**	**0.0000**	**0.0146**

7.0 Water Detail

7.1 Mitigation Measures Water

	□otal CO2	C□4	N2O	CO2e
Categor□	M□/□r			
Mitigated	33.6896	0.2729	6.7000e-003	41.4956
Un□itigated	33.6896	0.2729	6.7100e-003	41.4998

7.2 Water by Land Use

Unmitigated

	ndoor/Outdoor Use	□otal CO2	C□4	N2O	CO2e
Land Use	Mgal	M□/□r			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	8.33194 / 0	33.6896	0.2729	6.7100e-003	41.4998
Total		**33.6896**	**0.2729**	**6.7100e-003**	**41.4998**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	M□/□r			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	8.33194 / 0	33.6896	0.2729	6.7000e-003	41.4956
Total		**33.6896**	**0.2729**	**6.7000e-003**	**41.4956**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	M□/□r			
Mitigated	6.8753	0.4063	0.0000	15.4080
Un□itigated	6.8753	0.4063	0.0000	15.4080

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	□otal CO2	C□4	N2O	CO2e
Land Use	tons	M□/□r			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	33.87	6.8753	0.4063	0.0000	15.4080
Total		**6.8753**	**0.4063**	**0.0000**	**15.4080**

Mitigated

	Waste Disposed	□otal CO2	C□4	N2O	CO2e
Land Use	tons	M□/□r			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	33.87	6.8753	0.4063	0.0000	15.4080
Total		**6.8753**	**0.4063**	**0.0000**	**15.4080**

9.0 Operational Offroad

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

10.0 Vegetation

APPENDIX B – SOILS REPORT

GEOTECHNICAL INVESTIGATION
PROPOSED COMMERCIAL/INDUSTRIAL BUILDING

16801 Gale Avenue
City of Industry, California
for
LBA Realty

SoCalGeo

SOUTHERN
CALIFORNIA
GEOTECHNICAL
A California Corporation

March 3, 2016

SOUTHERN CALIFORNIA GEOTECHNICAL

LBA Realty
3347 Michelson, Suite 200
Irvine, California 92612

Attention: Mr. Bob Kubichek
Director of Development and Construction

Project No.: **16G114-1**

Subject: **Geotechnical Investigation**
Proposed Commercial/Industrial Building
16801 Gale Avenue
City of Industry, California

Gentlemen:

In accordance with your request, we have conducted a geotechnical investigation at the subject site. We are pleased to present this report summarizing the conclusions and recommendations developed from our investigation.

We sincerely appreciate the opportunity to be of service on this project. We look forward to providing additional consulting services during the course of the project. If we may be of further assistance in any manner, please contact our office.

Respectfully Submitted,

SOUTHERN CALIFORNIA GEOTECHNICAL, INC.

Joseph Lozano Leon
Staff Engineer

Daniel W. Nielsen, RCE 77915
Project Engineer

REGISTERED PROFESSIONAL ENGINEER
DANIEL W. NIELSEN
No. 77915
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STATE OF CALIFORNIA

John A. Seminara, CEG 2125
Principal Geologist

PROFESSIONAL GEOLOGIST
JOHN A. SEMINARA
No. 2125
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Distribution: (3) Addressee

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1.0 EXECUTIVE SUMMARY

Presented below is a brief summary of the conclusions and recommendations of this investigation. Since this summary is not all inclusive, it should be read in complete context with the entire report.

Geotechnical Design Considerations

- Our site-specific liquefaction evaluation indicates no potentially liquefiable soils at the site. Based on the results of this analysis, liquefaction is not considered to be a design concern for this project.
- The subject site is underlain by existing fill soils, extending to depths of 2½ to 6½± feet. These existing undocumented fill soils appear to have been placed during previous development and/or operation of the subject site. These existing fill soils are not considered suitable in their present condition, to support the loads of the new buildings. Remedial grading will be necessary to remove these soils and replace them as compacted structural fill.

Site Preparation

- Demolition of the existing, pavements, light standards, and landscape planters will be necessary in order to facilitate the construction of the proposed development. Demolition should include all foundations, utilities, and any other subsurface improvements that will not remain in place with the new development. Concrete and asphalt debris may be crushed to a maximum 2-inch particle size, mixed with the on-site soils, and reused as compacted structural fill. It may also be feasible to crush these materials for use as crushed miscellaneous base (CMB).
- Initial site preparation should also include stripping of any surficial vegetation. Vegetation including grass and weed growth, trees, and any organic soils should be properly disposed of off-site. Root balls associated with the trees should be removed in their entirety, and the resultant excavations should be backfilled with compacted structural fill soils.
- Remedial grading should be performed within the proposed building area to remove all of the existing undocumented fill soils and a portion of the near surface alluvium. The near surface soils should be overexcavated to a depth of at least 4 feet below existing site grades and to a depth of at least 4 feet below the proposed building pad subgrade elevation. Within the influence zones of new foundations, the overexcavation should extend to a depth of at least 3 feet below the proposed foundation bearing grade. The overexcavation should also extend to a sufficient depth to remove all of the artificial fill soils, which extend to depths of 2½ to 6½± feet at the boring locations.
- After the overexcavation has been completed, the resulting subgrade soils should be evaluated by the geotechnical engineer to identify any additional soils that should be removed. Resulting subgrade should then be scarified to a depth of at least 12 inches and moisture conditioned to 2 to 4 percent above optimum. The previously excavated soils may then be replaced as compacted structural fill. All structural fill soils should be compacted to at least 90 percent of the ASTM D-1557 maximum dry density.

- The new pavement and flatwork subgrade soils are recommended to be scarified to a depth of 12± inches, thoroughly moisture conditioned and recompacted to at least 90 percent of the ASTM D-1557 maximum dry density.

Building Foundations

- Spread footing foundations, supported in newly placed structural fill soils.
- Maximum, net allowable soil bearing pressure: 2,500 lbs/ft^2.
- Reinforcement consisting of at least six (6) No. 5 rebars (3 top and 3 bottom) in strip footings due to the presence of medium expansive soils. Additional reinforcement may be necessary for structural considerations.

Building Floor Slab

- Conventional Slab-on-Grade, 6 inches thick.
- Modulus of Subgrade Reaction: k = 80 psi/in.
- Reinforcement consisting of at least No. 4 bars at 18 inches on center, in both directions, due to the presence of medium expansive soils.
- The actual thickness and reinforcement of the floor slabs should be determined by the structural engineer.

Pavements

ASPHALT PAVEMENTS (R = 10)				
Materials	**Thickness (inches)**			
	Auto Parking (TI = 4.0)	Auto Drive Lanes (TI = 5.0)	Truck Traffic	
			(TI = 6.0)	(TI = 7.0)
Asphalt Concrete	2½	3	4	4
Aggregate Base	7	9	11	15
Compacted Subgrade	12	12	12	12

PORTLAND CEMENT CONCRETE PAVEMENTS			
Materials	**Thickness (inches)**		
	Auto Parking & Drives (TI = 5.0)	Truck Traffic	
		(TI = 6.0)	(TI = 7.0)
PCC	5	5½	7
Compacted Subgrade	12	12	12

2.0 SCOPE OF SERVICES

The scope of services performed for this project was in accordance with our Proposal No. 16P129, dated February 3, 2016. The scope of services included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the building foundations, building floor slab, and parking lot pavements along with site preparation recommendations and construction considerations for the proposed development. Based on the location of this site, this investigation also included a site-specific liquefaction evaluation. The evaluation of the environmental aspects of this site was beyond the scope of services for this geotechnical investigation.

3.0 SITE AND PROJECT DESCRIPTION

3.1 Site Conditions

The subject site is located on the north side of Gale Avenue, 400± feet west of the intersection of John Reed Court and Gale Avenue in City of Industry, California. The site address is 16801 Gale Avenue. The site is bounded to the north and west by existing commercial/industrial buildings, to the south by Gale Avenue, and to the east by a railroad spur. The general location of the site is illustrated on the Site Location Map, included as Plate 1 of this report.

The subject site consists of a rectangular shaped area, 1.5± acres in size. The site is currently developed as an automobile parking lot for the northerly and westerly adjacent buildings. The majority of the subject area is paved with asphaltic concrete with a landscaped area along the southern property line and isolated landscape planters in the parking lot area. A chain link fence is present along the eastern property line separating the subject site from the railroad easement. The existing asphalt pavements are in poor condition with moderate to severe cracking throughout.

Detailed topographic information was not available at the time of this report. Based on visual observations made at the time of the subsurface investigation, the overall site topography generally slopes downward to the north at an estimated gradient of 2± percent.

3.2 Proposed Development

Based on a site plan prepared by Ware Malcomb, which was provided to our office by the client, the site will be developed with one (1) new commercial/industrial building, which will be 36,030± ft^2 in size. Dock high and at-grade doors will be constructed along the west side of the building. The building is expected to be surrounded by asphaltic concrete pavements in the parking and drive areas, Portland cement concrete pavements in the loading dock area, and landscape planters throughout.

Preliminary structural plans, prepared by Bushra Tsai Incorporated, were provided to our office by the client. The plans indicate that new building will be a single-story structure of tilt-up concrete construction, supported on a conventional shallow foundation system with a concrete slab-on-grade floor. Based on this construction, maximum column and wall loads are expected to be on the order of 100 kips and 3 to 5 kips per linear foot, respectively.

No significant amounts of below grade construction, such as basements or crawl spaces, are expected to be included in the proposed development. Based on the relatively level site topography, cuts and fills of less than 3± feet are expected to be necessary to achieve the proposed pad grades.

4.0 SUBSURFACE EXPLORATION

4.1 Scope of Exploration/Sampling Methods

The subsurface exploration conducted for this project consisted of three (3) borings advanced to depths of 25 to 50± feet below the existing site grades. Boring No. B-3 was extended to a depth of 50± feet as part of the liquefaction evaluation. All of the borings were logged during drilling by a member of our staff.

The borings were advanced with hollow-stem augers, by a limited access track-mounted drilling rig. Representative bulk and undisturbed soil samples were taken during drilling. Relatively undisturbed samples were taken with a split barrel "California Sampler" containing a series of one inch long, 2.416± inch diameter brass rings. This sampling method is described in ASTM Test Method D-3550. Undisturbed samples were also taken using a 1.4± inch inside diameter split spoon sampler, in general accordance with ASTM D-1586. Both of these samplers were driven into the ground with successive blows of a 140-pound weight falling 30 inches. The blow counts obtained during driving are recorded for further analysis. Bulk samples were collected in plastic bags to retain their original moisture content. The relatively undisturbed ring samples were placed in molded plastic sleeves that were then sealed and transported to our laboratory.

The approximate locations of the borings are indicated on the Boring Location Plan, included as Plate 2 in Appendix A of this report. The Boring Logs, which illustrate the conditions encountered at the boring locations, as well as the results of some of the laboratory testing, are included in Appendix B.

4.2 Geotechnical Conditions

Pavements

Asphaltic concrete pavements were present at the ground surface at all of the boring locations. At these locations, the pavement section consists of 2± inches of asphaltic concrete, underlain by 6± inches of aggregate base.

Artificial Fill

Artificial fill soils were encountered beneath the pavements at all of the boring locations extending to depths of 2½ to 6½± feet below the existing site grades. The fill soils generally consist of medium stiff to very stiff silty clays to fine sandy clays with varying amounts of fine gravel. The fill soils possess a disturbed appearance and some samples contain minor debris, such as asphaltic concrete fragments, resulting in their classification as artificial fill.

Alluvium

Native alluvium was encountered beneath the artificial fill soils at all of the boring locations, extending to at least the maximum depth explored of 50± feet below existing site grades. The near surface alluvial soils at Boring Nos. B-1 and B-2 generally consist of stiff to very stiff fine sandy clays, and loose to medium dense clayey fine sands extending to depths of 8½ to 12± feet. The near surface alluvium at Boring No. B-3 generally consists of stiff to very stiff silty clay with trace to little fine sand, extending to a depth of 12± feet. At greater depths, the alluvial soils generally consist of loose to very dense sands with varying silt and fine to coarse gravel content. Boring No. B-2 encountered a layer of medium dense clayey fine sand with traces of silt at depths of 22 to 25± feet and Boring No. B-3 encountered thinly interbedded strata consisting of dense silty fine sands and fine sandy silts at depths between 32 to 34½± feet.

Groundwater

Free water was encountered at Boring No. 3 at a depth of 35± feet. Based on the moisture contents of the recovered soil samples and the water measurements taken within the open boreholes, the static groundwater table is considered to have been present at a depth of 35± feet below the site existing site grades at the time of subsurface exploration.

As part of our research, we reviewed available groundwater data in order to determine the historic high groundwater level for the site. The primary reference used to determine the historic groundwater depths in this area is CGS Open File Report 98-13, the Seismic Hazard Evaluation of the Baldwin Park Quadrangle which indicates that the historic high groundwater level for the site was 15 feet below the ground surface. More recent water level data was obtained from the California Department of Water Resources website, http://www.water.ca.gov/waterdatalibrary/. The nearest monitoring well is located approximately 2,440 feet northeast of the site. Water level readings within this monitoring well indicates high groundwater levels of 24± feet (April 2011) below the ground surface. Therefore, the high groundwater depth of 15 feet reported in OFR 98-13 is considered to be conservative with respect to the recent site conditions.

5.0 LABORATORY TESTING

The soil samples recovered from the subsurface exploration were returned to our laboratory for further testing to determine selected physical and engineering properties of the soils. The tests are briefly discussed below. It should be noted that the test results are specific to the actual samples tested, and variations could be expected at other locations and depths.

Classification

All recovered soil samples were classified using the Unified Soil Classification System (USCS), in accordance with ASTM D-2488. Field identifications were then supplemented with additional visual classifications and/or by laboratory testing. The USCS classifications are shown on the Boring Logs and are periodically referenced throughout this report.

Density and Moisture Content

The density has been determined for selected relatively undisturbed ring samples. These densities were determined in general accordance with the method presented in ASTM D-2937. The results are recorded as dry unit weight in pounds per cubic foot. The moisture contents are determined in accordance with ASTM D-2216, and are expressed as a percentage of the dry weight. These test results are presented on the Boring Logs.

Consolidation

Selected soil samples have been tested to determine their consolidation potential, in accordance with ASTM D-2435. The testing apparatus is designed to accept either natural or remolded samples in a one-inch high ring, approximately 2.416 inches in diameter. Each sample is then loaded incrementally in a geometric progression and the resulting deflection is recorded at selected time intervals. Porous stones are in contact with the top and bottom of the sample to permit the addition or release of pore water. The samples are typically inundated with water at an intermediate load to determine their potential for collapse or heave. The results of the consolidation testing are plotted on Plates C-1 through C-4 in Appendix C of this report.

Maximum Dry Density and Optimum Moisture Content

A representative bulk sample has been tested for its maximum dry density and optimum moisture content. The results have been obtained using the Modified Proctor procedure, per ASTM D-1557 and are presented on Plate C-5 in Appendix C of this report. These tests are generally used to compare the in place densities of undisturbed field samples, and for later compaction testing. Additional testing of other soil types or soil mixes may be necessary at a later date.

Expansion Index

The expansion potential of the on-site soils was determined in general accordance with ASTM D-4829. The testing apparatus is designed to accept a 4-inch diameter, 1-in high, remolded

sample. The sample is initially remolded to 50± 1 percent saturation and then loaded with a surcharge equivalent to 144 pounds per square foot. The sample is then inundated with water, and allowed to swell against the surcharge. The resultant swell or consolidation is recorded after a 24-hour period. The results of the EI testing are as follows:

Sample Identification	Expansion Index	Expansive Potential
B-1 @ 0 to 5 feet	85	Medium

Resistivity and pH Testing

A representative sample of the near-surface soils was submitted to a subcontracted analytical laboratory for determination of electrical resistivity and pH. The resistivity of the soil is an indication of the soil's corrosive potential with respect to buried metal improvements such as utility lines. The results of the resistivity and pH testing are presented below, and are discussed further in a subsequent section of this report.

Sample Identification	pH	Resistivity (ohm-cm)
B-1 @ 0 to 5 feet	8.0	7,800

Soluble Sulfates

A representative sample of the near-surface soils was submitted to a subcontracted analytical laboratory for determination of soluble sulfate content. Soluble sulfates are naturally present in soils, and if the concentration is high enough, can result in degradation of concrete which comes into contact with these soils. The result of the soluble sulfate testing is presented below:

Sample Identification	Soluble Sulfates (%)	Sulfate Classification
B-1 @ 0 to 5 feet	0.014	Negligible

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our review, field exploration, laboratory testing and geotechnical analysis, the proposed development is considered feasible from a geotechnical standpoint. The recommendations contained in this report should be taken into the design, construction, and grading considerations. The recommendations are contingent upon all grading and foundation construction activities being monitored by the geotechnical engineer of record. The Grading Guide Specifications, included as Appendix D, should be considered part of this report, and should be incorporated into the project specifications. The contractor and/or owner of the development should bring to the attention of the geotechnical engineer any conditions that differ from those stated in this report, or which may be detrimental for the development.

6.1 Seismic Design Considerations

The subject site is located in an area which is subject to strong ground motions due to earthquakes. The performance of a site specific seismic hazards analysis was beyond the scope of this investigation. However, numerous faults capable of producing significant ground motions are located near the subject site. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structures should, however, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life.

Faulting and Seismicity

Research of available maps indicates that the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SCG did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered to be low.

Seismic Design Parameters

Based on standards in place at the time of this report, the proposed development is expected to be designed in accordance with the requirements of the 2013 edition of the California Building Code (CBC). The CBC provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. The seismic design parameters presented below are based on the soil profile and the proximity of known faults with respect to the subject site.

The 2013 CBC Seismic Design Parameters have been generated using U.S. Seismic Design Maps, a web-based software application developed by the United States Geological Survey. This software application, available at the USGS web site, calculates seismic design parameters in accordance with the 2013 CBC, utilizing a database of deterministic site accelerations at 0.01 degree intervals. The table below is a compilation of the data provided by the USGS application. A copy of the output generated from this program is included in Appendix E of this report. A

copy of the Design Response Spectrum, as generated by the USGS application is also included in Appendix E. Based on this output, the following parameters may be utilized for the subject site:

2013 CBC SEISMIC DESIGN PARAMETERS

Parameter		Value
Mapped Spectral Acceleration at 0.2 sec Period	S_S	2.179
Mapped Spectral Acceleration at 1.0 sec Period	S_1	0.773
Site Class	---	D
Site Modified Spectral Acceleration at 0.2 sec Period	S_{MS}	2.179
Site Modified Spectral Acceleration at 1.0 sec Period	S_{M1}	1.159
Design Spectral Acceleration at 0.2 sec Period	S_{DS}	1.452
Design Spectral Acceleration at 1.0 sec Period	S_{D1}	0.773

Ground Motion Parameters

The ground motion parameters for the liquefaction analysis were determined in accordance with GS 045.0 Liquefaction and Lateral Spreading, prepared by the County of Los Angeles Department of Public Works, dated October 1, 2014. The referenced document states that the ground-motion parameters used in the liquefaction analysis may be determined by performing a probabilistic seismic hazard analysis utilizing peak horizontal ground acceleration (PGA) of 2 percent probability of exceedance in 50 years. The site-specific hazard analysis was performed utilizing the 2008 Interactive Deaggregations application available on the USGS web page, as allowed by county policy stated in GS 045.0. The results of the web-based software indicate a site PGA of 1.042g related to a 6.99 magnitude seismic event. These values were obtained utilizing an assumed site shear-wave velocity in the top 30 meters (V_s^{30}) equal to 260 m/s, which corresponds to NEHRP Site Class D soils. Results of the probabilistic seismic hazard analysis are included as Plate E-2 in Appendix E of this report.

Liquefaction

Research of the Seismic Hazards Zones Map for the Baldwin Park Quadrangle, published by the California Geological Survey (CGS) indicates that the site subject site is located within a liquefaction hazard zone. Based on this mapping, and the subsurface conditions encountered at the borings, the scope of this investigation included a detailed liquefaction evaluation in order to determine the site-specific liquefaction potential.

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated,

loose, poorly graded fine sands with a mean (d_{50}) grain size in the range of 0.075 to 0.2 mm (Seed and Idriss, 1971). Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 (Bray and Sancio, 2006) are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

The liquefaction analysis was conducted in accordance with the requirements of Special Publication 117A (CDMG, 2008), and currently accepted practice (SCEC, 1997). The liquefaction potential of the subject site was evaluated using the empirical method developed by Boulanger and Idriss (Boulanger and Idriss, 2008). This method predicts the earthquake-induced liquefaction potential of the site based on a given design earthquake magnitude and peak ground acceleration at the subject site. This procedure essentially compares the cyclic resistance ratio (CRR) [the cyclic stress ratio required to induce liquefaction for a cohesionless soil stratum at a given depth] with the earthquake-induced cyclic stress ratio (CSR) at that depth from a specified design earthquake (defined by a peak ground surface acceleration and an associated earthquake moment magnitude). CRR is determined as a function of the corrected SPT N-value $(N_1)_{60\text{-}cs}$, adjusted for fines content. The factor of safety against liquefaction is defined as CRR/CSR. Based on Special Publication 117A, a factor of safety of at least 1.3 is required in order to demonstrate that a given soil stratum is non-liquefiable. Additionally, in accordance with Special Publication 117A, clayey soils which do not meet the criteria for liquefiable soils defined by Bray and Sancio (2006), loose soils with a plasticity index (PI) less than 12 and moisture content greater than 85% of the liquid limit, are considered to be insusceptible to liquefaction. Non-sensitive soils with a PI greater than 18 are also considered non-liquefiable.

The liquefaction analysis procedure is tabulated on the spreadsheet forms included in Appendix F of this report. The liquefaction analysis was performed for Boring No. B-3, which was advanced to a depth of 50± feet. The liquefaction potential was analyzed at the boring locations utilizing a peak ground acceleration of 1.042g related to a 6.99 magnitude seismic event. The liquefaction evaluation was performed using the reported historic high groundwater depth of 15 feet.

If liquefiable soils are identified, the potential settlements that could occur as a result of liquefaction are determined using the equation for volumetric strain due to post-cyclic reconsolidation (Yoshimine et. al, 2006). This procedure uses an empirical relationship between the induced cyclic shear strain and the corrected N-value to determine the expected volumetric strain of saturated sands subjected to earthquake shaking. This analysis is also documented on the spreadsheets included in Appendix F.

Conclusions and Recommendations

The results of the liquefaction analysis identified no potentially liquefiable soils at the site. Soils which are located above the historic groundwater table, or possess factors of safety in excess of 1.3 are considered non-liquefiable. Based on the results of this analysis, liquefaction is not considered to be a design concern for this project.

6.2 Geotechnical Design Considerations

General

The subject site is generally underlain by artificial fill soils, extending to depths of 2½ to 6½± feet. The fill soils and near-surface alluvium generally consist of low density, expansive, silty clays and fine sandy clays. In addition, no documentation regarding the placement or compaction of the fill soils is known to exist. Based on these characteristics, the existing fill soils the near surface alluvium are not considered suitable, in their present condition, to support the foundation loads of the new structure. Furthermore, the Los Angeles County Public Works Department does not allow construction of new buildings on existing undocumented fill soils. Therefore, remedial grading will be necessary within the proposed building area in order to remove the existing fill and a portion of the near surface alluvium and replace these soils as compacted structural fill.

LA County Section 111 Statement

Based on the results of our geotechnical analysis, the proposed development will be safe with regard to landslides, settlement and/or slippage. In addition, the proposed development will not adversely affect the geologic stability of the adjacent properties. This finding is in accordance with Section 111 of the Los Angeles County Building Code.

Settlement

The recommended remedial grading will remove the existing undocumented fill soils as well as a portion of the near-surface native alluvium, and replace these materials as compacted structural fill. The native soils that will remain in place below the recommended depth of overexcavation will not be subject to significant load increases from the foundations of the new structure. Provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structures are expected to be within tolerable limits.

Expansion

The near surface soils at this site consist of sandy clays and silty clays. Laboratory testing performed on a representative sample of these materials indicate that they possess medium expansion potentials (EI = 85). Based on the presence of expansive soils, special care should be taken to properly moisture condition and maintain adequate moisture contents within all subgrade soils as well as newly placed fill soils. The foundation and floor slab design recommendations contained within this report are based on the assumption that the building pad will be underlain by low to medium expansive soils. It is recommended that additional expansion index testing be conducted at the completion of rough grading to verify the expansion potential of the as-graded building pad.

Soluble Sulfates

The results of the soluble sulfate testing indicate that the selected sample of the on-site soils contains negligible concentrations of soluble sulfates, in accordance with American Concrete

Institute (ACI) guidelines. Therefore, specialized concrete mix designs are not considered to be necessary, with regard to sulfate protection purposes. It is, however, recommended that additional soluble sulfate testing be conducted at the completion of rough grading to verify the soluble sulfate concentrations of the soils which are present at pad grade within the building area.

Corrosion Potential

The results of the electrical resistivity and pH testing indicate that a sample of the on-site soils has a resistivity of 7800 ohm-cm, and a pH of 8.0. These test results have been evaluated in accordance with guidelines published by the Ductile Iron Pipe Research Association (DIPRA). The DIPRA guidelines consist of a point system by which characteristics of the soils are used to quantify the corrosivity characteristics of the site. Resistivity and pH are two of the five factors that enter into the evaluation procedure. Relative soil moisture content as well as redox potential and sulfide testing are also part of the DIPRA procedure. Although redox potential and sulfide testing were not part of the scope of services for this project, we have evaluated the corrosivity characteristics of the on-site soils using resistivity, pH and moisture content. Based on these factors and utilizing the DIPRA procedure, the on-site soils are not considered to be corrosive to ductile iron pipe. The client may also wish to contact a corrosion engineer to provide a more thorough evaluation.

Shrinkage/Subsidence

Removal and recompaction of the near surface fill and/or alluvial soils is estimated to result in an average shrinkage of 7 to 12 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1± feet. This estimate may be used for grading in areas that are underlain by native alluvial soils.

These estimates are based on previous experience and the subsurface conditions encountered at the boring locations. The actual amount of subsidence is expected to be variable and will be dependant on the type of machinery used, repetitions of use, and dynamic effects, all of which are difficult to assess precisely.

Grading Plan Review

Grading plans were not available at the time of this report. It is therefore recommended that we be provided with copies of the preliminary grading plans, when they become available, for review with regard to the conclusions, recommendations, and assumptions contained within this report.

6.3 Site Grading Recommendations

The grading recommendations presented below are based on the subsurface conditions encountered at the boring locations and our understanding of the proposed development. We recommend that all grading activities be completed in accordance with the Grading Guide

Specifications included as Appendix D of this report, unless superseded by site-specific recommendations presented below.

Site Stripping and Demolition

Demolition of the existing pavements will be necessary in order to facilitate the construction of the proposed development. Demolition should include the existing light standards, landscape planters, utilities, foundations, and any other subsurface improvements that will not remain in place with the new development. Debris resultant from demolition should be disposed of offsite. Alternatively, concrete and asphalt debris may be pulverized to a maximum 2 inch particle size, well mixed with the on-site soils, and incorporated into new structural fills or it may be crushed and made into CMB, if desired.

Initial site stripping should also include removal of any surficial vegetation from the unpaved areas of the site. This should include any weeds, grasses, shrubs, and trees. Root balls associated with the trees should be removed in their entirety, and the resultant excavations should be backfilled with compacted structural fill soils. The actual extent of site stripping should be determined in the field by the geotechnical engineer, based on the organic content and stability of the materials encountered.

Treatment of Existing Soils: Building Pad

Remedial grading should be performed within the proposed building area in order to remove the existing undocumented fill soils and a portion of the near surface native alluvium. Based on conditions encountered at the boring locations, excavation to depths of up to 6½± feet will be required to remove the existing fill soils. The overexcavation is recommended to extend to a depth of at least 4 feet below existing grade and 4 feet below proposed building pad subgrade elevation, whichever is greater. In addition, the overexcavation should extend to a depth of at least 3 feet below the proposed foundation bearing grade within the influence zones of the new foundations.

The overexcavation should extend horizontally at least 5 feet beyond the building perimeters, and to an extent equal to the depth of fill below the new foundations, whichever is greater. If the proposed structures incorporate any exterior columns (such as for a canopy or overhang) the areas of overexcavation should also encompass these areas.

Following completion of the overexcavation, the subgrade soils within the overexcavation area should be evaluated by the geotechnical engineer to verify their suitability to serve as the structural fill subgrade, as well as to support the foundation loads of the proposed building. This evaluation should include proofrolling and probing to identify any soft, loose or otherwise unstable soils that must be removed. Some localized areas of deeper excavation may be required if additional fill materials or loose, porous, or low density native soils are encountered at the base of the overexcavation.

Based on the conditions encountered at the exploratory boring locations, some zones of moist to very moist soils may be encountered at or near the base of the recommended overexcavation. Stabilization of the exposed overexcavation subgrade soils may be necessary. Scarification and air drying of these materials is expected to be sufficient to obtain a stable subgrade. However, if

highly unstable soils are identified, and if the construction schedule does not allow for delays associated with drying, mechanical stabilization, usually consisting of coarse crushed stone or geotextile, could be necessary. In this event, the geotechnical engineer should be contacted for supplementary recommendations.

After a suitable overexcavation subgrade has been achieved, the exposed soils should be scarified to a depth of at least 12 inches, moisture treated to 2 to 4 percent above optimum moisture content, and compacted to at least 90 percent of the ASTM D-1557 maximum dry density. The previously excavated soils may then be replaced as compacted structural fill.

The building pad areas may then be raised to grade with the previously excavated soils or imported, low expansive structural fill.

Treatment of Existing Soils: Retaining Walls and Site Walls

The existing soils within the areas of any proposed retaining and site walls should be overexcavated to a depth of 2 feet below foundation bearing grade and replaced as compacted structural fill as discussed above for the proposed building pad. Any undocumented fill soils within any of these foundation areas should be removed in their entirety. The overexcavation subgrade soils should be evaluated by the geotechnical engineer prior to scarifying, moisture conditioning, and recompacting the upper 12 inches of exposed subgrade soils, as discussed for the building areas. The previously excavated soils may then be replaced as compacted structural fill.

Treatment of Existing Soils: Parking Areas

Based on economic considerations, overexcavation of the existing soils in the new parking and drive areas is not considered warranted, with the exception of areas where lower strength or unstable soils are identified by the geotechnical engineer during grading.

Subgrade preparation in the new parking and drive areas should initially consist of removal of all soils disturbed during stripping and demolition operations. The geotechnical engineer should then evaluate the subgrade to identify any areas of additional unsuitable soils. The subgrade soils should then be scarified to a depth of 12± inches, moisture conditioned to 2 to 4 percent above optimum, and recompacted to at least 90 percent of the ASTM D-1557 maximum dry density. Based on the presence of variable strength alluvial soils throughout the site, it is expected that some isolated areas of additional overexcavation may be required to remove zones of lower strength, unsuitable soils.

The grading recommendations presented above for the proposed parking and drive areas assume that the owner and/or developer can tolerate minor amounts of settlement within the proposed parking areas. The grading recommendations presented above do not completely mitigate the extent of existing undocumented fill soils in the parking areas. As such, settlement and associated pavement distress could occur. Typically, repair of such distressed areas involves significantly lower costs than completely mitigating these soils at the time of construction. If the owner cannot tolerate the risk of such settlements, the parking and drive areas should be overexcavated to a depth of 2 feet below proposed pavement subgrade elevation, with the resulting soils replaced as compacted structural fill.

Treatment of Existing Soils: Flatwork Areas

Subgrade preparation in the new flatwork areas should initially consist of removal of all soils disturbed during stripping and demolition operations. The geotechnical engineer should then evaluate the subgrade to identify any areas of additional unsuitable soils. The subgrade soils should then be scarified to a depth of 12± inches, moisture conditioned to 2 to 4 percent above optimum, and recompacted to at least 90 percent of the ASTM D-1557 maximum dry density. Based on the presence of variable strength fill and alluvial soils throughout the site, it is expected that some isolated areas of additional overexcavation may be required to remove zones of lower strength, unsuitable soils.

As noted previously, portions of the subject site are underlain by medium expansive soils. Support of new flatwork on medium expansive soils carries additional risk with respect to flatwork movement and potential distress. This report provides recommendations for moisture conditioning and additional steel reinforcement in the flatwork in order to minimize the potential effects of the expansive soils. However, if additional protection is desired, the client should consider the placement of a 1 to 2 foot thick layer of non-expansive soil beneath all flatwork.

Fill Placement

- Fill soils should be placed in thin (6± inches), near-horizontal lifts, moisture conditioned to 2 to 4 percent above the optimum moisture content, and compacted.
- On-site soils may be used for fill provided they are cleaned of any debris to the satisfaction of the geotechnical engineer. It should be noted that some of the soils at this site currently possess moisture contents above the anticipated moisture content. Therefore, some drying of these materials may be required in order to achieve a moisture content suitable for recompaction.
- All grading and fill placement activities should be completed in accordance with the requirements of the CBC and the grading code of the county of Los Angeles.
- All fill soils should be compacted to at least 90 percent of the ASTM D-1557 maximum dry density. Fill soils should be well mixed.
- Compaction tests should be performed periodically by the geotechnical engineer as random verification of compaction and moisture content. These tests are intended to aid the contractor. Since the tests are taken at discrete locations and depths, they may not be indicative of the entire fill and therefore should not relieve the contractor of his responsibility to meet the job specifications.

Imported Structural Fill

All imported structural fill should consist of low expansive (EI < 50), well graded soils possessing at least 10 percent fines (that portion of the sample passing the No. 200 sieve). Additional specifications for structural fill are presented in the Grading Guide Specifications, included as Appendix D.

Utility Trench Backfill

In general, all utility trench backfill soils should be compacted to at least 90 percent of the ASTM D-1557 maximum dry density. As an alternative, a clean sand (minimum Sand Equivalent of 30)

may be placed within trenches and compacted in place (jetting or flooding is not recommended). Compacted trench backfill should conform to the requirements of the local grading code, and more restrictive requirements may be indicated by the county of Los Angeles. All utility trench backfills should be witnessed by the geotechnical engineer. The trench backfill soils should be compaction tested where possible; probed and visually evaluated elsewhere.

Utility trenches which parallel a footing, and extending below a 1h:1v plane projected from the outside edge of the footing should be backfilled with structural fill soils, compacted to at least 90 percent of the ASTM D-1557 standard. Pea gravel backfill should not be used for these trenches.

6.4 Construction Considerations

Excavation Considerations

The near surface soils generally consist of sandy clays and silty clays. Some of these materials may be subject to minor caving within shallow excavations. Where caving occurs within shallow excavations, flattened excavation slopes may be sufficient to provide excavation stability. On a preliminary basis, the inclination of temporary slopes should not exceed 1.5h:1v. Deeper excavations may require some form of external stabilization such as shoring or bracing. Maintaining adequate moisture content within the near-surface soils will improve excavation stability. All excavation activities on this site should be conducted in accordance with Cal-OSHA regulations.

Expansive Soils

The near-surface soils at this site are medium expansive. Therefore, care should be given to proper moisture conditioning of all building pad subgrade soils to a moisture content of 2 to 4 percent above the Modified Proctor optimum during site grading. All imported fill soils should have low expansive characteristics (EI<50). In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintain moisture content of these soils at 2 to 4 percent above the Modified Proctor optimum. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather.

Due to the presence of expansive soils at this site, provisions should be made to limit the potential for surface water to penetrate the soils immediately adjacent to the structures. These provisions should include directing surface runoff into rain gutters and area drains, reducing the extent of landscaped areas around the structure, and sloping the ground surface away from the building. Where possible, it is recommended that landscaped planters not be located immediately adjacent to the building. If landscaped planters around the buildings are necessary, it is recommended that drought tolerant plants or a drip irrigation system be utilized, to minimize the potential for deep moisture penetration around the structures. Presented below is a list of additional soil moisture control recommendations that should be considered by the owner, developer, and civil engineer:

- Ponding and areas of low flow gradients in unpaved walkways, grass and planter areas should be avoided. In general, minimum drainage gradients of 2 percent should be maintained in unpaved areas.
- Bare soil within five feet of proposed structures should be sloped at a minimum five percent gradient away from the structure (about three inches of fall in five feet), or the same area could be paved with a minimum surface gradient of one percent. Pavement is preferable.
- Decorative gravel ground cover tends to provide a reservoir for surface water and may hide areas of ponding or poor drainage. Decorative gravel is, therefore, not recommended and should not be utilized for landscaping unless equipped with a subsurface drainage system designed by a licensed landscape architect.
- Positive drainage devices, such as graded swales, paved ditches, and catch basins should be installed at appropriate locations within the area of proposed development.
- Concrete walks and flatwork should not obstruct the free flow of surface water to the appropriate drainage devices.
- Area drains should be recessed below grade to allow free flow of water into the drain. Concrete or brick flatwork joints should be sealed with mortar or flexible mastic.
- Gutter and downspout systems should be installed to capture all discharge from roof areas. Downspouts should discharge directly into a pipe or paved surface system to be conveyed offsite.
- Enclosed planters adjoining, or in close proximity to proposed structures, should be sealed at the bottom and provided with subsurface collection systems and outlet pipes.
- Depressed planters should be raised with soil to promote runoff (minimum drainage gradient two percent or five percent, see above), and/or equipped with area drains to eliminate ponding.
- Drainage outfall locations should be selected to avoid erosion of slopes and/or properly armored to prevent erosion of graded surfaces. No drainage should be directed over or towards adjoining slopes.
- All drainage devices should be maintained on a regular basis, including frequent observations during the rainy season to keep the drains free of leaves, soil and other debris.
- Landscape irrigation should conform to the recommendations of the landscape architect and should be performed judiciously to preclude either soaking or excessive drying of the foundation soils. This should entail regular watering during the drier portions of the year and little or no irrigation during the rainy season. Automatic sprinkler systems should, therefore, be switched to manual operation during the rainy season. Good irrigation practice typically requires frequent application of limited quantities of water that are sufficient to sustain plant growth, but do not excessively wet the soils. Ponding and/or run-off of irrigation water are indications of excessive watering.

Other provisions, as determined by the landscape architect or civil engineer, may also be appropriate.

Groundwater

The static groundwater table is considered to be present at a depth of 35± feet below existing site grades. Therefore, groundwater is not expected to impact the grading or foundation construction activities.

6.5 Foundation Design and Construction

Based on the preceding grading recommendations, it is assumed that the new building pad will be underlain by structural fill soils extending to depths of at least 3 feet below foundation

bearing grade. Based on this subsurface profile, the proposed structure may be supported on conventional shallow foundations.

Foundation Design Parameters

New square and rectangular footings may be designed as follows:

- Maximum, net allowable soil bearing pressure: 2,500 lbs/ft^2.
- Minimum wall/column footing width: 14 inches/24 inches.
- Minimum longitudinal steel reinforcement within strip footings: Six (6) No. 5 rebars (3 top and 3 bottom), due to the presence of medium expansive soils.
- Minimum foundation embedment: 12 inches into suitable structural fill soils, and at least 18 inches below adjacent exterior grade. Interior column footings may be placed immediately beneath the floor slab.
- It is recommended that the perimeter building foundations be continuous across all exterior doorways. Any flatwork adjacent to the exterior doors should be doweled into the perimeter foundations in a manner determined by the structural engineer.

The allowable bearing pressures presented above may be increased by 1/3 when considering short duration wind or seismic loads. The minimum steel reinforcement recommended above is based on standard geotechnical practice. Additional rigidity may be necessary for structural considerations. The actual design of the foundations should be determined by the structural engineer.

Foundation Construction

The foundation subgrade soils should be evaluated at the time of overexcavation, as discussed in Section 6.3 of this report. It is further recommended that the foundation subgrade soils be evaluated by the geotechnical engineer immediately prior to steel or concrete placement. Soils suitable for direct foundation support should consist of newly placed structural fill compacted at least 90 percent of the ASTM D-1557 maximum dry density. Any unsuitable materials should be removed to a depth of suitable bearing compacted structural fill, with the resulting excavations backfilled with compacted fill soils. As an alternative, lean concrete slurry (500 to 1,500 psi) may be used to backfill such isolated overexcavations.

The foundation subgrade soils should also be properly moisture conditioned to 2 to 4 percent above the Modified Proctor optimum, to a depth of at least 12 inches below bearing grade. Since it is typically not feasible to increase the moisture content of the floor slab and foundation subgrade soils once rough grading has been completed, care should be taken to maintain the moisture content of the building pad subgrade soils throughout the construction process.

Estimated Foundation Settlements

Post-construction total and differential static settlements of shallow foundations designed and constructed in accordance with the previously presented recommendations are estimated to be less than 1.0 and 0.5 inches, respectively, under static conditions. Differential movements are expected to occur over a 30-foot span, thereby resulting in an angular distortion of less than 0.002 inches per inch.

Lateral Load Resistance

Lateral load resistance will be developed by a combination of friction acting at the base of foundations and slabs and the passive earth pressure developed by footings below grade. The following friction and passive pressure may be used to resist lateral forces:

- Passive Earth Pressure: 250 lbs/ft^3
- Friction Coefficient: 0.28

These are allowable values, and include a factor of safety. When combining friction and passive resistance, the passive pressure component should be reduced by one-third. These values assume that footings will be poured directly against compacted structural fill soils. The maximum allowable passive pressure is 2,500 lbs/ft^2.

6.6 Floor Slab Design and Construction

Subgrades which will support new floor slabs should be prepared in accordance with the recommendations contained in the ***Site Grading Recommendations*** section of this report. Based on the anticipated grading which will occur at this site, the floor of the proposed structure may be constructed as a conventional slab-on-grade supported on newly placed structural fill, extending to a depth of at least 4 feet below finished pad grade. Based on geotechnical considerations, the floor slabs may be designed as follows:

- Minimum slab thickness: 6 inches.

- Modulus of Subgrade Reaction: k = 80 psi/in.

- Minimum slab reinforcement: No. 4 bars at 18-inches on-center, in both directions, due to presence of medium expansive soils at this site. The actual floor slab reinforcement should be determined by the structural engineer, based upon the imposed loading.

- Slab underlayment: If moisture sensitive floor coverings will be used then minimum slab underlayment should consist of a moisture vapor barrier constructed below the entire area of the proposed slab where such moisture sensitive floor coverings are anticipated. The moisture vapor barrier should meet or exceed the Class A rating as defined by ASTM E 1745-97 and have a permeance rating less than 0.01 perms as described in ASTM E 96-95 and ASTM E 154-88. A polyolefin material such as Stego® Wrap Vapor Barrier or equivalent will meet these specifications. The moisture vapor

barrier should be properly constructed in accordance with all applicable manufacturer specifications. Given that a rock free subgrade is anticipated and that a capillary break is not required, sand below the barrier is not required. The need for sand and/or the amount of sand above the moisture vapor barrier should be specified by the structural engineer or concrete contractor. The selection of sand above the barrier is not a geotechnical engineering issue and hence outside our purview. Where moisture sensitive floor coverings are not anticipated, the vapor barrier may be eliminated.

- Moisture condition the floor slab subgrade soils to 2 to 4 percent above the Modified Proctor optimum moisture content, to a depth of 12 inches. The moisture content of the floor slab subgrade soils should be verified by the geotechnical engineer within 24 hours prior to concrete placement.

- Proper concrete curing techniques should be utilized to reduce the potential for slab curling or the formation of excessive shrinkage cracks.

The actual design of the floor slab should be completed by the structural engineer to verify adequate thickness and reinforcement.

6.7 Exterior Flatwork Design and Construction

Subgrades which will support new exterior slabs-on-grade for sidewalks, patios, and other concrete flatwork, should be prepared in accordance with the recommendations contained in the ***Grading Recommendations*** section of this report. As noted previously, flatwork supported on the existing medium expansive soils will be subject to minor to moderate amounts of movement as the moisture content within the subgrade soils fluctuates. This movement may cause cracking or other distress within the flatwork. If additional protection against flatwork cracking is desired, consideration should be given to the placement of a 1 to 2 foot thick layer of very low expansive structural fill beneath all flatwork sections. Assuming that the flatwork is supported on the existing soils, exterior slabs on grade may be designed as follows:

- Minimum slab thickness: 4½ inches.

- Minimum slab reinforcement: No. 3 bars at 18 inches on center, in both directions.

- The flatwork at building entry areas should be structurally connected to the perimeter foundation that is recommended to span across the door opening. This recommendation is designed to reduce the potential for differential movement at this joint.

- Moisture condition the slab subgrade soils to at least 2 to 4 percent of optimum moisture content, to a depth of at least 12 inches. Adequate moisture conditioning should be verified by the geotechnical engineer 24 hours prior to concrete placement.

- Proper concrete curing techniques should be utilized to reduce the potential for slab curling or the formation of excessive shrinkage cracks.

- Control joints should be provided at a maximum spacing of 8 feet on center in two directions for slabs and at 6 feet on center for sidewalks. Control joints are intended to direct cracking. Minor cracking of exterior concrete slabs on grade should be expected.

- Where flatwork is immediately adjacent to landscape planters, a thickened edge should be utilized. This edge should extend to a depth of at least 12 inches and incorporate longitudinal reinforcement consisting of at least one No. 4 bar.

Expansion or felt joints should be used at the interface of exterior slabs on grade and any fixed structures to permit relative movement.

6.8 Retaining Wall Design and Construction

It is expected that retaining walls will be required in the area of the new loading dock. Some additional small retaining walls may also be required to facilitate the new site grades. These walls are also expected to be less than 6 feet in height. The parameters recommended for use in the design of these walls are presented below.

Retaining Wall Design Parameters

Based on the soil conditions encountered at the boring locations, the following parameters may be used in the design of new retaining walls for this site. We have provided parameters assuming the use of on-site soils for retaining wall backfill. The on-site soils generally consist of silty clays and sandy clays. It is recommended that the medium expansive silty clays and sandy clays be excluded from use as retaining wall backfill. This may require the import of very low expansive materials or selective grading of on-site clayey sands for use as retaining wall backfill.

If desired, SCG could provide design parameters for an alternative select backfill material behind the retaining walls. The use of select backfill material could result in lower lateral earth pressures. In order to use the design parameters for the imported select fill, this material must be placed within the entire active failure wedge. This wedge is defined as extending from the heel of the retaining wall upwards at an angle of approximately 60° from horizontal. If select backfill material behind the retaining wall is desired, SCG should be contacted for supplementary recommendations.

RETAINING WALL DESIGN PARAMETERS

Design Parameter		Soil Type: On-site Sandy Clays and Silty Clays
Internal Friction Angle (ϕ)		28°
Unit Weight		125 lbs/ft^3
Equivalent Fluid Pressure:	Active Condition (level backfill)	45 lbs/ft^3
	Active Condition (2h:1v backfill)	79 lbs/ft^3
	At-Rest Condition (level backfill)	66 lbs/ft^3

The walls should be designed using a soil-footing coefficient of friction of 0.28 and an equivalent passive pressure of 250 lbs/ft^3. The structural engineer should incorporate appropriate factors of safety in the design of the retaining walls.

The active earth pressure may be used for the design of retaining walls that do not directly support structures or support soils that in turn support structures and which will be allowed to deflect. The at-rest earth pressure should be used for walls that will not be allowed to deflect such as those which will support foundation bearing soils, or which will support foundation loads directly.

Where the soils on the toe side of the retaining wall are not covered by a "hard" surface such as a structure or pavement, the upper 1 foot of soil should be neglected when calculating passive resistance due to the potential for the material to become disturbed or degraded during the life of the structure.

Seismic Lateral Earth Pressures

In accordance with the 2013 CBC, any retaining walls more than 6 feet in height must be designed for seismic lateral earth pressures. No walls in excess of 6 feet in height are expected to be necessary for this project. In the event that such walls are proposed, the geotechnical engineer should be contacted for supplementary recommendations.

Backfill Material

On-site sands and clayey sands may be used to backfill the retaining walls. However, all backfill material placed within 3 feet of the back wall face should have a particle size no greater than 3 inches. In addition, on-site silty clays and sandy clays should not be used to backfill the retaining walls. The retaining wall backfill materials should be well graded.

It is recommended that a properly installed prefabricated drainage composite such as the MiraDRAIN 6000XL (or approved equivalent), which is specifically designed for use behind retaining walls be used. If the drainage composite material is not covered by an impermeable surface, such as a structure or pavement, a 12-inch thick layer of a low permeability soil should be placed over the backfill to reduce surface water migration to the underlying soils. The drainage composite should be separated from the backfill soils by a suitable geotextile, approved by the geotechnical engineer.

All retaining wall backfill should be placed and compacted under engineering controlled conditions in the necessary layer thicknesses to ensure an in-place density between 90 and 93 percent of the maximum dry density as determined by the Modified Proctor test (ASTM D1557). Care should be taken to avoid over-compaction of the soils behind the retaining walls, and the use of heavy compaction equipment should be avoided.

Subsurface Drainage

As previously indicated, the retaining wall design parameters are based upon drained backfill conditions. Consequently, some form of permanent drainage system will be necessary in conjunction with the appropriate backfill material. Subsurface drainage may consist of either:

- A weep hole drainage system typically consisting of a series of 4-inch diameter holes in the wall situated slightly above the ground surface elevation on the exposed side of the wall and at an approximate 8-foot on-center spacing. The weep holes should include a 2 cubic foot pocket of open graded gravel, surrounded by an approved geotextile fabric, at each weep hole location.

- A 4-inch diameter perforated pipe surrounded by 2 cubic feet of gravel per linear foot of drain placed behind the wall, above the retaining wall footing. The gravel layer should be wrapped in a suitable geotextile fabric to reduce the potential for migration of fines. The footing drain should be extended to daylight or tied into a storm drainage system.

Weep holes or a footing drain will not be required for building stem walls.

6.9 Pavement Design Parameters

Site preparation in the pavement area should be completed as previously recommended in the ***Site Grading Recommendations*** section of this report. The subsequent pavement recommendations assume proper drainage and construction monitoring, and are based on either PCA or CALTRANS design parameters for a twenty (20) year design period. However, these designs also assume a routine pavement maintenance program to obtain the anticipated 20-year pavement service life.

Pavement Subgrades

It is anticipated that the new pavements will be primarily supported on a layer of compacted structural fill, consisting of scarified, thoroughly moisture conditioned and recompacted existing soils. The on-site soils generally consist of sandy clays and silty clays. Based on their classification, these materials are expected to possess fair pavement support characteristics, with R-values in the range of 10 to 20. Since R-value testing was not included in the scope of services for this project, the subsequent pavement design is based upon a conservatively assumed R-value of 10. Any fill material imported to the site should have support characteristics equal to or greater than that of the on-site soils and be placed and compacted under engineering controlled conditions. It is recommended that R-value testing be performed after completion of rough grading. Depending upon the results of the R-value testing, it may be feasible to use thinner pavement sections in some areas of the site.

Asphaltic Concrete

Presented below are the recommended thicknesses for new flexible pavement structures consisting of asphaltic concrete over a granular base. The pavement designs are based on the

traffic indices (TI's) indicated. The client and/or civil engineer should verify that these TI's are representative of the anticipated traffic volumes. If the client and/or civil engineer determine that the expected traffic volume will exceed the applicable traffic index, we should be contacted for supplementary recommendations. The design traffic indices equate to the following approximate daily traffic volumes over a 20 year design life, assuming six operational traffic days per week.

Traffic Index	No. of Heavy Trucks per Day
4.0	0
5.0	1
6.0	3
7.0	11

For the purpose of the traffic volumes indicated above, a truck is defined as a 5-axle tractor trailer unit with one 8-kip axle and two 32-kip tandem axles. All of the traffic indices allow for 1,000 automobiles per day.

ASPHALT PAVEMENTS (R = 10)				
Materials	Thickness (inches)			
	Auto Parking (TI = 4.0)	Auto Drive Lanes (TI = 5.0)	Truck Traffic	
			(TI = 6.0)	(TI = 7.0)
Asphalt Concrete	2½	3	4	4
Aggregate Base	7	9	11	15
Compacted Subgrade	12	12	12	12

The aggregate base course should be compacted to at least 95 percent of the ASTM D-1557 maximum dry density. The asphaltic concrete should be compacted to at least 95 percent of the Marshall maximum density, as determined by ASTM D-2726. The aggregate base course may consist of crushed aggregate base (CAB) or crushed miscellaneous base (CMB), which is a recycled gravel, asphalt and concrete material. The gradation, R-Value, Sand Equivalent, and Percentage Wear of the CAB or CMB should comply with appropriate specifications contained in the current edition of the "Greenbook" Standard Specifications for Public Works Construction.

Portland Cement Concrete

The preparation of the subgrade soils within concrete pavement areas should be performed as previously described for proposed asphalt pavement areas. The minimum recommended thicknesses for the Portland Cement Concrete pavement sections are as follows:

PORTLAND CEMENT CONCRETE PAVEMENTS

Materials	Thickness (inches)		
	Auto Parking & Drives (TI = 5.0)	Truck Traffic	
		(TI = 6.0)	(TI = 7.0)
PCC	5	5½	7
Compacted Subgrade	12	12	12

The concrete should have a 28-day compressive strength of at least 3,000 psi. Any reinforcement within the PCC pavements should be determined by the project structural engineer. The maximum joint spacing within all of the PCC pavements is recommended to be equal to or less than 30 times the pavement thickness.

7.0 GENERAL COMMENTS

This report has been prepared as an instrument of service for use by the client, in order to aid in the evaluation of this property and to assist the architects and engineers in the design and preparation of the project plans and specifications. This report may be provided to the contractor(s) and other design consultants to disclose information relative to the project. However, this report is not intended to be utilized as a specification in and of itself, without appropriate interpretation by the project architect, civil engineer, and/or structural engineer. The reproduction and distribution of this report must be authorized by the client and Southern California Geotechnical, Inc. Furthermore, any reliance on this report by an unauthorized third party is at such party's sole risk, and we accept no responsibility for damage or loss which may occur. The client(s)' reliance upon this report is subject to the Engineering Services Agreement, incorporated into our proposal for this project.

The analysis of this site was based on a subsurface profile interpolated from limited discrete soil samples. While the materials encountered in the project area are considered to be representative of the total area, some variations should be expected between boring locations and sample depths. If the conditions encountered during construction vary significantly from those detailed herein, we should be contacted immediately to determine if the conditions alter the recommendations contained herein.

This report has been based on assumed or provided characteristics of the proposed development. It is recommended that the owner, client, architect, structural engineer, and civil engineer carefully review these assumptions to ensure that they are consistent with the characteristics of the proposed development. If discrepancies exist, they should be brought to our attention to verify that they do not affect the conclusions and recommendations contained herein. We also recommend that the project plans and specifications be submitted to our office for review to verify that our recommendations have been correctly interpreted.

The analysis, conclusions, and recommendations contained within this report have been promulgated in accordance with generally accepted professional geotechnical engineering practice. No other warranty is implied or expressed.

8.0 REFERENCES

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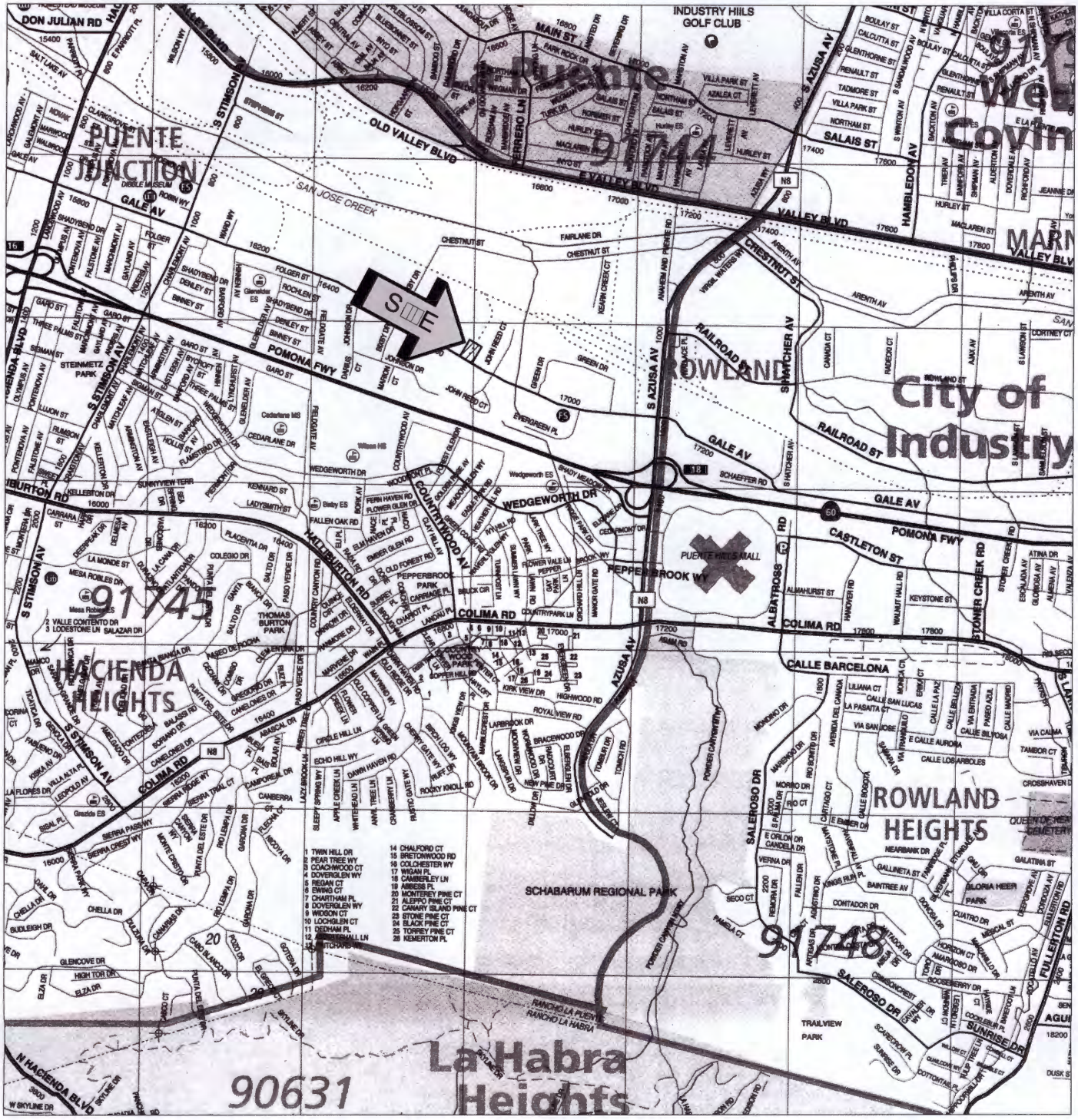
APPENDIX A



SOURCE: LOS AN□ELES COUN□□
□□OMAS □UIDE, 2013

SITE LOCATION MAP
PROPOSED COMMERC□AL/□NDUS□R□AL □U□LD□N□
C□□□ OF □NDUS□R□, CAL□FORN□A
SCALE: 1□□2400□
DRAWN: □L
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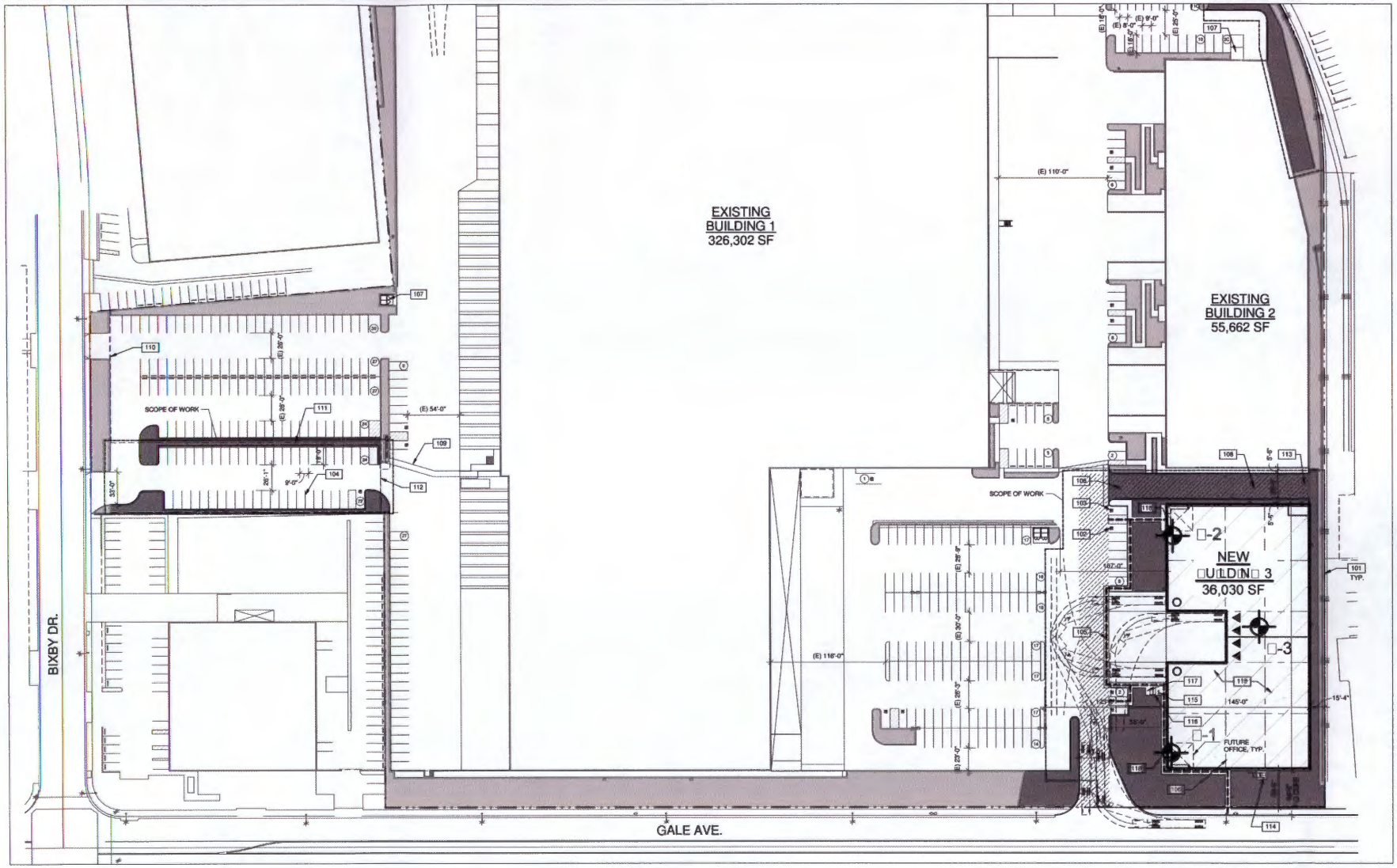
SC□ PRO□EC□ 16□114-1
PLATE 1

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



BEDROCK LEGEND

APPROXIMATE BORING LOCATION

PROPOSED BUILDING

NORTH

NOTE: BASE SITE MAP PREPARED BY WARE MALCOMB

BORING LOCATION PLAN
PROPOSED COMMERCIAL/INDUSTRIAL BUILDING
CITY OF INDUSTRY, CALIFORNIA
SCALE: 1"=100'
DRAWN: TL
CHKD: TAS
SCG PROJECT 16-114-1
PLATE 2

SOUTHERN CALIFORNIA GEOTECHNICAL

APPENDIX B

BORING LOG LEGEND

SAMPLE TYPE	GRAPHICAL SYMBOL	SAMPLE DESCRIPTION
AUGER		SAMPLE COLLECTED FROM AUGER CUTTINGS, NO FIELD MEASUREMENT OF SOIL STRENGTH. (DISTURBED)
CORE		ROCK CORE SAMPLE: TYPICALLY TAKEN WITH A DIAMOND-TIPPED CORE BARREL. TYPICALLY USED ONLY IN HIGHLY CONSOLIDATED BEDROCK.
GRAB		SOIL SAMPLE TAKEN WITH NO SPECIALIZED EQUIPMENT, SUCH AS FROM A STOCKPILE OR THE GROUND SURFACE. (DISTURBED)
CS		CALIFORNIA SAMPLER: 2-1/2 INCH I.D. SPLIT BARREL SAMPLER, LINED WITH 1-INCH HIGH BRASS RINGS. DRIVEN WITH SPT HAMMER. (RELATIVELY UNDISTURBED)
NSR		NO RECOVERY: THE SAMPLING ATTEMPT DID NOT RESULT IN RECOVERY OF ANY SIGNIFICANT SOIL OR ROCK MATERIAL.
SPT		STANDARD PENETRATION TEST: SAMPLER IS A 1.4 INCH INSIDE DIAMETER SPLIT BARREL, DRIVEN 18 INCHES WITH THE SPT HAMMER. (DISTURBED)
SH		SHELBY TUBE: TAKEN WITH A THIN WALL SAMPLE TUBE, PUSHED INTO THE SOIL AND THEN EXTRACTED. (UNDISTURBED)
VANE		VANE SHEAR TEST: SOIL STRENGTH OBTAINED USING A 4 BLADED SHEAR DEVICE. TYPICALLY USED IN SOFT CLAYS-NO SAMPLE RECOVERED.

COLUMN DESCRIPTIONS

DEPTH: Distance in feet below the ground surface.

SAMPLE: Sample Type as depicted above.

BLOW COUNT: Number of blows required to advance the sampler 12 inches using a 140 lb hammer with a 30-inch drop. 50/3" indicates penetration refusal (>50 blows) at 3 inches. WH indicates that the weight of the hammer was sufficient to push the sampler 6 inches or more.

POCKET PEN.: Approximate shear strength of a cohesive soil sample as measured by pocket penetrometer.

GRAPHIC LOG: Graphic Soil Symbol as depicted on the following page.

DRY DENSITY: Dry density of an undisturbed or relatively undisturbed sample in lbs/ft^3.

MOISTURE CONTENT: Moisture content of a soil sample, expressed as a percentage of the dry weight.

LIQUID LIMIT: The moisture content above which a soil behaves as a liquid.

PLASTIC LIMIT: The moisture content above which a soil behaves as a plastic.

PASSING #200 SIEVE: The percentage of the sample finer than the #200 standard sieve.

UNCONFINED SHEAR: The shear strength of a cohesive soil sample, as measured in the unconfined state.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS GRAPH	SYMBOLS LETTER	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		LITTLE OR NO FINES		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
		APPRECIABLE AMOUNT OF FINES		GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURES
	SAND AND SANDY SOILS MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	CLEAN SANDS		SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		LITTLE OR NO FINES		SP	POORLY-GRADED SANDS, GRAVELLY SAND, LITTLE OR NO FINES
		SANDS WITH FINES		SM	SILTY SANDS, SAND - SILT MIXTURES
		APPRECIABLE AMOUNT OF FINES		SC	CLAYEY SANDS, SAND - CLAY MIXTURES
FINE GRAINED SOILS MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS	LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
				CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS				PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

BORING NO. B-1

JOB NO.: 16G114
PROJECT: C/I Bldg
LOCATION: City of Industry, California

DRILLING DATE: 2/15/16
DRILLING METHOD: Hollow Stem Auger
LOGGED BY: Joseph Lozano Leon

WATER DEPTH: Dry
CAVE DEPTH: 18 feet
READING TAKEN: At Completion

FIELD RESULTS						LABORATORY RESULTS						
DEPTH (FEET)	SAMPLE	BLOW COUNT	POCKET PEN. (TSF)	GRAPHIC LOG	DESCRIPTION SURFACE ELEVATION: --- MSL	DRY DENSITY (PCF)	MOISTURE CONTENT (%)	LIQUID LIMIT	PLASTIC LIMIT	PASSING #200 SIEVE (%)	UNCONFINED SHEAR (TSF)	COMMENTS
					2± inches Asphaltic concrete, 6± inches Aggregate base							
	X	11	3.75		FILL: Dark Gray Brown Silty Clay, trace fine Sand, trace Asphaltic concrete fragments, mottled, medium stiff to stiff-very moist	103	21					EI = 85 @ 0 to 5'
	X	12	3.0			106	20					
5	X	18	3.25		FILL: Dark Gray Brown fine Sandy Clay, some Silt, some fine Gravel, mottled, trace Asphaltic concrete fragments, stiff-very moist	109	18					
	X	18	3.5		ALLUVIUM: Gray Brown fine Sandy Clay, very stiff-moist	119	12					
10	X	9	4.25		Gray Brown Clayey fine Sand to fine Sandy Clay, stiff to loose-moist	107	16					
					Brown fine Sand, trace Silt, loose-very moist							
15	X	12				96	12					
					Light Brown fine to coarse Sand, some fine to coarse Gravel, medium dense to very dense-damp							
20	X	36				116	3					
25	X	50/6"				108	4					
					Boring Terminated at 25'							

TBL 16G114.GPJ SOCALGEO.GDT 3/3/16

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

BORING NO. B-2

JOB NO.: 16G114
PROJECT: C/I Bldg
LOCATION: City of Industry, California

DRILLING DATE: 2/15/16
DRILLING METHOD: Hollow Stem Auger
LOGGED BY: Joseph Lozano Leon

WATER DEPTH: Dry
CAVE DEPTH: 22 feet
READING TAKEN: At Completion

SURFACE ELEVATION: --- MSL

FIELD RESULTS						LABORATORY RESULTS						
DEPTH (FEET)	SAMPLE	BLOW COUNT	POCKET PEN. (TSF)	GRAPHIC LOG	DESCRIPTION	DRY DENSITY (PCF)	MOISTURE CONTENT (%)	LIQUID LIMIT	PLASTIC LIMIT	PASSING #200 SIEVE (%)	UNCONFINED SHEAR (TSF)	COMMENTS
					2± inches Asphaltic concrete, 6± inches Aggregate base							
	X	12	2.75		FILL: Dark Gray Brown Silty Clay, trace fine Sand, mottled, medium stiff to stiff-very moist	99	22					
	X	24	4.0		ALLUVIUM: Dark Brown fine Sandy Clay, trace Silt, slightly porous, stiff to very stiff-moist	113	14					
5	X	16	4.0			102	16					
	X	16	4.5		Gray Brown fine Sandy Clay to Clayey fine Sand, trace Iron oxide staining, stiff to medium dense-moist	110	16					
	X	25			Brown fine Sand, trace Silt, trace Iron oxide staining, medium dense-very moist	110	11					
10												
	X	19				105	12					
15					Gray Brown Silty fine Sand, trace fine to coarse Gravel, medium dense-moist							
					Light Gray Brown Gravelly fine to coarse Sand, dense-damp							
	X	60				120	3					
20												
					Dark Gray Brown Clayey fine Sand to fine Sandy Clay, trace Silt, trace Iron oxide staining, medium dense to stiff-very moist							
	X	21	4.5			106	20					
25					Boring Terminated at 25'							

TBL 16G114.GPJ SOCALGEO.GDT 3/3/16

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

BORING NO. B-3

JOB NO.: 16G114
PROJECT: C/I Bldg
LOCATION: City of Industry, California

DRILLING DATE: 2/15/16
DRILLING METHOD: Hollow Stem Auger
LOGGED BY: Joseph Lozano Leon

WATER DEPTH: 35 feet
CAVE DEPTH: 36 feet
READING TAKEN: At Completion

FIELD RESULTS						LABORATORY RESULTS						
DEPTH (FEET)	SAMPLE	BLOW COUNT	POCKET PEN. (TSF)	GRAPHIC LOG	DESCRIPTION SURFACE ELEVATION: --- MSL	DRY DENSITY (PCF)	MOISTURE CONTENT (%)	LIQUID LIMIT	PLASTIC LIMIT	PASSING #200 SIEVE (%)	UNCONFINED SHEAR (TSF)	COMMENTS
					2± inches Asphaltic concrete, 6± inches Aggregate base							
	X	16	4.5+		FILL: Dark Gray Brown fine Sandy Clay, trace fine Gravel, tmottled, very stiff- moist		13					
	X	15	4.5+		ALLUVIUM: Brown Silty Clay, trace to little fine Sand, stiff to very stiff-damp to moist		13					
5												
	X	26	4.5+				9					
	X	32	4.5+				9					
10												
					Gray Brown fine to coarse Sand, trace Silt, abundant fine to coarse Gravel, very dense-dry to damp							
	X	49					2					
15												
	X	70					2					
20												
					Gray Brown Silty fine Sand, trace Iron oxide staining, medium dense to dense-moist to very moist							
	X	28					14			44		
25												
	X	42					14					
30												
					Gray Brown interbedded Silty fine Sand and Sandy Silt, trace fine Gravel, some Iron oxide staining, dense-very moist							
	X	31					21					
					Gray Brown fine to medium Sand, trace Silt, trace fine Gravel		18					

TBL 16G114.GPJ SOCALGEO.GDT 3/3/16

TEST BORING LOG

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

BORING NO. B-3

JOB NO.: 16G114
PROJECT: C/I Bldg
LOCATION: City of Industry, California

DRILLING DATE: 2/15/16
DRILLING METHOD: Hollow Stem Auger
LOGGED BY: Joseph Lozano Leon

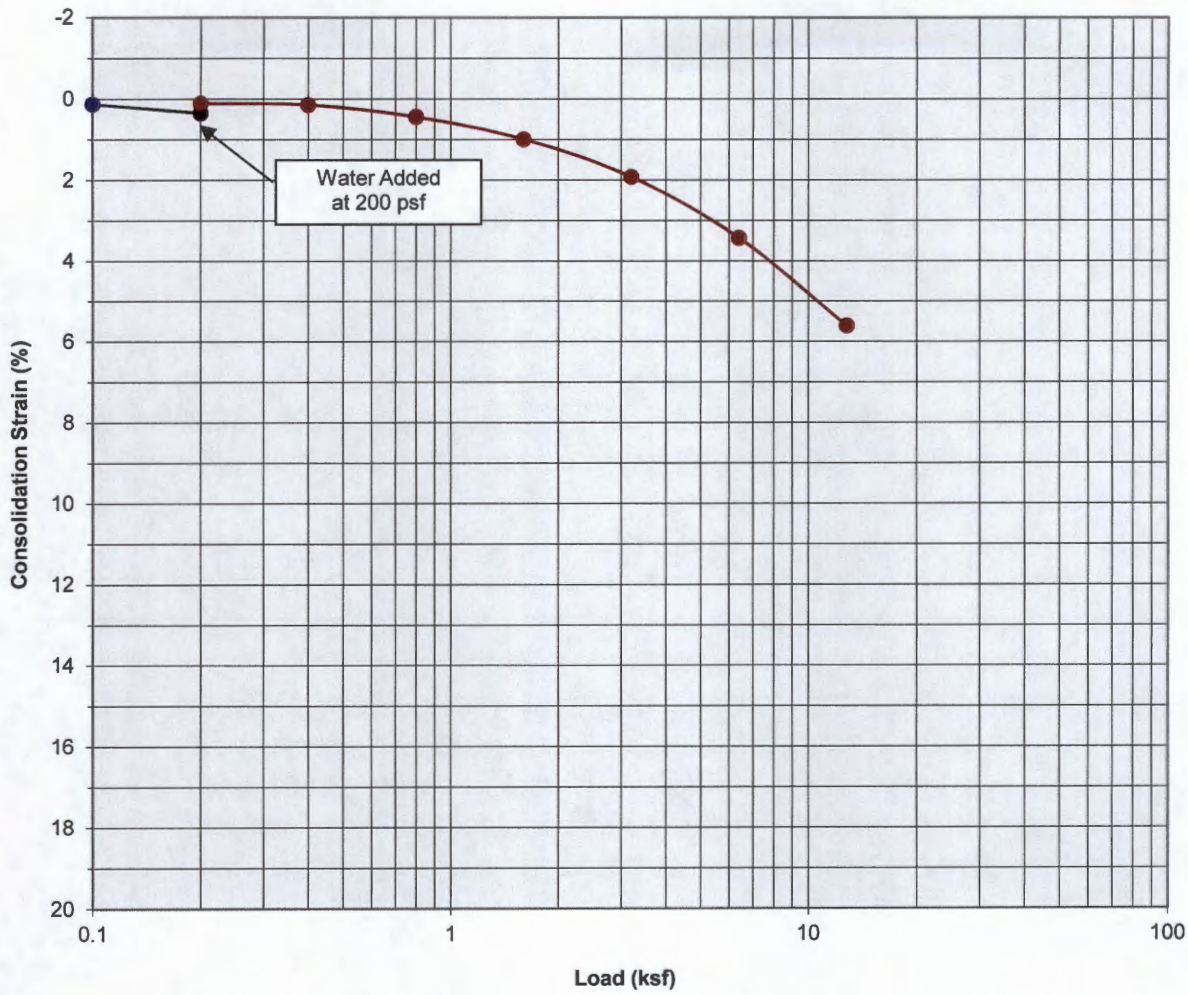
WATER DEPTH: 35 feet
CAVE DEPTH: 36 feet
READING TAKEN: At Completion

FIELD RESULTS						LABORATORY RESULTS						
DEPTH (FEET)	SAMPLE	BLOW COUNT	POCKET PEN. (TSF)	GRAPHIC LOG	DESCRIPTION (Continued)	DRY DENSITY (PCF)	MOISTURE CONTENT (%)	LIQUID LIMIT	PLASTIC LIMIT	PASSING #200 SIEVE (%)	UNCONFINED SHEAR (TSF)	COMMENTS
					some Iron oxide staining, dense-wet Gray Brown fine to medium Sand, trace Silt, trace fine Gravel, some Iron oxide staining, dense-wet							
					Gray Brown fine to coarse Sand, trace fine to coarse Gravel, trace Iron oxide staining, dense to very dense-wet							
	X	56					15					
40												
	X	50/6"					10					
45												
	X	87					12					
50												
					Boring Terminated at 50'							

TBL 16G114.GPJ SOCALGEO.GDT 3/3/16

APPENDIX C

Consolidation/Collapse Test Results



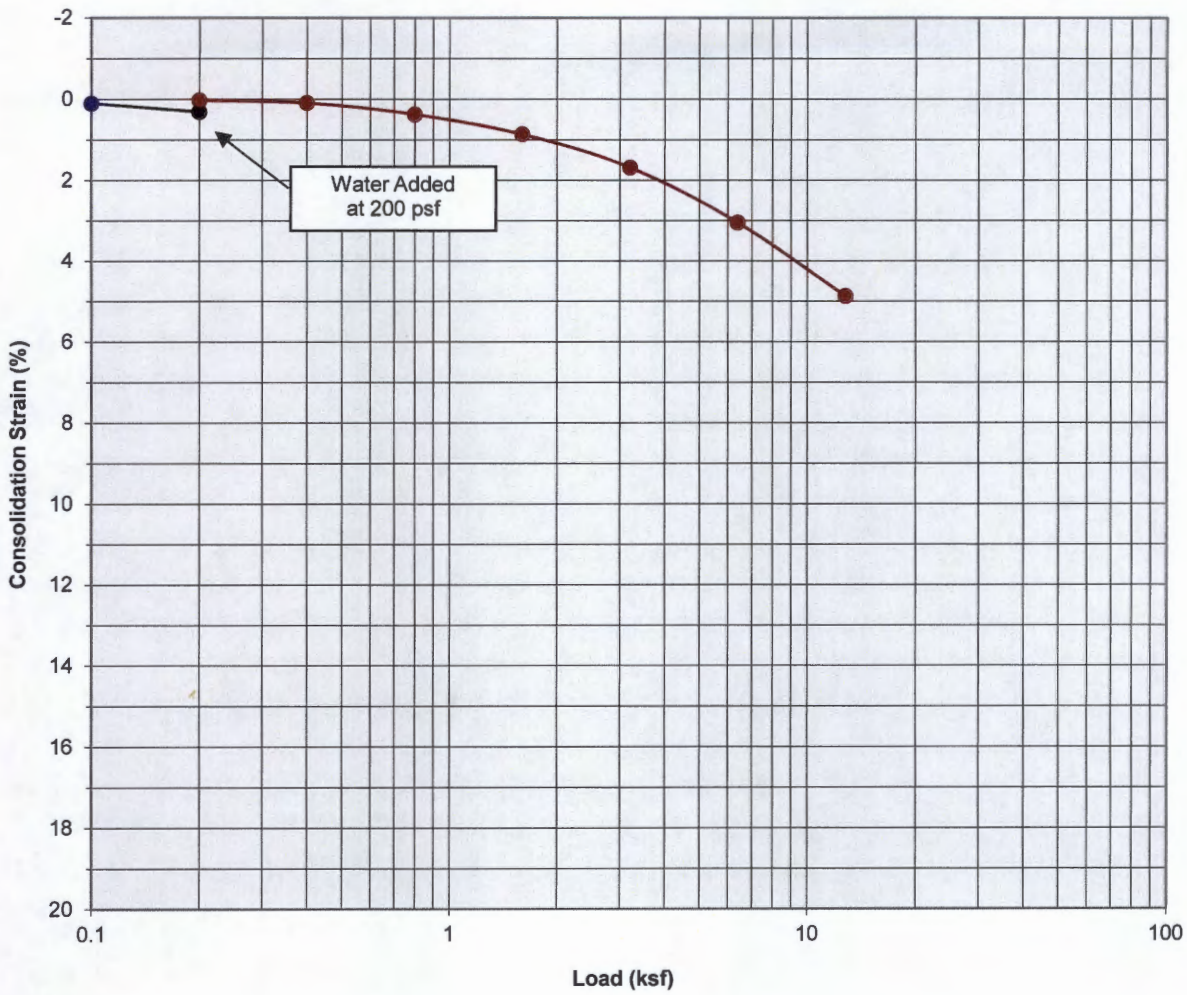
Classification: FILL: Dark Gray Brown Silty Clay, trace Sand

Boring Number:	B-1	Initial Moisture Content (%)	20
Sample Number:	---	Final Moisture Content (%)	18
Depth (ft)	3 to 4	Initial Dry Density (pcf)	106.5
Specimen Diameter (in)	2.4	Final Dry Density (pcf)	113.1
Specimen Thickness (in)	1.0	Percent Collapse (%)	-0.25

C/I Bldg
City of Industry, California
Project No. 16G114
PLATE C- 1

SoCalGeo
SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

Consolidation/Collapse Test Results



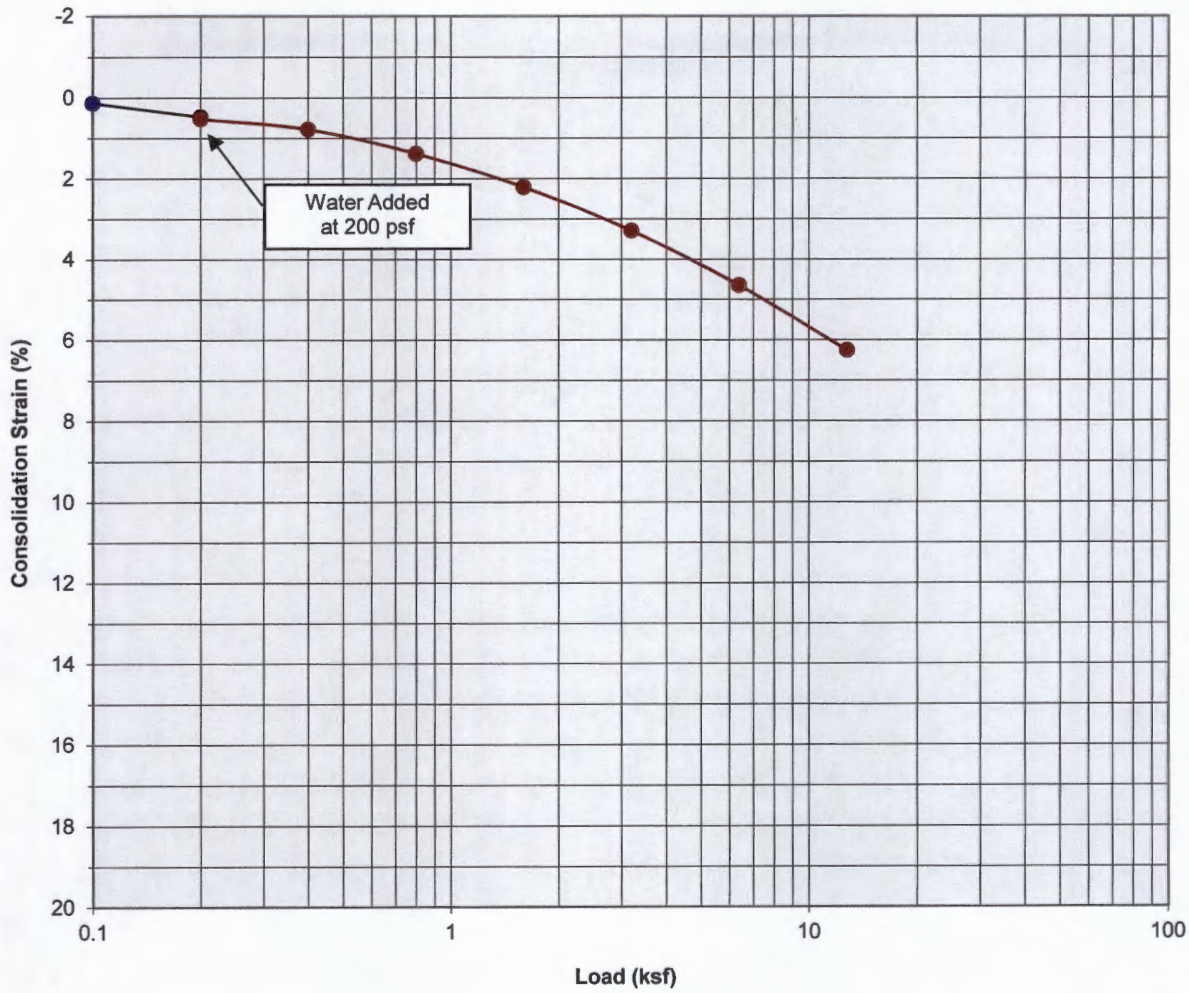
Classification: FILL: Dark Gray Brown fine Sandy Clay, some Silt

Boring Number:	B-1	Initial Moisture Content (%)	18
Sample Number:	---	Final Moisture Content (%)	19
Depth (ft)	5 to 6	Initial Dry Density (pcf)	109.3
Specimen Diameter (in)	2.4	Final Dry Density (pcf)	114.8
Specimen Thickness (in)	1.0	Percent Collapse (%)	-0.29

C/I Bldg
City of Industry, California
Project No. 16G114
PLATE C- 2

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

Consolidation/Collapse Test Results



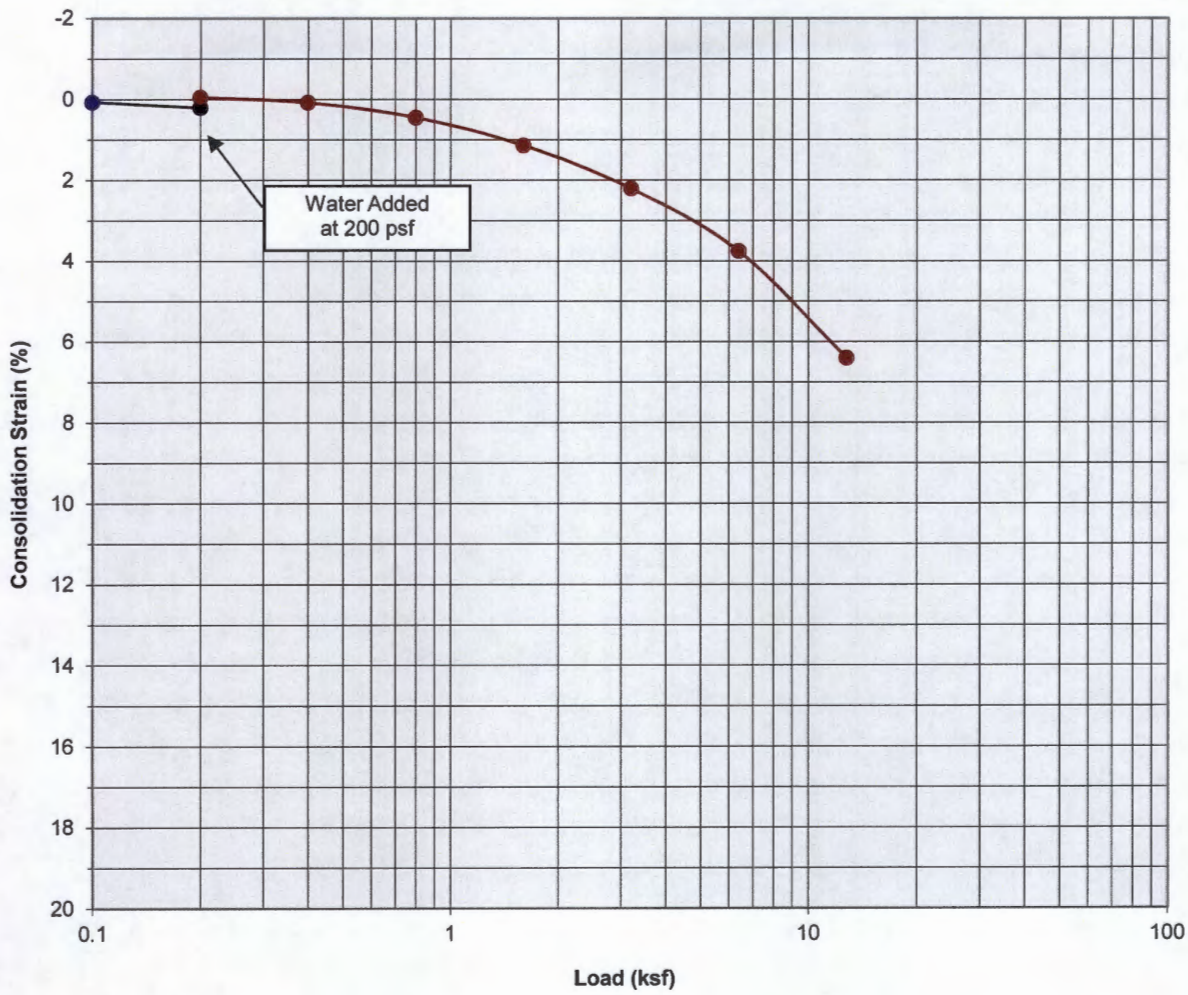
Classification: Gray Brown fine Sandy Clay

Boring Number:	B-1	Initial Moisture Content (%)	12
Sample Number:	---	Final Moisture Content (%)	11
Depth (ft)	7 to 8	Initial Dry Density (pcf)	119.3
Specimen Diameter (in)	2.4	Final Dry Density (pcf)	127.5
Specimen Thickness (in)	1.0	Percent Collapse (%)	0.05

C/I Bldg
City of Industry, California
Project No. 16G114
PLATE C- 3

SoCalGeo
SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

Consolidation/Collapse Test Results

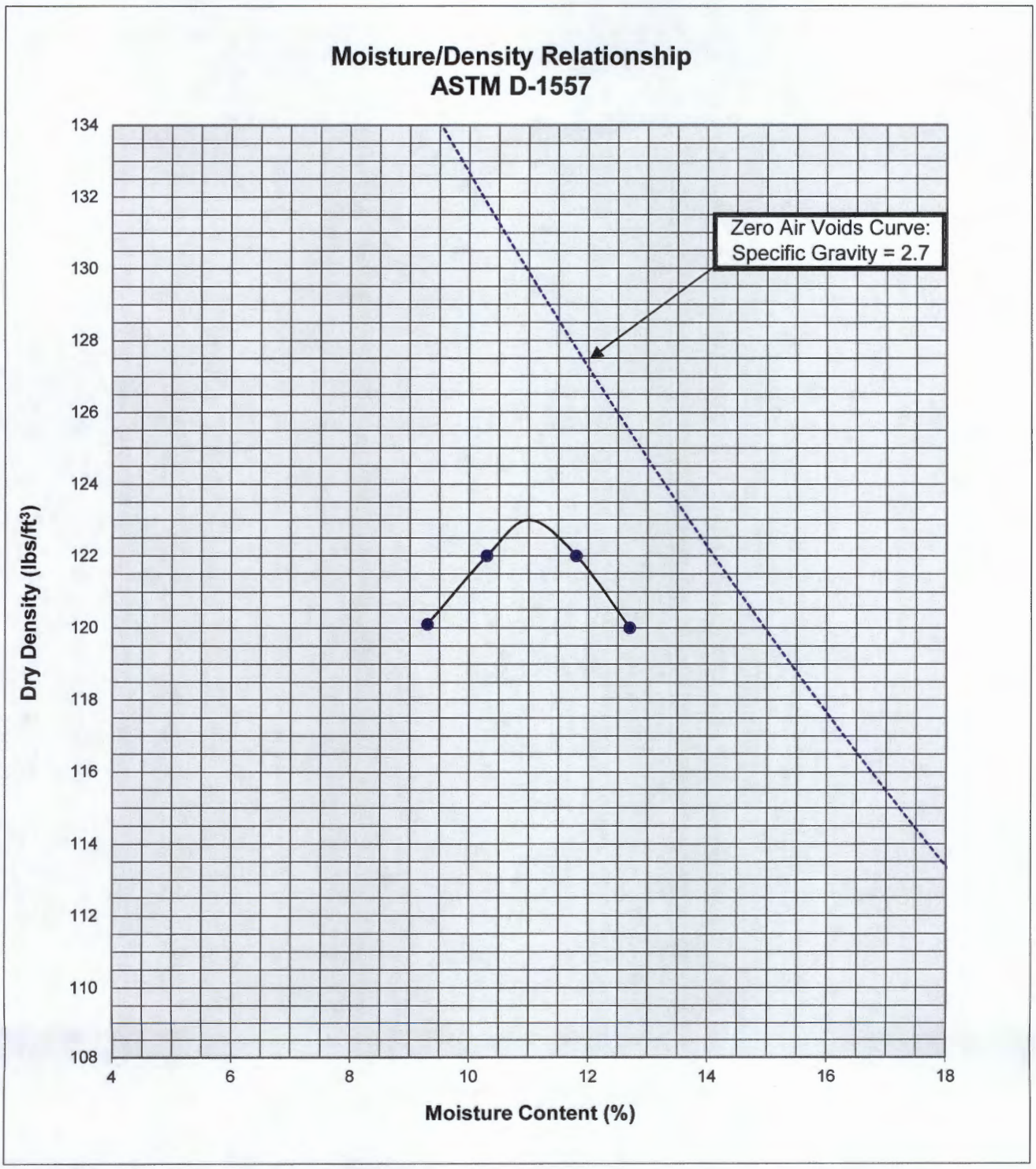


Classification: Gray Brown Clayey fine Sand to fine Sandy Clay

Boring Number:	B-1	Initial Moisture Content (%)	16
Sample Number:	---	Final Moisture Content (%)	17
Depth (ft)	9 to 10	Initial Dry Density (pcf)	107.2
Specimen Diameter (in)	2.4	Final Dry Density (pcf)	114.8
Specimen Thickness (in)	1.0	Percent Collapse (%)	-0.26

C/I Bldg
City of Industry, California
Project No. 16G114
PLATE C- 4

SoCalGeo
SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation



Soil ID Number	B-1 @ 0 to 5'
Optimum Moisture (%)	11
Maximum Dry Density (pcf)	123
Soil Classification	Brown Silty Clay, fine to coarse Sand, fine to medium Gravel

C/I Bldg
City of Industry, California
Project No. 16G114
PLATE C-5

SOUTHERN CALIFORNIA GEOTECHNICAL
A California Corporation

APPENDIX D

GRADING GUIDE SPECIFICATIONS

These grading guide specifications are intended to provide typical procedures for grading operations. They are intended to supplement the recommendations contained in the geotechnical investigation report for this project. Should the recommendations in the geotechnical investigation report conflict with the grading guide specifications, the more site specific recommendations in the geotechnical investigation report will govern.

General

- The Earthwork Contractor is responsible for the satisfactory completion of all earthwork in accordance with the plans and geotechnical reports, and in accordance with city, county, and applicable building codes.

- The Geotechnical Engineer is the representative of the Owner/Builder for the purpose of implementing the report recommendations and guidelines. These duties are not intended to relieve the Earthwork Contractor of any responsibility to perform in a workman-like manner, nor is the Geotechnical Engineer to direct the grading equipment or personnel employed by the Contractor.

- The Earthwork Contractor is required to notify the Geotechnical Engineer of the anticipated work and schedule so that testing and inspections can be provided. If necessary, work may be stopped and redone if personnel have not been scheduled in advance.

- The Earthwork Contractor is required to have suitable and sufficient equipment on the job-site to process, moisture condition, mix and compact the amount of fill being placed to the approved compaction. In addition, suitable support equipment should be available to conform with recommendations and guidelines in this report.

- Canyon cleanouts, overexcavation areas, processed ground to receive fill, key excavations, subdrains and benches should be observed by the Geotechnical Engineer prior to placement of any fill. It is the Earthwork Contractor's responsibility to notify the Geotechnical Engineer of areas that are ready for inspection.

- Excavation, filling, and subgrade preparation should be performed in a manner and sequence that will provide drainage at all times and proper control of erosion. Precipitation, springs, and seepage water encountered shall be pumped or drained to provide a suitable working surface. The Geotechnical Engineer must be informed of springs or water seepage encountered during grading or foundation construction for possible revision to the recommended construction procedures and/or installation of subdrains.

Site Preparation

- The Earthwork Contractor is responsible for all clearing, grubbing, stripping and site preparation for the project in accordance with the recommendations of the Geotechnical Engineer.

- If any materials or areas are encountered by the Earthwork Contractor which are suspected of having toxic or environmentally sensitive contamination, the Geotechnical Engineer and Owner/Builder should be notified immediately.

- Major vegetation should be stripped and disposed of off-site. This includes trees, brush, heavy grasses and any materials considered unsuitable by the Geotechnical Engineer.

- Underground structures such as basements, cesspools or septic disposal systems, mining shafts, tunnels, wells and pipelines should be removed under the inspection of the Geotechnical Engineer and recommendations provided by the Geotechnical Engineer and/or city, county or state agencies. If such structures are known or found, the Geotechnical Engineer should be notified as soon as possible so that recommendations can be formulated.

- Any topsoil, slopewash, colluvium, alluvium and rock materials which are considered unsuitable by the Geotechnical Engineer should be removed prior to fill placement.

- Remaining voids created during site clearing caused by removal of trees, foundations basements, irrigation facilities, etc., should be excavated and filled with compacted fill.

- Subsequent to clearing and removals, areas to receive fill should be scarified to a depth of 10 to 12 inches, moisture conditioned and compacted

- The moisture condition of the processed ground should be at or slightly above the optimum moisture content as determined by the Geotechnical Engineer. Depending upon field conditions, this may require air drying or watering together with mixing and/or discing.

Compacted Fills

- Soil materials imported to or excavated on the property may be utilized in the fill, provided each material has been determined to be suitable in the opinion of the Geotechnical Engineer. Unless otherwise approved by the Geotechnical Engineer, all fill materials shall be free of deleterious, organic, or frozen matter, shall contain no chemicals that may result in the material being classified as "contaminated," and shall be very low to non-expansive with a maximum expansion index (EI) of 50. The top 12 inches of the compacted fill should have a maximum particle size of 3 inches, and all underlying compacted fill material a maximum 6-inch particle size, except as noted below.

- All soils should be evaluated and tested by the Geotechnical Engineer. Materials with high expansion potential, low strength, poor gradation or containing organic materials may require removal from the site or selective placement and/or mixing to the satisfaction of the Geotechnical Engineer.

- Rock fragments or rocks less than 6 inches in their largest dimensions, or as otherwise determined by the Geotechnical Engineer, may be used in compacted fill, provided the distribution and placement is satisfactory in the opinion of the Geotechnical Engineer.

- Rock fragments or rocks greater than 12 inches should be taken off-site or placed in accordance with recommendations and in areas designated as suitable by the Geotechnical Engineer. These materials should be placed in accordance with Plate D-8 of these Grading Guide Specifications and in accordance with the following recommendations:

  - Rocks 12 inches or more in diameter should be placed in rows at least 15 feet apart, 15 feet from the edge of the fill, and 10 feet or more below subgrade. Spaces should be left between each rock fragment to provide for placement and compaction of soil around the fragments.

  - Fill materials consisting of soil meeting the minimum moisture content requirements and free of oversize material should be placed between and over the rows of rock or

concrete. Ample water and compactive effort should be applied to the fill materials as they are placed in order that all of the voids between each of the fragments are filled and compacted to the specified density.

- Subsequent rows of rocks should be placed such that they are not directly above a row placed in the previous lift of fill. A minimum 5-foot offset between rows is recommended.

- To facilitate future trenching, oversized material should not be placed within the range of foundation excavations, future utilities or other underground construction unless specifically approved by the soil engineer and the developer/owner representative.

- Fill materials approved by the Geotechnical Engineer should be placed in areas previously prepared to receive fill and in evenly placed, near horizontal layers at about 6 to 8 inches in loose thickness, or as otherwise determined by the Geotechnical Engineer for the project.

- Each layer should be moisture conditioned to optimum moisture content, or slightly above, as directed by the Geotechnical Engineer. After proper mixing and/or drying, to evenly distribute the moisture, the layers should be compacted to at least 90 percent of the maximum dry density in compliance with ASTM D-1557-78 unless otherwise indicated.

- Density and moisture content testing should be performed by the Geotechnical Engineer at random intervals and locations as determined by the Geotechnical Engineer. These tests are intended as an aid to the Earthwork Contractor, so he can evaluate his workmanship, equipment effectiveness and site conditions. The Earthwork Contractor is responsible for compaction as required by the Geotechnical Report(s) and governmental agencies.

- Fill areas unused for a period of time may require moisture conditioning, processing and recompaction prior to the start of additional filling. The Earthwork Contractor should notify the Geotechnical Engineer of his intent so that an evaluation can be made.

- Fill placed on ground sloping at a 5-to-1 inclination (horizontal-to-vertical) or steeper should be benched into bedrock or other suitable materials, as directed by the Geotechnical Engineer. Typical details of benching are illustrated on Plates D-2, D-4, and D-5.

- Cut/fill transition lots should have the cut portion overexcavated to a depth of at least 3 feet and rebuilt with fill (see Plate D-1), as determined by the Geotechnical Engineer.

- All cut lots should be inspected by the Geotechnical Engineer for fracturing and other bedrock conditions. If necessary, the pads should be overexcavated to a depth of 3 feet and rebuilt with a uniform, more cohesive soil type to impede moisture penetration.

- Cut portions of pad areas above buttresses or stabilizations should be overexcavated to a depth of 3 feet and rebuilt with uniform, more cohesive compacted fill to impede moisture penetration.

- Non-structural fill adjacent to structural fill should typically be placed in unison to provide lateral support. Backfill along walls must be placed and compacted with care to ensure that excessive unbalanced lateral pressures do not develop. The type of fill material placed adjacent to below grade walls must be properly tested and approved by the Geotechnical Engineer with consideration of the lateral earth pressure used in the design.

Foundations

- The foundation influence zone is defined as extending one foot horizontally from the outside edge of a footing, and proceeding downward at a ½ horizontal to 1 vertical (0.5:1) inclination.

- Where overexcavation beneath a footing subgrade is necessary, it should be conducted so as to encompass the entire foundation influence zone, as described above.

- Compacted fill adjacent to exterior footings should extend at least 12 inches above foundation bearing grade. Compacted fill within the interior of structures should extend to the floor subgrade elevation.

Fill Slopes

- The placement and compaction of fill described above applies to all fill slopes. Slope compaction should be accomplished by overfilling the slope, adequately compacting the fill in even layers, including the overfilled zone and cutting the slope back to expose the compacted core

- Slope compaction may also be achieved by backrolling the slope adequately every 2 to 4 vertical feet during the filling process as well as requiring the earth moving and compaction equipment to work close to the top of the slope. Upon completion of slope construction, the slope face should be compacted with a sheepsfoot connected to a sideboom and then grid rolled. This method of slope compaction should only be used if approved by the Geotechnical Engineer.

- Sandy soils lacking in adequate cohesion may be unstable for a finished slope condition and therefore should not be placed within 15 horizontal feet of the slope face.

- All fill slopes should be keyed into bedrock or other suitable material. Fill keys should be at least 15 feet wide and inclined at 2 percent into the slope. For slopes higher than 30 feet, the fill key width should be equal to one-half the height of the slope (see Plate D-5).

- All fill keys should be cleared of loose slough material prior to geotechnical inspection and should be approved by the Geotechnical Engineer and governmental agencies prior to filling.

- The cut portion of fill over cut slopes should be made first and inspected by the Geotechnical Engineer for possible stabilization requirements. The fill portion should be adequately keyed through all surficial soils and into bedrock or suitable material. Soils should be removed from the transition zone between the cut and fill portions (see Plate D-2).

Cut Slopes

- All cut slopes should be inspected by the Geotechnical Engineer to determine the need for stabilization. The Earthwork Contractor should notify the Geotechnical Engineer when slope cutting is in progress at intervals of 10 vertical feet. Failure to notify may result in a delay in recommendations.

- Cut slopes exposing loose, cohesionless sands should be reported to the Geotechnical Engineer for possible stabilization recommendations.

- All stabilization excavations should be cleared of loose slough material prior to geotechnical inspection. Stakes should be provided by the Civil Engineer to verify the location and dimensions of the key. A typical stabilization fill detail is shown on Plate D-5.

- Stabilization key excavations should be provided with subdrains. Typical subdrain details are shown on Plates D-6.

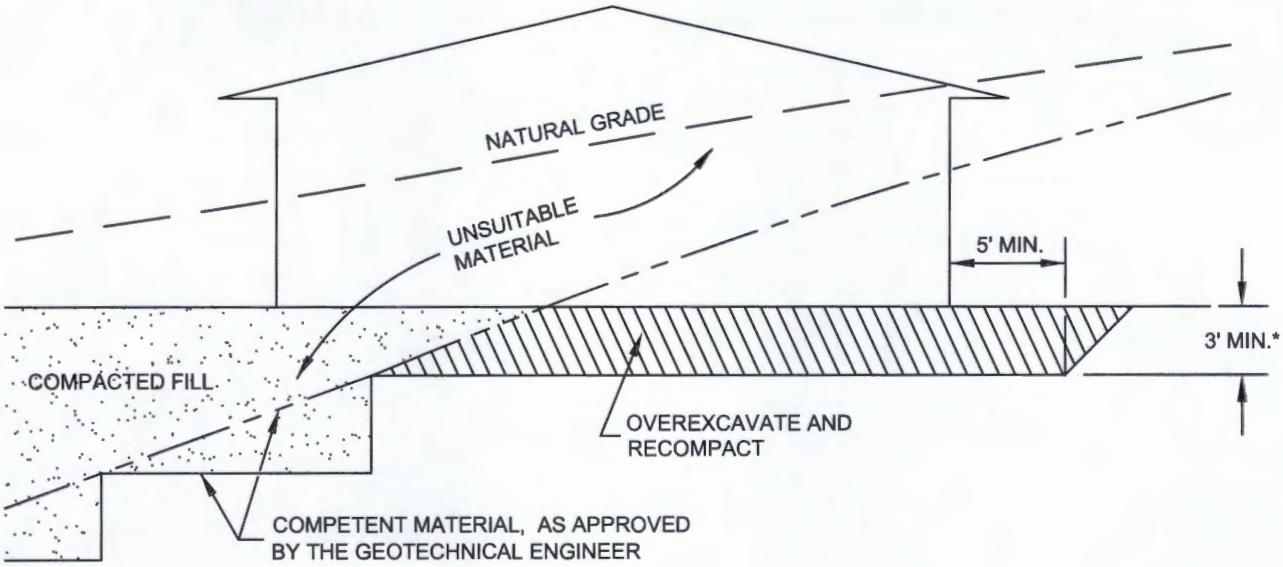
Subdrains

- Subdrains may be required in canyons and swales where fill placement is proposed. Typical subdrain details for canyons are shown on Plate D-3. Subdrains should be installed after approval of removals and before filling, as determined by the Soils Engineer.

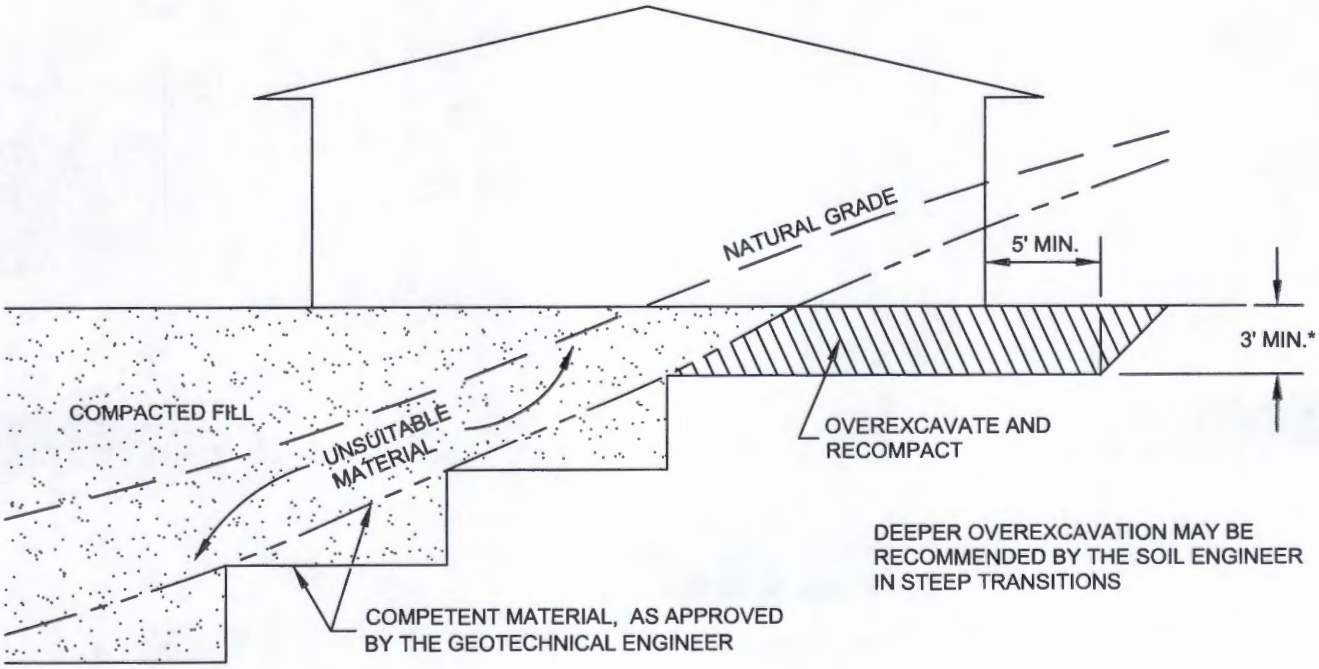
- Plastic pipe may be used for subdrains provided it is Schedule 40 or SDR 35 or equivalent. Pipe should be protected against breakage, typically by placement in a square-cut (backhoe) trench or as recommended by the manufacturer.

- Filter material for subdrains should conform to CALTRANS Specification 68-1.025 or as approved by the Geotechnical Engineer for the specific site conditions. Clean ¾-inch crushed rock may be used provided it is wrapped in an acceptable filter cloth and approved by the Geotechnical Engineer. Pipe diameters should be 6 inches for runs up to 500 feet and 8 inches for the downstream continuations of longer runs. Four-inch diameter pipe may be used in buttress and stabilization fills.

CUT LOT



CUT/FILL LOT (TRANSITION)



*SEE TEXT OF REPORT FOR SPECIFIC RECOMMENDATION. ACTUAL DEPTH OF OVEREXCAVATION MAY BE GREATER.

TRANSITION LOT DETAIL

GRADING GUIDE SPECIFICATIONS

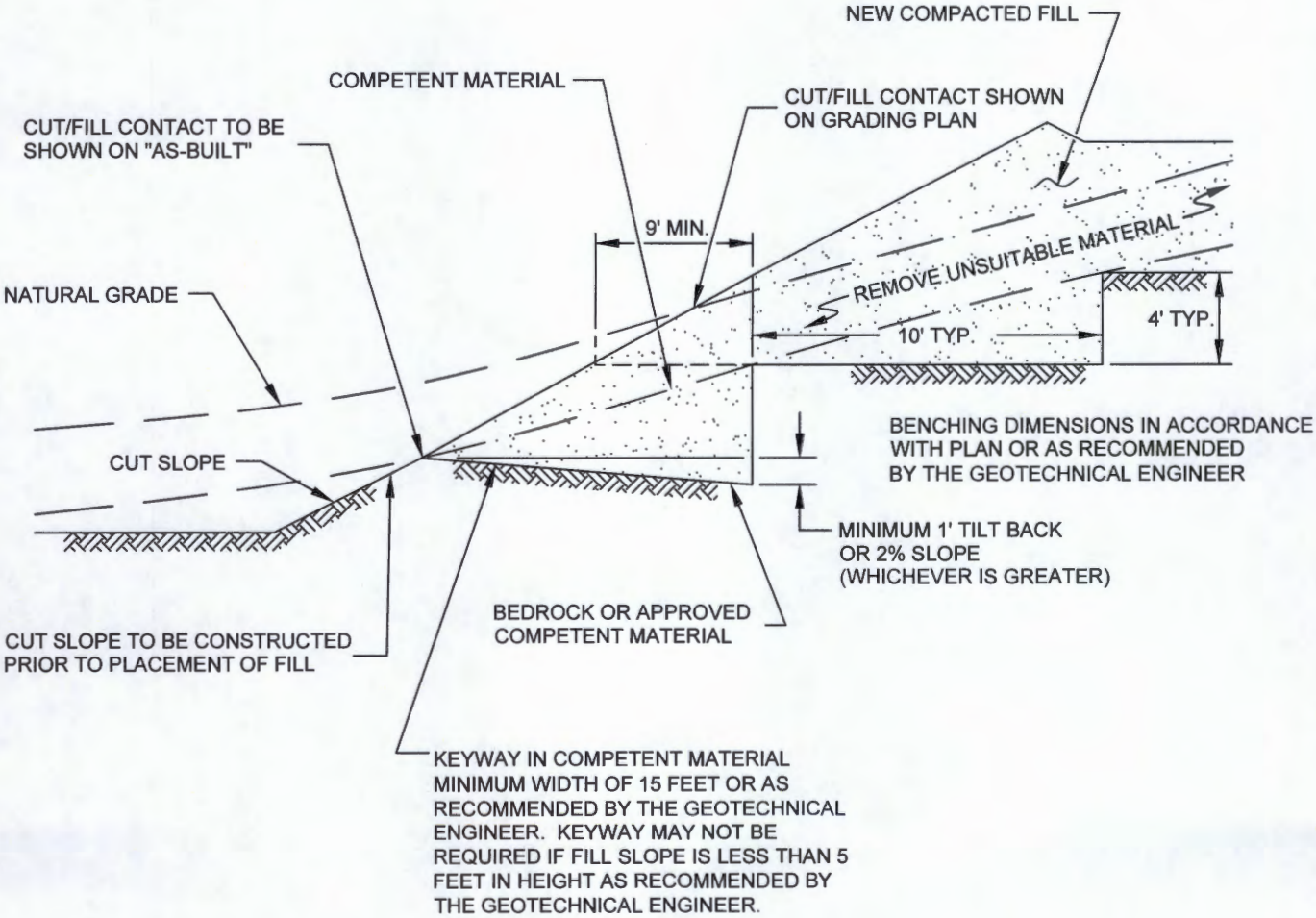
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-1

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



FILL ABOVE CUT SLOPE DETAIL

GRADING GUIDE SPECIFICATIONS

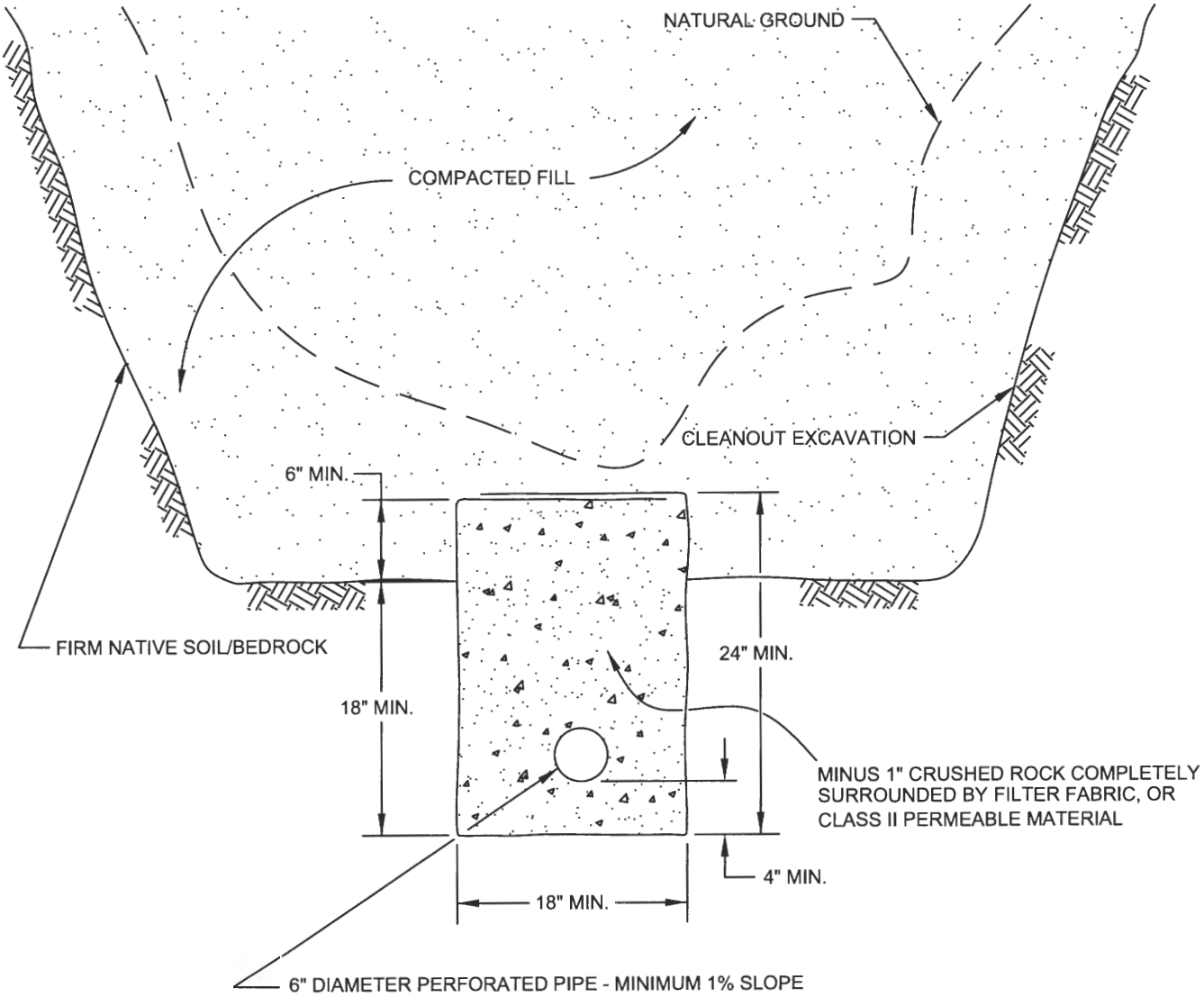
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-2

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



PIPE MATERIAL	DEPTH OF FILL OVER SUBDRAIN
ADS (CORRUGATED POLETHYLENE)	8
TRANSITE UNDERDRAIN	20
PVC OR ABS: SDR 35	35
SDR 21	100

SCHEMATIC ONLY
NOT TO SCALE

CANYON SUBDRAIN DETAIL

GRADING GUIDE SPECIFICATIONS

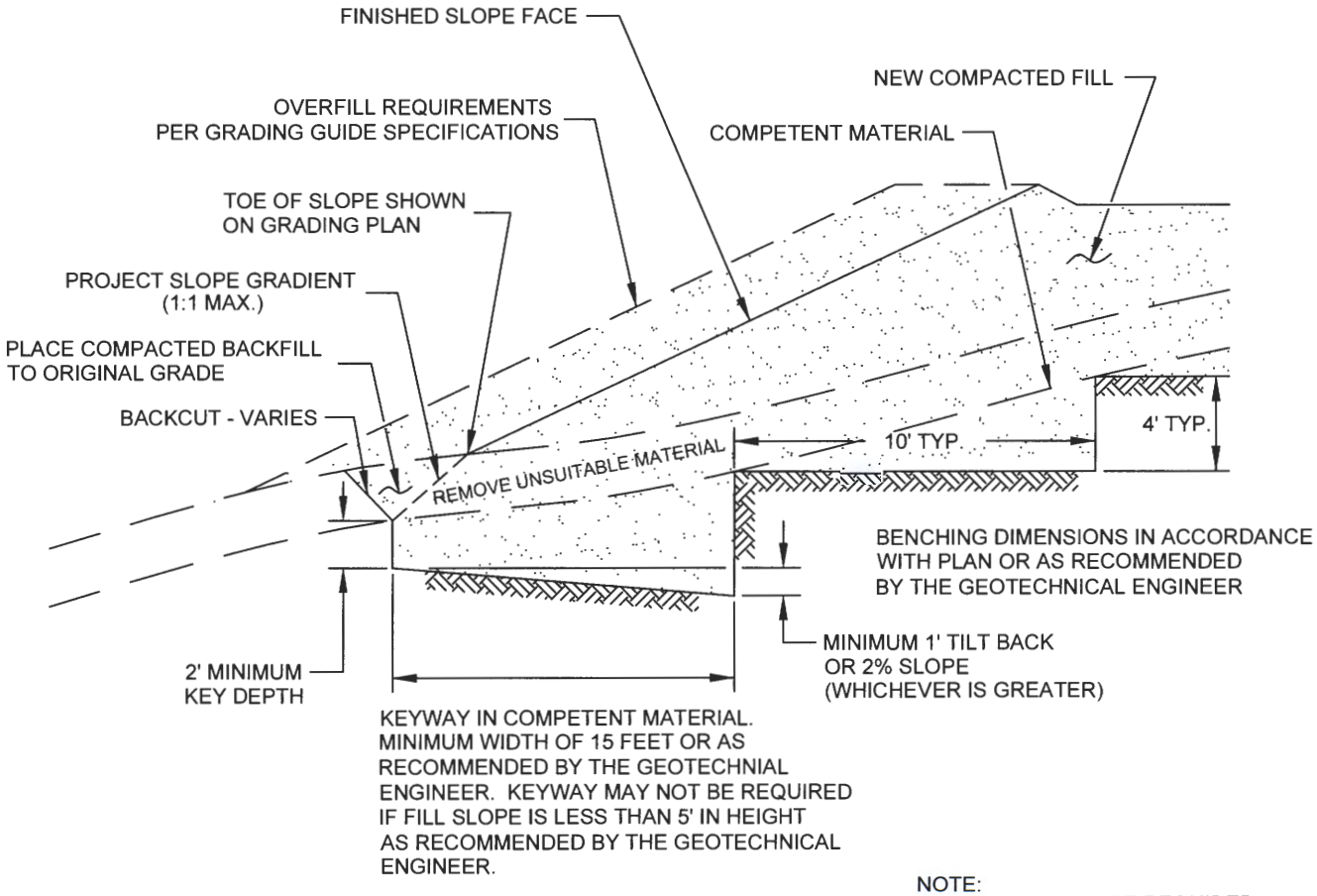
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-3

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



NOTE:
BENCHING SHALL BE REQUIRED WHEN NATURAL SLOPES ARE EQUAL TO OR STEEPER THAN 5:1 OR WHEN RECOMMENDED BY THE GEOTECHNICAL ENGINEER.

FILL ABOVE NATURAL SLOPE DETAIL

GRADING GUIDE SPECIFICATIONS

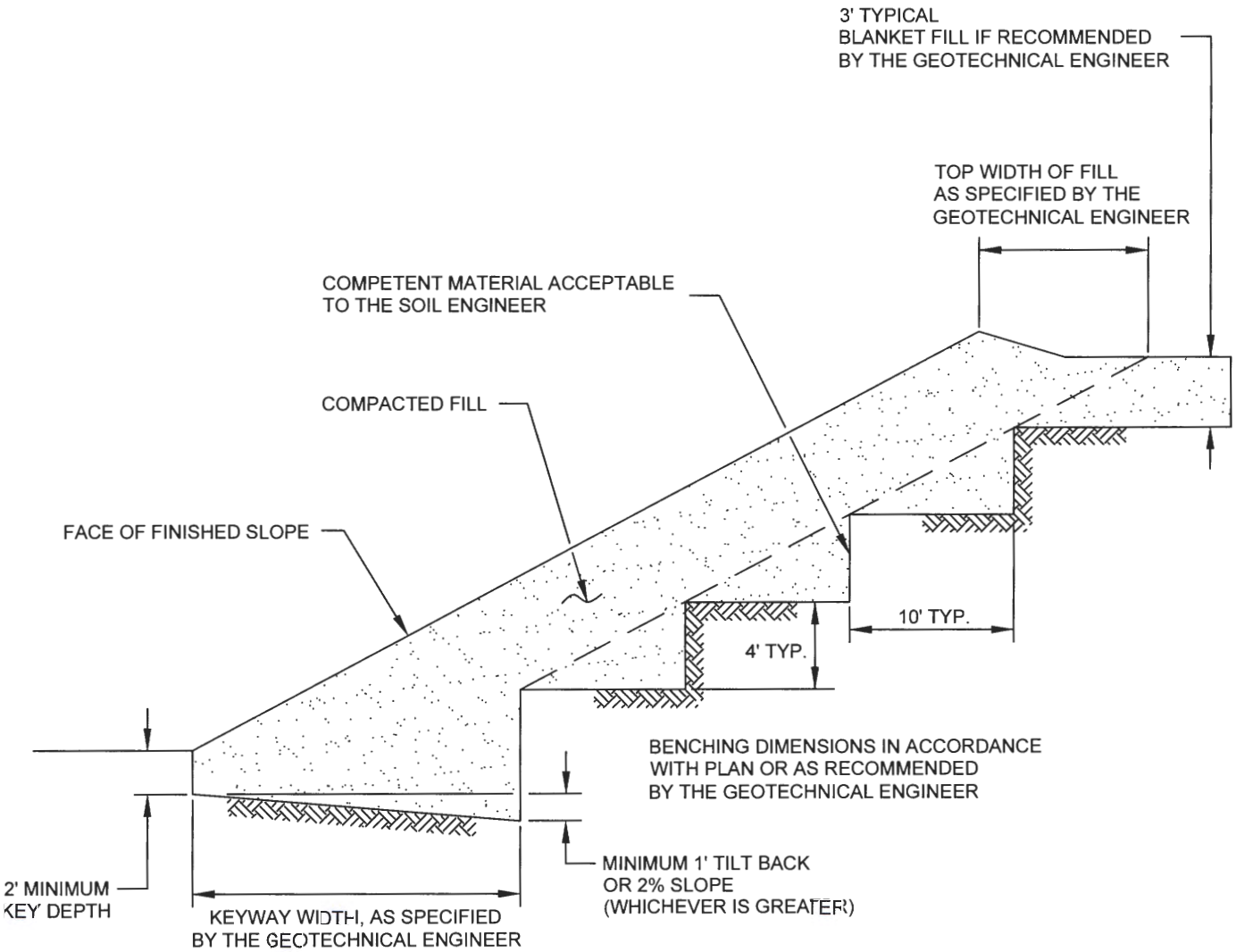
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-4

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



STABILIZATION FILL DETAIL

GRADING GUIDE SPECIFICATIONS

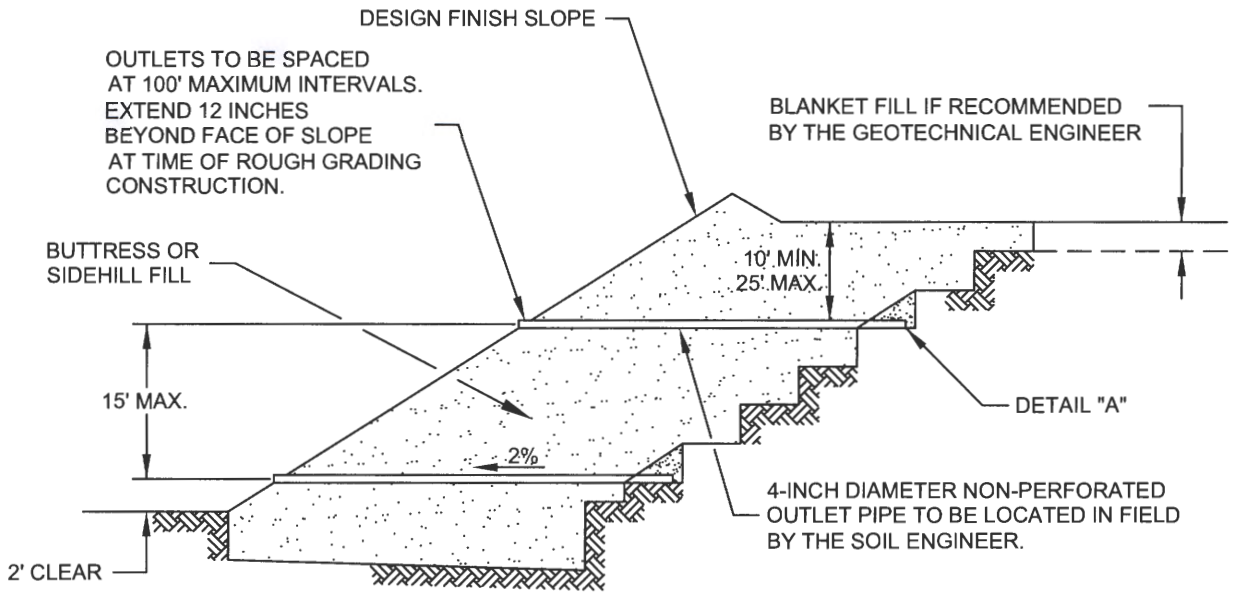
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-5

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



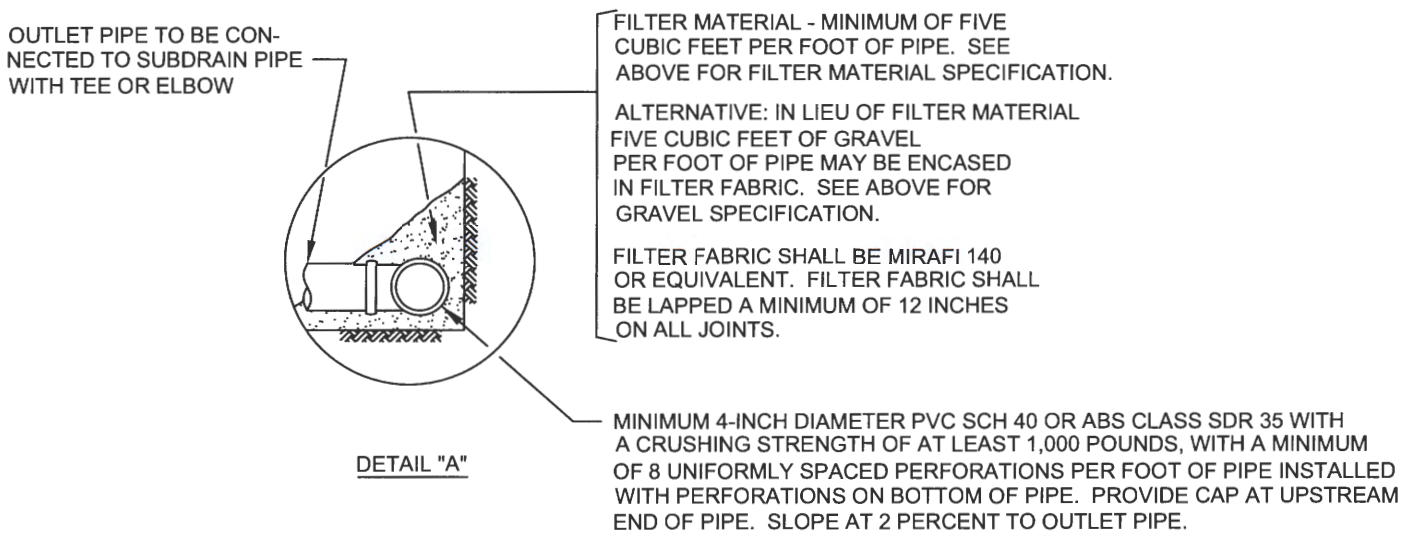
"FILTER MATERIAL" TO MEET FOLLOWING SPECIFICATION OR APPROVED EQUIVALENT: (CONFORMS TO EMA STD. PLAN 323)

SIEVE SIZE	PERCENTAGE PASSING
1"	100
3/4"	90-100
3/8"	40-100
NO. 4	25-40
NO. 8	18-33
NO. 30	5-15
NO. 50	0-7
NO. 200	0-3

"GRAVEL" TO MEET FOLLOWING SPECIFICATION OR APPROVED EQUIVALENT:

SIEVE SIZE	MAXIMUM PERCENTAGE PASSING
1 1/2"	100
NO. 4	50
NO. 200	8

SAND EQUIVALENT = MINIMUM OF 50



DETAIL "A"

NOTES:
1. TRENCH FOR OUTLET PIPES TO BE BACKFILLED WITH ON-SITE SOIL.

SLOPE FILL SUBDRAINS

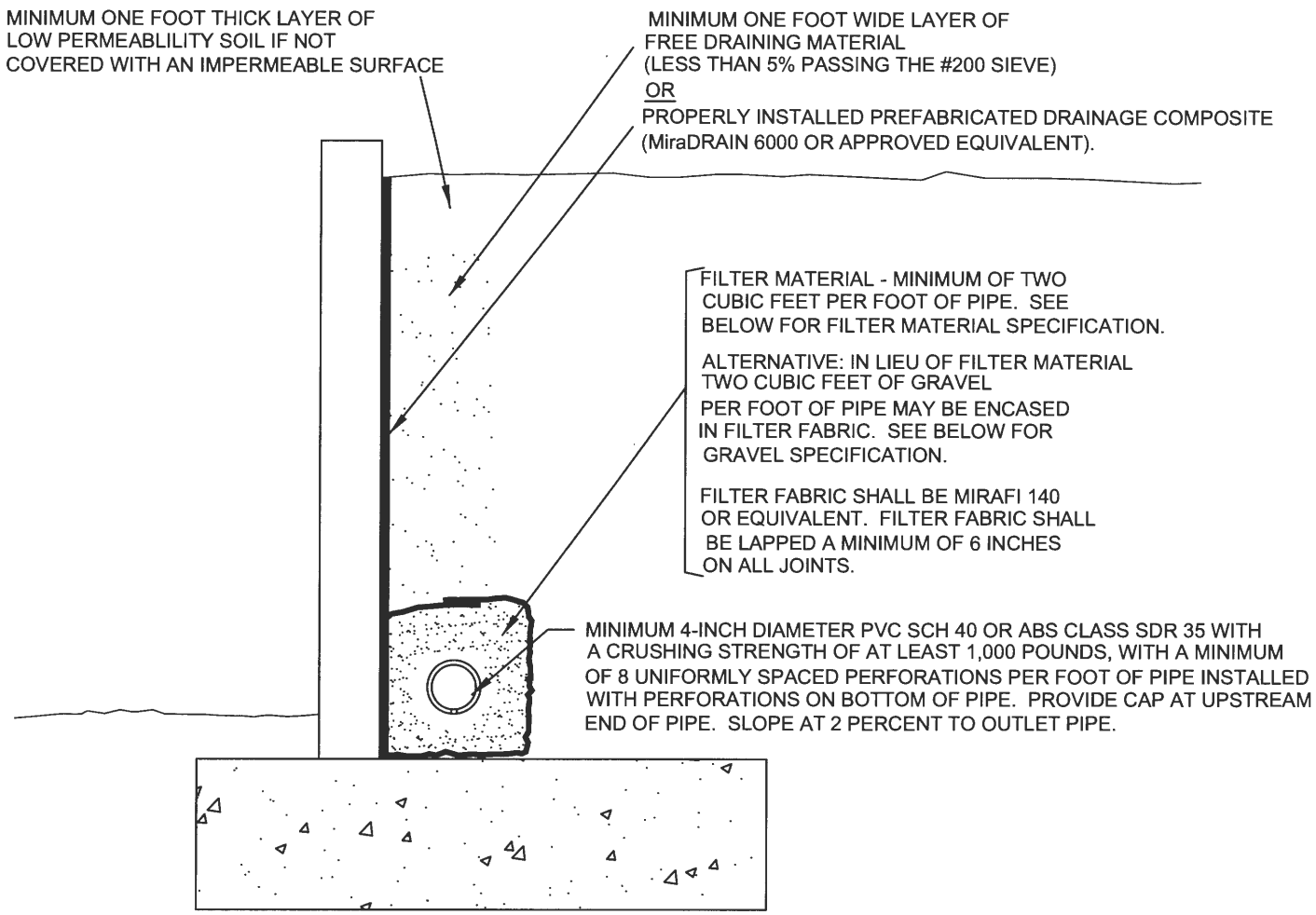
GRADING GUIDE SPECIFICATIONS

NOT TO SCALE

DRAWN: JAS
CHKD: GKM

PLATE D-6

SOUTHERN CALIFORNIA GEOTECHNICAL



"FILTER MATERIAL" TO MEET FOLLOWING SPECIFICATION OR APPROVED EQUIVALENT: (CONFORMS TO EMA STD. PLAN 323)

SIEVE SIZE	PERCENTAGE PASSING
1"	100
3/4"	90-100
3/8"	40-100
NO. 4	25-40
NO. 8	18-33
NO. 30	5-15
NO. 50	0-7
NO. 200	0-3

"GRAVEL" TO MEET FOLLOWING SPECIFICATION OR APPROVED EQUIVALENT:

SIEVE SIZE	MAXIMUM PERCENTAGE PASSING
1 1/2"	100
NO. 4	50
NO. 200	8

SAND EQUIVALENT = MINIMUM OF 50

RETAINING WALL BACKDRAINS

GRADING GUIDE SPECIFICATIONS

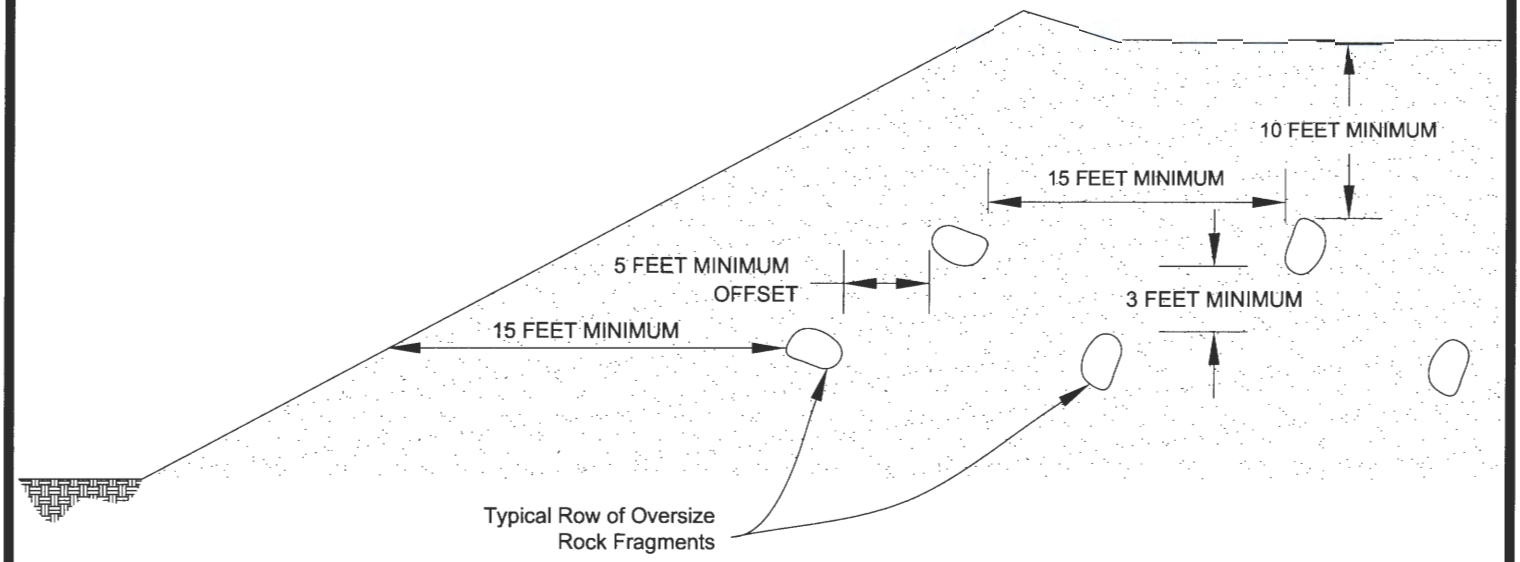
NOT TO SCALE

DRAWN: JAS
CHKD: GKM

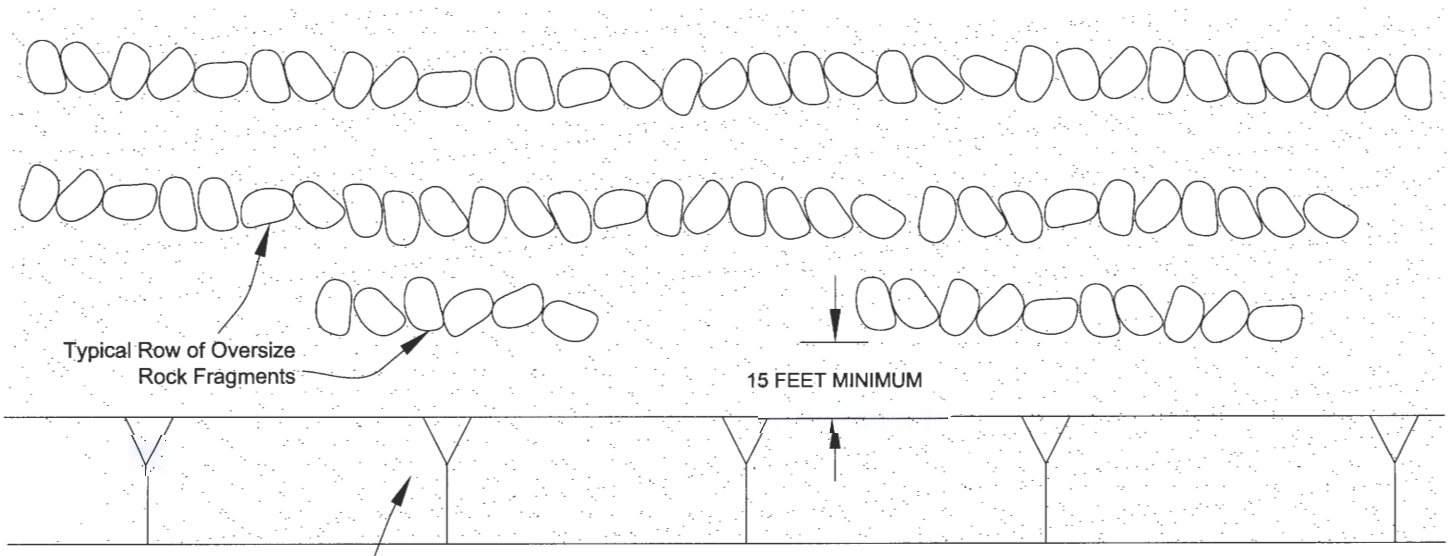
PLATE D-7

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL



Section View



Plan View

PLACEMENT OF OVERSIZED MATERIAL

GRADING GUIDE SPECIFICATIONS

NOT TO SCALE

DRAWN: PM
CHKD: GKM

PLATE D-8

SoCalGeo

SOUTHERN CALIFORNIA GEOTECHNICAL

APPENDIX E

USGS Design Maps Summary Report

User-Specified Input

Building Code Reference Document ASCE 7-10 Standard
(which utilizes USGS hazard data available in 2008)

Site Coordinates 34.00385°N, 117.94141°W

Site Soil Classification Site Class D – "Stiff Soil"

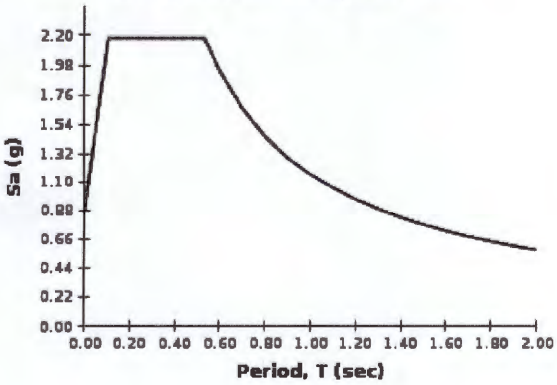
Risk Category I/II/III

USGS-Provided Output

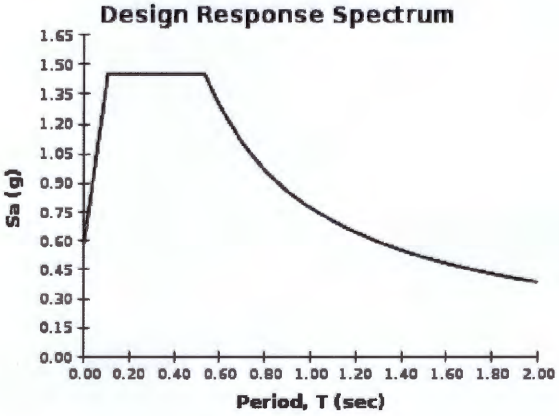
S_S =	2.179 g	S_{MS} =	2.179 g	S_{DS} =	1.452 g
S_1 =	0.773 g	S_{M1} =	1.159 g	S_{D1} =	0.773 g

For information on how the SS and S1 values above have been calculated from probabilistic (risk-targeted) and deterministic ground motions in the direction of maximum horizontal response, please return to the application and select the "2009 NEHRP" building code reference document.

MCE_R Response Spectrum



Design Response Spectrum



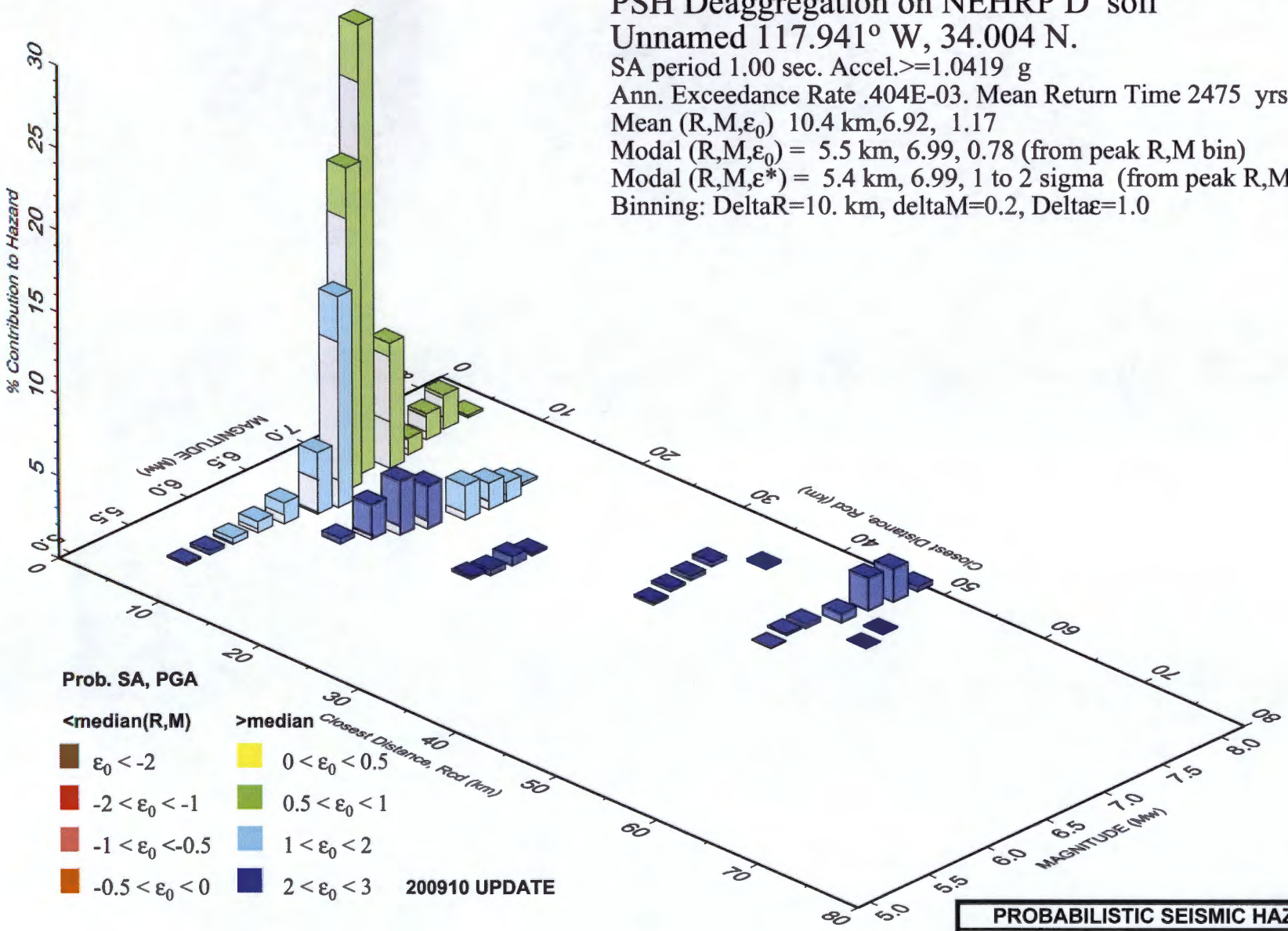
SOURCE: U.S. GEOLOGICAL SURVEY (USGS)
<http://geohazards.usgs.gov/designmaps/us/application.php>

SEISMIC DESIGN PARAMETERS
PROPOSED COMMERCIAL/INDUSTRIAL BUILDING
CITY OF INDUSTRY, CALIFORNIA
DRAWN: MRM CHKD: JAS
SCG PROJECT 16G114-1
PLATE E-1

SoCalGeo
SOUTHERN CALIFORNIA GEOTECHNICAL

PSH Deaggregation on NEHRP D soil
Unnamed 117.941° W, 34.004 N.

SA period 1.00 sec. Accel.>=1.0419 g
Ann. Exceedance Rate .404E-03. Mean Return Time 2475 yrs
Mean (R,M,ε_0) 10.4 km,6.92, 1.17
Modal (R,M,ε_0) = 5.5 km, 6.99, 0.78 (from peak R,M bin)
Modal (R,M,ε*) = 5.4 km, 6.99, 1 to 2 sigma (from peak R,M,ε bin)
Binning: DeltaR=10. km, deltaM=0.2, Deltaε=1.0



SOURCE: U.S. GEOLOGICAL SURVEY (USGS)
<http://geohazards.usgs.gov/deaggint/2008/>

PROBABILISTIC SEISMIC HAZARD ANALYSIS
PROPOSED COMMERCIAL/INDUSTRIAL BUILDING
CITY OF INDUSTRY, CALIFORNIA

DRAWN: JL
CHKD: JAS
SCG PROJECT 16G114-1
PLATE E-2

SoCalGeo
SOUTHERN CALIFORNIA GEOTECHNICAL

APPENDIX F

LIQUEFACTION EVALUATION

Project Name	Proposed C/I Building
Project Location	City of Industry, California
Project Number	16G114
Engineer	DWN

Design Acceleration	1.042	(g)
Design Magnitude	6.99	
Historic High Depth to Groundwater	15	(ft)
Depth to Groundwater at Time of Drilling	35	(ft)
Borehole Diameter	6	(in)

Boring No. B-3

Sample Depth (ft)	Depth to Top of Layer (ft)	Depth to Bottom of Layer (ft)	Depth to Midpoint (ft)	Uncorrected SPT N-Value	Unit Weight of Soil (pcf)	Fines Content (%)	Energy Correction	C_B	C_S	C_N	Rod Length Correction	$(N_1)_{60}$	$(N_1)_{60CS}$	Overburden Stress (σ_o) (psf)	Eff. Overburden Stress (Hist. Water) (σ_o') (psf)	Eff. Overburden Stress (Curr. Water) (σ_o') (psf)	Stress Reduction Coefficient (r_d)	MSF	Ks	Cyclic Resistance Ratio (M=7.5)	Cyclic Resistance Ratio (M=6.99)	Cyclic Stress Ratio Induced by Design Earthquake	Factor of Safety	Comments
							(1)	(2)	(3)	(4)	(5)	(6)	(7)				(8)	(9)	(10)	(11)	(12)	(13)		
9.5	0	12	6	32	120		1.3	1.05	1.3	1.27	0.75	54.0	54.0	720	720	720	0.99	1.22	1.1	2.00	2.00	N/A	N/A	Above Water Table
14.5	12	22	17	49	120		1.3	1.05	1.3	1.00	0.85	74.2	74.2	2040	1915	2040	0.94	1.22	1.03	2.00	2.00	0.68	2.94	Non-Liquefiable
19.5	12	22	17	70	120		1.3	1.05	1.3	1.00	0.95	117.8	117.8	2040	1915	2040	0.94	1.22	1.03	2.00	2.00	0.68	2.94	Non-Liquefiable
24.5	22	32	27	28	120	44	1.3	1.05	1.3	0.90	0.95	42.4	48.0	3240	2491	3240	0.89	1.22	0.95	2.00	2.00	0.79	2.54	Non-Liquefiable
29.5	22	32	27	42	120		1.3	1.05	1.3	0.93	0.95	66.2	66.2	3240	2491	3240	0.89	1.22	0.95	2.00	2.00	0.79	2.54	Non-Liquefiable
34.5	32	34.5	33.3	31	120		1.3	1.05	1.3	0.85	1	46.7	46.7	3990	2851	3990	0.86	1.22	0.91	2.00	2.00	0.81	2.45	Non-Liquefiable
34.5	34.5	37	35.8	31	120		1.3	1.05	1.3	0.83	1	45.8	45.8	4290	2995	4243	0.85	1.22	0.9	2.00	2.00	0.82	2.44	Non-Liquefiable
39.5	37	50	43.5	56	120		1.3	1.05	1.3	0.98	1	97.3	97.3	5220	3442	4690	0.80	1.22	0.85	2.00	2.00	0.82	2.43	Non-Liquefiable
44.5	37	50	43.5	50	120		1.3	1.05	1.3	0.93	1	83.0	83.0	5220	3442	4690	0.80	1.22	0.85	2.00	2.00	0.82	2.43	Non-Liquefiable
49.5	37	50	43.5	87	120		1.3	1.05	1.3	1.25	1	193.6	193.6	5220	3442	4690	0.80	1.22	0.85	2.00	2.00	0.82	2.43	Non-Liquefiable

Notes:

(1) Energy Correction for N_{90} of automatic hammer to standard N_{60}

(2) Borehole Diameter Correction (Skempton, 1986)

(3) Correction for split-spoon sampler with room for liners, but liners are absent, (Seed et al., 1984, 2001)

(4) Overburden Correction, Caluclated by Eq. 39 (Boulanger and Idriss, 2008)

(5) Rod Length Correction for Samples <10 m in depth

(6) N-value corrected for energy, borehole diameter, sampler with absent liners, rod length, and overburden

(7) N-value corrected for fines content per Eqs. 75 and 76 (Boulanger and Idriss, 2008)

(8) Stress Reduction Coefficient calculated by Eq. 22 (Boulanger and Idriss, 2008)

(9) Magnitude Scaling Factor calculated by Eqns. A.8 & A.10 (Boulanger and Idriss, 2014)

(10) Overburden Correction Factor calcuated by Eq. 54 (Boulanger and Idriss, 2008)

(11) Calcuated by Eq. 70 (Boulanger and Idriss, 2008)

(12) Calcuated by Eq. 72 (Boulanger and Idriss, 2008)

(13) Calcuated by Eq. 25 (Boulanger and Idriss, 2008)

LIQUEFACTION INDUCED SETTLEMENTS

Project Name	Proposed C/I Building
Project Location	City of Industry, California
Project Number	16G114
Engineer	DWN

Boring No. B-3

Sample Depth (ft)	Depth to Top of Layer (ft)	Depth to Bottom of Layer (ft)	Depth to Midpoint (ft)	$(N_1)_{60}$	DN for fines content	$(N_1)_{60\text{-}CS}$	Liquefaction Factor of Safety	Limiting Shear Strain γ_{min}	Parameter Fα	Maximum Shear Strain γ_{max}	Height of Layer		Vertical Reconsolidation Strain ε_v		Total Deformation of Layer (in)	Comments
				(1)	(2)	(3)	(4)	(5)	(6)	(7)			(8)			
9.5	0	12	6	54.0	0.0	54.0	N/A	0.00	-1.92	0.00	12.00		0.000		0.00	Above Water Table
14.5	12	22	17	74.2	0.0	74.2	2.94	0.00	-3.67	0.00	10.00		0.000		0.00	Non-Liquefiable
19.5	12	22	17	117.8	0.0	117.8	2.94	0.00	-7.79	0.00	10.00		0.000		0.00	Non-Liquefiable
24.5	22	32	27	42.4	5.6	48.0	2.54	0.00	-1.43	0.00	10.00		0.000		0.00	Non-Liquefiable
29.5	22	32	27	66.2	0.0	66.2	2.54	0.00	-2.96	0.00	10.00		0.000		0.00	Non-Liquefiable
34.5	32	34.5	33.3	46.7	0.0	46.7	2.45	0.00	-1.32	0.00	2.50		0.000		0.00	Non-Liquefiable
34.5	34.5	37	35.8	45.8	0.0	45.8	2.44	0.00	-1.25	0.00	2.50		0.000		0.00	Non-Liquefiable
39.5	37	50	43.5	97.3	0.0	97.3	2.43	0.00	-5.81	0.00	13.00		0.000		0.00	Non-Liquefiable
44.5	37	50	43.5	83.0	0.0	83.0	2.43	0.00	-4.47	0.00	13.00		0.000		0.00	Non-Liquefiable
49.5	37	50	43.5	193.6	0.0	193.6	2.43	0.00	-15.54	0.00	13.00		0.000		0.00	Non-Liquefiable
											Total Deformation (in)				0.00	

Notes:

(1) $(N_1)_{60}$ calculated previously for the individual layer

(2) Correction for fines content per Equation 76 (Boulanger and Idriss, 2008)

(3) Corrected $(N_1)_{60}$ for fines content

(4) Factor of Safety against Liquefaction, calculated previously for the individual layer

(5) Calcuated by Eq. 86 (Boulanger and Idriss, 2008)

(6) Calcuated by Eq. 89 (Boulanger and Idriss, 2008)

(7) Calcuated by Eqs. 90, 91, and 92 (Boulanger and Idriss, 2008)

(8) Voumetric Strain Induced in a Liquefiable Layer, Calcuated by Eq. 96 (Boulanger and Idriss, 2008)
(Strain N/A if Factor of Safety against Liquefaction > 1.3)

APPENDIX C – NOISE STUDY

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Existing Conditions

Project Number: 1A
Project Name: Gale Avenue Warehouse Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: City of Industry General Plan EIR (2014)
Community Noise Descriptor: L_{dn}: _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway				
Roadway, Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Traffic Analysis Zones 61-70	4	12	41,332	45	0.5	3.5%	17.0%	73.9	183	395	851	1,833

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Existing Plus Project Conditions

Project Number: 1B
Project Name: Gale Avenue Warehouse Project

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2016) and City of Industry General Plan EIR (2014)
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway				
Roadway, Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
Traffic Analysis Zones 61-70	4	12	41,500	45	0.5	3.5%	17.0%	74.0	184	396	853	1,838

APPENDIX D – TRAFFIC STUDY

Gale Avenue Warehouse Development
City of Industry
DRAFT Focused Traffic Study
June 29, 2016

Prepared for:
City of Industry
15625 East Stafford Street
#100
Industry, California
91744

Prepared by:
Michael Baker International
3536 Concours Street
Suite 100
Ontario, California
91764

Michael Baker
INTERNATIONAL

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2.0 Location 1
3.0 Coordination with the City of Industry 3
4.0 Existing Conditions 3
5.0 Site Generated Traffic 7
6.0 Site Traffic Distribution & Assignment 7
7.0 Site Driveways / Site Circulation 11
8.0 Potential Impacts & Mitigation 11

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Exhibit 3: Site Plan 3
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Exhibit 5: Projected Site Traffic Distributions – Passenger Vehicles 8
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Table 3: Projected Site Generated Trips 7

1.0 Introduction

The purpose of this report is to document the potential traffic impacts of a proposed warehouse building in the City of Industry, California. This traffic assessment includes a documentation of the existing conditions, as wells as trip generation analysis, trip distribution analysis, and trip assignment of the proposed project on the study area circulation system.

The proposed project is located at 16801 Gale Avenue, within an existing development. The project proposes a 36,030 square foot tilt-up concrete warehouse building to be constructed within the surface parking lot of the existing industrial complex. The site will include 482 surface parking spaces for the entire complex. The project site is 958,199 square-foot, and the APN is 8242-011-059.

The site currently includes two existing buildings, both of which are multi-tenant warehouse buildings constructed of concrete tilt-up wall panels, steel roof trusses and panelized wood roofs. The proposed project will be built without a specific tenant identified. The site is currently zoned Industrial and the City of Industry General Plan (2014) designation is Employment.

2.0 Location

The proposed site is located within the City of Industry, California. **Exhibit 1** shows the location of the proposed project within the region.

Exhibit 1: Regional Map

Not To Scale

Michael Baker INTERNATIONAL

The site is completely located within the City of Industry on the north side of Gale Avenue, an east-west roadway that operates parallel to SR 60. Major travel corridors in the area include SR 60, S. Hacienda Boulevard, and S. Azusa Avenue. The site is approximately 0.9 miles in travel distance from the State Route 60 (SR 60) and S. Azusa Avenue Interchange and approximately 1.6 miles from SR 60 and S. Hacienda Boulevard Interchange. The SR 60 and S. Hacienda Boulevard Interchange is located outside of the City of Industry boundaries while the SR 60 and S. Azusa Avenue Interchange is partially located within the City of Industry. **Exhibit 2** provides the location of the site within the area.

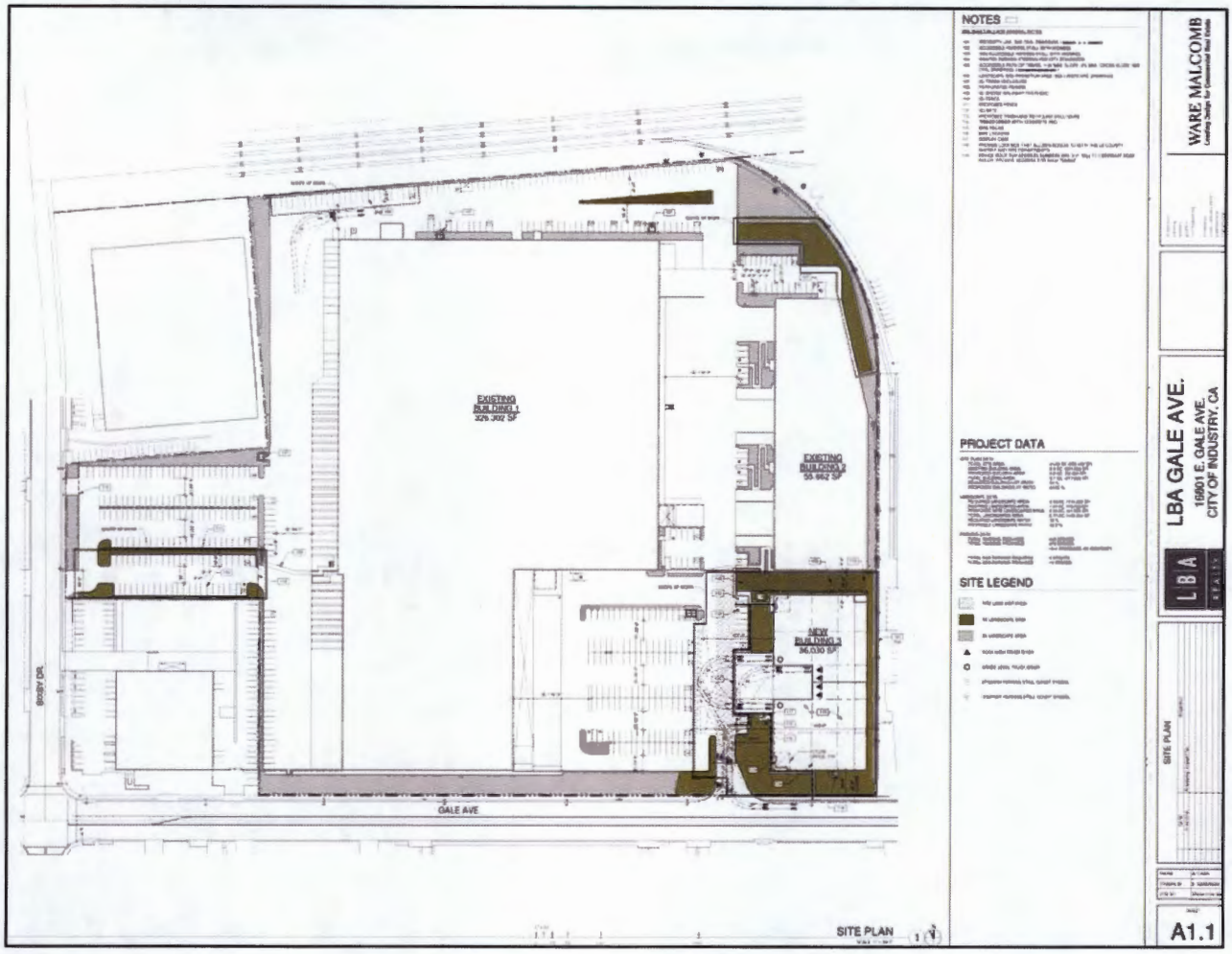
Exhibit 2: Site Location Map

Not To Scale

Michael Baker INTERNATIONAL

The site is bound by Gale Avenue to the south, the railroad to the north, Bixby Drive to the west, and another industrial development to the east. **Exhibit 3** shows the site plan, including the location of the proposed building (New Building 3) within the existing site.

Exhibit 3: Site Plan



3.0 Coordination with the City of Industry

The City of Industry approved the proposed traffic assessment through agreement and notice to proceed of the contract. City of Industry representatives were contacted in June 2016 via e-mail to confirm the analysis scope and level of analysis detail. As of the date of this document, response to the e-mail request has not yet been received.

4.0 Existing Conditions

A field view was conducted on Wednesday, June 22, 2016 at approximately 2 PM in order to assess the existing conditions. Weather was sunny and clear with a temperature in the low 90's.

Gale Avenue is a four-lane roadway with a center two-way left turn lane (five-lane cross section). The width of Gale Avenue near the site driveway is approximately 62 feet (curb to curb) and the posted speed limit is 45 miles per hour. According to the City of Industry General Plan (2014) Gale Avenue functions as a Secondary Highway near the proposed site. Secondary Highways serve trips of moderate length. Foothill Transit bus service is provided along Gale Avenue, however this section of Gale Avenue is not included in the Circulation Element Bicycle and Pedestrian Plan.

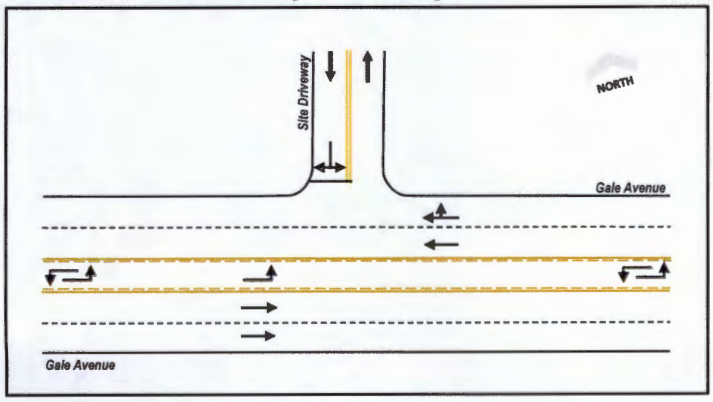
Table 1 summarizes the characteristics of the surrounding roadways.

Table 1: Area Roadway Characteristics

Roadway	Number of Lanes	Turn Lane/ Median	Posted Speed Limit	Sidewalk	Bicycle Lane	On Street Parking
Gale Avenue	Two travel lanes per direction between S. Hacienda Blvd and just west of Green Drive	Two-way left-turn lane (TWLTL)	45 mph	Yes, both sides of roadway	None	Prohibited
Hacienda Blvd	Three travel lanes per direction (except through SR 60 Interchange)	Landscaped median	40 mph	Yes, both sides of roadway	None	Prohibited
Azusa Ave	Three travel lanes per direction with turn/storage lanes at SR 60 Interchange	Landscaped median	45 mph	Yes, both sides of roadway	None	Prohibited
SR 60	Four travel lanes + One High Occupancy Vehicle Lane	Barrier	65 mph	None	None	Prohibited

The existing site driveway is two-way stop-controlled with free flow movements along Gale Avenue. One travel lane enters the site and one travel lane exits the site. The width of the site driveway is 37 feet, which results in lanes of approximately 18 ½ feet. Due to the curb cut, the effective width of the driveway, or the width where vehicles are able to enter/exit without hitting the curb, is 30 ½ feet. The site driveway has a double yellow pavement marking to delineate the travel lanes. The existing site driveway is not currently gated or restricted on-site. **Exhibit 4** is a graphical representation of the site driveway lane usage.

Exhibit 4: Site Driveway Lane Usage



Traffic flow in and out of the site was observed during the field view. Passenger vehicles and two-axle trucks did not appear to have any issues with access to/from the site. Three-axle trucks are somewhat constrained, however all movements are possible. Three-axle truck traffic turning left into or out of the site did not appear to have any issues. Three-axle truck traffic turning right out of the site required the use of multiple accepting lanes on Gale Avenue Westbound. Similarly, three-axle truck traffic turning right into the site appeared to be able to complete the movement within a single lane on Gale Avenue Westbound, but only by utilizing the opposing site driveway outbound lane. Evidence of these potential operational issues can be seen by the tire marks on the curb cuts (see photos below).

While a parking assessment was not identified as part of this study, it was noted during the field view that the parking lot located in the southeast portion of the site serving 16801 Gale Avenue was operating at more than 100% utilization with vehicles parked along the curb in non-designated parking areas.

Along Gale Ave, Looking West Towards Site Driveway

Along Gale Ave, Looking East Towards Site Driveway

Photo: Site Driveway, Looking West

Photo: Site Driveway, Looking East

Looking North Towards Site Driveway	Looking South From Site Driveway

Truck Turning Right Into Site	
Movement #1	Movement #2
Movement #3	Movement #4

5.0 Site Generated Traffic

The *Trip Generation Manual* (Institute of Transportation Engineers, 9th Edition, 2012) was utilized to estimate the projected site generated traffic volumes. Land use code 150 was utilized to develop the estimate which included Weekday Daily, AM Peak Hour, and PM Peak Hour volumes. Assumptions were made in order to convert the site traffic into passenger car equivalence (PCE) given the industrial nature of the proposed development. **Table 2** shows trip generation rates and **Table 3** shows the projected site generated trips (PCEs) for the proposed development in terms of passenger car trips and heavy vehicle trips.

Table 2: Trip Generation Rates

Trip Rates										
Project				Daily	AM Peak			PM Peak		
No.	Land Use	Code*	Unit**		Total	In%	Out%	Total	In%	Out%
1	Warehousing	ITE 150	TSF	***3.560***	***0.300***	*79.0%*	*21.0%*	***0.320***	*25.0%*	*75.0%*
2	79.57% Passenger Cars (PCE[1] = 1.0)	79.57%	1.0	***2.833***	***0.239***	*79.0%*	*21.0%*	***0.255***	*25.0%*	*75.0%*
3	3.46% 2-Axle Trucks (PCE[1] = 1.5)	3.46%	1.5	***0.185***	***0.016***	*79.0%*	*21.0%*	***0.017***	*25.0%*	*75.0%*
4	4.64% 3-Axle Trucks (PCE[1] = 2.0)	4.64%	2.0	***0.330***	***0.028***	*79.0%*	*21.0%*	***0.030***	*25.0%*	*75.0%*

Notes

Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012. Warehousing.

* *City of Fontana, Truck Trip Generation Study, April 2003. Heavy Warehouse*

** *TSF = Thousand Square Feet*

[1] *Passenger Car Equivalence (PCE) rate per SANBAG guidelines.*

Table 3: Projected Site Generated Trips

Traffic Generation									
Bldg No.	Project		Daily	AM Peak			PM Peak		
	Land Use	Quantity**		Total	In	Out	Total	In	Out
1	Warehousing	36.030 TSF							
2	79.57% Passenger Cars (PCE[1] = 1.0)		**102**	**9**	7	2	**9**	2	7
3	3.46% 2-Axle Trucks (PCE[1] = 1.5)		**7**	**-**	-	-	**-**	-	-
4	4.64% 3-Axle Trucks (PCE[1] = 2.0)		**12**	**1**	1	-	**1**	-	1
5	12.33% 4-Axle Trucks (PCE[1] = 3.0)		**47**	**4**	3	1	**4**	1	3
6	*Subtotal Trips - Building 1*	*36.030 TSF*	***168***	***14***	*11*	*3*	***14***	*3*	*11*
Passenger Car Trips			**102**	**9**	**7**	**2**	**9**	**2**	**7**
Truck Trips			**66**	**5**	**4**	**1**	**5**	**1**	**4**
Total Project Trips		36.030 TSF	**168**	**14**	11	3	**14**	3	11

Notes

** *TSF = Thousand Square Feet*

[1] *Passenger Car Equivalence (PCE) rate per SANBAG guidelines.*

6.0 Site Traffic Distribution & Assignment

The existing site has access via Gale Avenue and Bixby Drive. Given the location of the proposed building within the site, it is anticipated that all site traffic will utilize the Gale Avenue driveway. The Bixby Drive driveway would likely only be used under maintenance or emergency conditions.

It is anticipated that most of the traffic will ultimately travel in the east-west direction given the nature of the roadway network and development in the region. Traffic volumes on the SR 60 ramps were obtained from the Caltrans website in order to get a sense of the directional flow of travel in the area. Two sets of site traffic distributions were developed: one for passenger vehicles and the other for heavy vehicles. This is done to account for the potential variations in site generated traffic flow. **Exhibit 5** shows the projected site traffic distributions for passenger vehicles. **Exhibit 6** shows the projected site traffic distributions for heavy vehicles.

Exhibit 5: Projected Site Traffic Distributions – Passenger Vehicles

##%= Passenger Car Distribution (Entering)
##%= Passenger Car Distribution (Exiting)

Not To Scale

Michael Baker INTERNATIONAL

Exhibit 6: Projected Site Traffic Distributions – Heavy Vehicles

##%= Truck Distribution (Entering)
##%= Truck Distribution (Exiting)

Not To Scale

Michael Baker INTERNATIONAL

The site traffic distributions were applied to the projected site generated trips shown in **Table 3** to obtain the site traffic assignments. **Exhibit 7** shows the projected passenger vehicles site traffic and **Exhibit 8** shows the projected heavy vehicles site traffic. These volumes are shown in terms of passenger car equivalence (PCEs). Volumes are shown in the following format: AM Peak Hour (PM Peak Hour) [Daily]. Daily volumes are distributed in terms of 50% entering and 50% exiting.

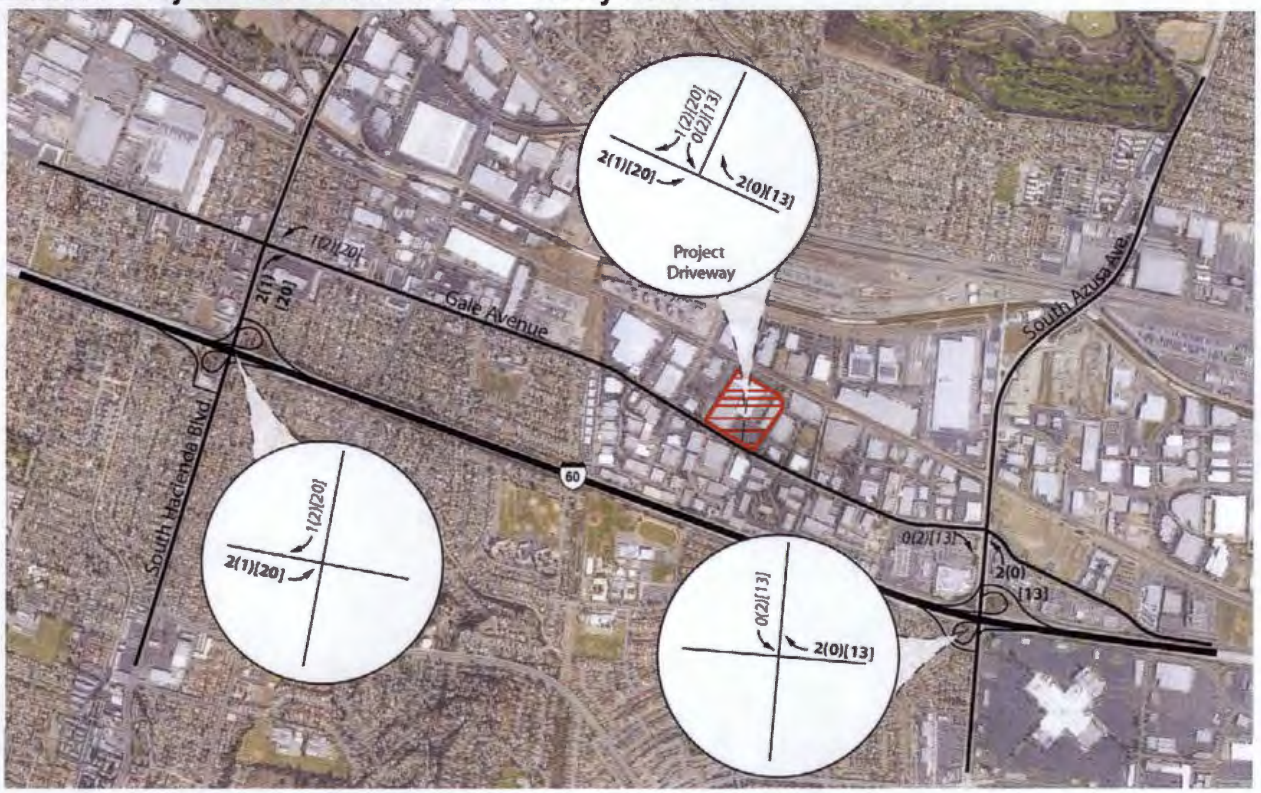
Exhibit 7: Projected Site Traffic Volumes – Passenger Vehicles

Not To Scale

Passenger Traffic (PCES)
##(##)[##] = AM(PM)[Daily] - (Entering)
##(##)[##] = AM(PM)[Daily] - (Exiting)

Michael Baker INTERNATIONAL

Exhibit 8: Projected Site Traffic Volumes – Heavy Vehicles



Not To Scale

Truck Traffic (PCES)
##(##)[##] = AM(PM)[Daily] - (Entering)
##(##)[##] = AM(PM)[Daily] - (Exiting)

Michael Baker INTERNATIONAL

As shown in **Exhibits 7** and **8**, peak hour passenger car equivalence are anticipated to increase by no more than seven (7) trips per movement. This is considered a minimal increase in traffic levels and well within typical daily fluctuations in traffic volumes in the area.

7.0 Site Driveways / Site Circulation

As noted during the field view, current site traffic originating from or destined to Gale Avenue Westbound requires the use of multiple lanes in order to compete turns to/from the site. As shown in the site plan, the curb in the northeast quadrant of the access driveway intersection is proposed to be cut back in order to accommodate the internal site operations. This modification is projected to improve the truck movement for all right turning traffic into the site.

8.0 Potential Impacts & Mitigation

Given the minimal amount of site generated traffic that is projected as a result of the proposed development, mitigation is not proposed on the area roadway network.

As part of the site driveway reconstruction in the northeast quadrant of the intersection, it is recommended that the northwest quadrant of the intersection also be reconstructed to allow better access for three-axle truck traffic exiting the

site and turning right onto Gale Avenue Westbound. Pushing this curb to the west will have the added benefit of truck traffic not operating on the sidewalk, thus avoiding a potentially compromised situation for pedestrians.

While a parking analysis was not conducted as part of this traffic assessment, it was noted that the existing parking area appears to operate beyond capacity while accommodating the existing uses. The new building will displace the existing well-utilized parking area. If a parking plan has not yet been addressed, a parking utilization survey may be needed to assess the operations of the existing uses relative to current codes and typical parking generation rates.

Attachment 6
Resolution No. CC 2016-68

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RESOLUTION NO. CC 2016-68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 15-21 FOR THE CONSTRUCTION OF A 36,030 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 16801 GALE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on November 3, 2015, LBA Reality, ("Applicant") filed a complete application requesting the approval of Development Plan ("DP") No. 15-21 described herein ("Application"); and

WHEREAS, the Application applies to a 21.99 acre property at 16801 Gale Avenue, City of Industry, California, Assessor's Parcel Number 8242-011-059 ("Property"); and

WHEREAS, the Applicant desires to construct an industrial warehouse building (36,030 square feet) within the "M"-Manufacturing Zone (the "Project"), and 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/Negative Declaration was prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), California Public Resources Code section 21000 et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 et seq., and the Environmental Impact Report Guidelines of the City of Industry; and

WHEREAS, the Initial Study/Negative Declaration was circulated for public and agency review and comment on September 23, 2016, through, and including, October 13, 2016; and

WHEREAS, the Initial Study/Negative Declaration concluded that implementation of the Project would not result in a significant effect on the environment; and

WHEREAS, on October 13, 2016, at a duly noticed public meeting, the City Council adopted Resolution No. CC 2016-67, approving the Initial Study/Negative Declaration; and

WHEREAS, on October 13, 2016, 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 October 13, 2016 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the Negative Declaration, 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 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/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 Initial Study/Mitigated Negative Declaration, the Project would add approximately 168 vehicle trips, which equates to approximately 66 truck trips and 102 passenger car trips per day, 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; and

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

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

E. Based on the foregoing, the City Council approves Development Plan No. 15-21, subject to the Conditions of Approval, attached hereto as Exhibit A, 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 October 13, 2016 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Diane Schlichting, Chief Deputy City Clerk

CITY OF INDUSTRY

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

EXHIBIT A

Standard Requirements and Conditions of Approval

Application: **Development Plan 15-21**

Applicant: **LBA Reality**

Location: **16801 Gale Avenue**

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. ~~Electronic gates shall be equipped with a lock box approved by the Los Angeles County Fire and Sheriff Departments, electric switch, and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments.~~

2. Roof-top address numbers that would only be visible from the air shall be installed to assist air borne patrols. The numbering shall be a minimum of 3 feet and of a color that contrasts with the roof. If applicable, addresses will include designators for individual tenant addresses.

3. The Sheriff Department's radios cannot penetrate long spans of concrete that are not penetrated by cuts for windows, doors, and loading bays. In case of emergency, use of any internal public address system/intercom offers a communication method. Upon request, the Los Angeles County Sheriff Department shall be provided access to the internal public address/intercom system.

4. According to the Los Angeles County Sheriff Department, most thefts occur in the loading areas. To help address this, the Sheriff Department will discuss and recommend security measures as a courtesy. Upon application for a Use Permit, the Applicants shall provide a security plan and evacuation plan for review and comment by the Los Angeles County Sheriff Department, including product type and website information.

5. If buried paleontological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Development Services Director or his/her designee is satisfied that adequate recovery efforts have taken place.

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 construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications as depicted on the approved development plan.

8. 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.

9. 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.

10. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.

11. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will implement an effective combination of erosion and sediment control BMPs consistent with the NPDES construction general permit to prevent erosion and sediment loss and the discharge of construction wastes, to the satisfaction of the City Engineer, which shall be in the form of a storm water soil loss prevention plan (also called an erosion control plan or a water pollution control plan).

12. 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 Engineer for review and approval. Upon approval, the Applicant shall construct storm drains and water quality devices according to the approved plans and the satisfaction of the City Engineer. Prior to building final and/or issuance of the certificate of occupancy, the Applicant shall provide the City Engineer with a signed and recorded covenant and agreement stating that the Property and all structural or treatment control Best Management Practices (BMPs) will be maintained in compliance with the municipal NPDES permit (also sometimes called the MS4 Permit) and other applicable regulatory requirements.

13. 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 BMPs must either: 1) assume responsibility for maintenance of any existing structural or treatment control BMPs at least once a year and retain proof of maintenance/inspection for review by the City Engineer upon request; or 2) replace an existing structural or treatment control BMP with new control measures or BMPs meeting the then current standards of the City and the municipal NPDES permit. 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 sale or lease agreement or deed of the Property.

14. The Applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit. All development shall be completed in substantial compliance with the approved development plan.

~~15. Street lights shall be designed and installed along the street frontage of a development to the satisfaction of the City Engineer and as depicted on XX (e.g. approved development plan).~~

16. 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).

17. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the Property is allowed.

18. 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.

19. Prior to Planning Final, all outstanding fees and invoices due to the City shall be paid in full. If requested by City Staff, the Applicant shall provide proof of payment.

Interpretation and Enforcement

1. The Applicant shall comply with all applicable code requirements, conditions of approval, laws, rules, and regulations applicable to the development of the project.

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

Indemnification and Hold Harmless Condition

1. The 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.

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

Staff: Alex Gonzalez, Director of Development Services and Administration
Kristen Weger, Administrative Analyst

Date: October 13, 2016

SUBJECT: Update Regarding the Request for Proposals for Operations and Maintenance ("O&M") Services of the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road

---

A Request for Proposals ("RFP") for Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road was prepared to invite contractors to submit proposals to the City of Industry ("City"). The RFP was advertised on August 15, 2016 and August 22, 2016 in the San Gabriel Valley Tribune. It was also posted on BidAmerica, Southern California Builders Association, Dodge Data & Analytics and Construction BidBoard, Inc on August 15, 2016. A non-mandatory job walk was held for proposers on September 1, 2016 at 1:30 pm at the Metrolink Solar Carport Facility located at 600 S. Brea Canyon Road. Questions were received from proposers up until September 9, 2016 at 1:00 pm via PlanetBids.

Proposals were due to the City via PlanetBids by September 15, 2016 at 1:00 pm. The City received four (4) proposals from Borrego Solar Systems, Inc., ENCO Utility Services LLC, MaxGen Energy Services and SST Construction, LLC.

The selection panel evaluated the proposals received by each contractor based on the following criteria, as outlined in the RFP:

Base Price Quote: O&M Tasks Items #1 Monitoring, Coordination, Dispatch, Forecast, Debrief and Reporting and #2 Preventive Maintenance should be a fixed price ($ per year) based on the tasks identified in Sections 2.4, 3.1, 3.7 and Appendix 1.	30%

O&M Qualifications:
Company licensing, financial stability and insurance compliance determine minimum eligibility of respondents. O&M Contractor can differentiate by demonstrating superior, relevant O&M experience, technical knowledge of support personnel and/or ability to leverage Company economies-of-scale in current operations. (The qualifications of any proposed subcontractors will be considered part of the qualifying experience.) 25%

Local Presence:
The availability of nearby personnel should enable the O&M Contractor to reduce response time and the cost of response for service and repair operations. 20%

O&M Plan:
The City seeks to adopt the best solar O&M management and contracting practices for the Facility. One of RFP objectives is to finalize an O&M Plan that adopts the best solar O&M management practices. The City is seeking input from the O&M provider to develop and finalize the O&M Plan. 25%

Total 100%

The review committee rated the proposals based on the above criteria. The following table summarizes the rankings of the proposals.

Table 1 – Summary of Written Proposal Evaluation Ratings

Firm	Rank
Borrego Solar Systems, Inc.	1
ENCO Utility Services LLC	2
SST Construction, LLC	2
MaxGen Energy Services	3

ENCO Utility Services LLC and SST Construction, LLC tied for second after the written proposals were evaluated.

Following the written proposal evaluations, all (4) firms were determined by the selection panel to be qualified and invited for an oral interview on September 23, 2016. The selection panel evaluated the oral interviews of each firm based on the same criteria as the proposals submitted. The following table summarizes the rankings of the oral interviews.

Table 2 – Summary of Oral Presentation Ratings

Firm	Rank
Borrego Solar Systems, Inc.	2
ENCO Utility Services LLC	3
SST Construction, LLC	1
MaxGen Energy Services	4

Recommendation

Based on the oral presentation rankings, staff recommends that SST Construction, LLC be awarded a Maintenance Services Agreement for the Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road.

Exhibits

A. Request for Proposals ("RFP") for Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road and Addendum Nos. 1, 2 and 3
B. Proposals Received from Contractors in Response to the RFP for Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road (on file in the City of Industry City Clerk's Office
C. Selection Panel Review Sheets and Comments (on file in the City of Industry City Clerk's Office)

PJP:AG:KW:mk

EXHIBIT A

Request for Proposals ("RFP") for Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road and Addendum Nos. 1, 2 and 3

[Attached]

August 24, 2016

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

RFP Addendum No. 1

CITY OF INDUSTRY

REQUEST FOR PROPOSAL ("RFP") FOR O&M SERVICES AT THE CITY OF INDUSTRY METROLINK STATION 2 MWdc

CONTRACT NO. 2015-1003R

NOTE: The following attachments are hereby made a part of the project and supersede or amend the corresponding information included in the original "Request for Proposal" (RFP).

All other terms and conditions remain unchanged.

REQUEST FOR PROPOSAL

SECTION 2.6, PROJECT O&M MANUAL AND EQUIPMENT DOCUMENTATION, PAGE 10, the correct link to obtain as-built drawings, plan sets, datasheets and manufacturer warranties is **http://www.cityofindustry.org/?p=rfp-solar-carport.**

END OF ADDENDUM

September 9, 2016

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

RFP Addendum No. 2

CITY OF INDUSTRY

REQUEST FOR PROPOSAL ("RFP") FOR O&M SERVICES AT THE CITY OF INDUSTRY METROLINK STATION 2 MWdc

CONTRACT NO. 2015-1003R

NOTE: The following attachments are hereby made a part of the project and supersede or amend the corresponding information included in the original "Request for Proposal" (RFP).

All other terms and conditions remain unchanged.

REQUEST FOR PROPOSAL

SECTION 4, PROPOSAL RESPONSE, PART VI, PRICING DATA, PAGE 16, the sentence immediately preceding the two pricing tables should read **"Provide two (2) matrices with price component, organized as follows:"**. The two tables titled "O&M Tasks" and "Classification/Fully Burdened Hourly Rate" are the matrices being referred to.

END OF ADDENDUM

September 9, 2016

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

RFP Addendum No. 3

CITY OF INDUSTRY

RFP FOR O&M SERVICES AT THE CITY OF INDUSTRY METROLINK STATION 2 MWdc

CONTRACT NO. 2015-1003R

NOTE: The following attachments are hereby made a part of the project and supersede or amend the corresponding information included in the original "Request for Proposal" (RFP).

All other terms and conditions remain unchanged.

REQUEST FOR PROPOSAL

SECTION 3.1, MONITORING, COORDINATION AND DISPATCHING (24/7 DISPATCHER), PAGE 10, clarification is needed on requirements for 24/7 monitoring and dispatching. Power Viewer software does not provide automatic email notifications or alarms and must be monitored constantly. The O&M Contractor will be required to provide 24/7 staff to allow monitoring of the Power Viewer system as well as facility cameras. This is necessary to provide full 24/7 emergency dispatch services for all services described in section 3.2 "Dispatching of Subcontractors and Own Employees".

END OF ADDENDUM

EXHIBIT B

Proposals Received from Firms in Response to Request for Proposals ("RFP") for Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MWdc Solar Carport Facility, 600 S. Brea Canyon Road

[On File in City of Industry City Clerk's Office]

EXHIBIT C

Selection Panel Review Sheets and Comments

[On File in City of Industry City Clerk's Office]

Request for Proposals

for

Operations and Maintenance ("O&M") Services at the City of Industry Metrolink Station 2 MW_{DC} Solar Carport Facility, 600 S. Brea Canyon Road

Issued By

City of Industry

August 15, 2016

15625 Stafford St, Suite 100
City of Industry, CA 91744-3900
Telephone: 626-333-2211

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Publication Notice

FOR PUBLICATION

CITY OF INDUSTRY

REQUEST FOR PROPOSALS ("RFP") FOR OPERATION AND MAINTENANCE ("O&M") SERVICES AT THE CITY OF INDUSTRY METROLINK STATION 2 MW_{DC} SOLAR CARPORT FACILITY AT 600 S. BREA CANYON ROAD
Contract No. 2015-1003R

The **CITY OF INDUSTRY**, hereinafter referred to as the **CITY**, will receive proposals for "Request for Proposals for Operation and Maintenance Services at the City of Industry Metrolink Station 2 MW_{DC} Solar Carport Facility at 600 S. Brea Canyon Road" for Contract No. 2015-1003R until **1:00 P.M.** on **September 15, 2016 online** via the City of Industry PlanetBids Vendor Portal. No paper, mailed or emailed proposals will be accepted. All proposals must be submitted through the City of Industry's PlanetBids Vendor Portal at http://www.cityofindustry.org/?p=proposal-and-bid.

It is the responsibility of the proposers to make sure the proposal is submitted through the City of Industry PlanetBids Vendor Portal, prior to the date and time indicated. Otherwise, the proposal will be rejected and not considered.

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in this chapter, unless currently registered and qualified to perform public work pursuant to Section 1725.5 of the California Labor Code. Please note: It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded. Any bids submitted without proof that bidder and any listed subcontractor(s) are currently registered and qualified to perform public work, pursuant to Labor Code Section 1725.5, may not be accepted by the City. This is a prevailing wage project.

NOTICE TO PROPOSERS

In addition to invitations issued to prospective proposers, a public notice will be published in the local newspaper and posted on the City's PlanetBids Vendor Portal to solicit additional proposals from any other interested solar O&M contractors.

There may be one or more amendments to this solicitation. All amendments will be released through the City's PlanetBids Vendor Portal. Amendments will not be emailed directly to proposers.

RFP Reference **Request for Proposal for O&M Services of the City of Industry Metrolink Station 2 MWDC Solar Carport Facility at 600 S. Brea Canyon Road**

Company Name _____

Mailing Address _____

_____

_____
(City) (State) (Zip)

Telephone Number _____

Fax Number _____

Contact Person _____

E-mail Address _____

Amendments will be issued via the City's PlanetBids Vendor Portal only. Any alteration to the documents by the proposer, other than the described Modified O&M Pricing for a Modified work scope may be grounds for rejection of such proposal or cancellation of any subsequent award.

1. Summary

The City requests proposals from qualified contractors to provide operations and maintenance ("O&M") services for the City's 2 MW_{DC} solar photovoltaic ("PV") carport and electric vehicle ("EV") charging facility (referred to as "Industry Metrolink Station Facility" or "Facility"). The RFP objective is to select an O&M Contractor to provide O&M services requested herein for a 3-year term, beginning November 1, 2016. Attached to this RFP is the City's Maintenance Services Agreement to be executed with the successful O&M Contractor.

The RFP describes the Facility, specifies the scope of work, identifies equipment responsibility, outlines proposal requirements and summarizes the City's evaluation criteria. The Metrolink Station Facility is comprised of a solar generating system; carport structural components; and ancillary interconnection, EV charging, security cameras and carport lighting equipment. This maintenance agreement is only for items related to the solar generating system and does not include other maintenance tasks at the City of Industry Metrolink Station. The O&M Contractor will be responsible to provide 24/7 site monitoring, dispatching, technical support, service response, preventive maintenance, corrective maintenance and site security camera monitoring services to ensure reliable, optimized operations. The O&M Contractor will notify and coordinate with the City's Field Operations and Asset Superintendent when dispatching contractors and specialty vendors already retained by the City for specified equipment and services. In the proposal, proposers must provide qualifications and submit a fixed Base Price for monitoring, dispatch and preventive maintenance services and hourly rates for other services. All proposers must provide a Base O&M Price for a specified work scope. In addition to the Base O&M Price, proposers can submit a Modified O&M Price for a modified work scope recommended by O&M Contractor. The City seeks to implement an O&M Plan that adopts best management practices and would incorporate recommended work scope changes that optimize the Facility's performance at the lowest cost.

Complete proposals are due not later than 1:00 P.M. PST, September 15, 2016. The City will conduct a non-mandatory job walk at the City of Industry Metrolink Station Facility at 600 S. Brea Canyon Road beginning at 1:30 P.M. PST, September 1, 2016. At its discretion, the City may interview Contractors to discuss their proposals. The City reserves the right, without limitation and at its sole discretion, to accept or reject any or all proposals and/or terminate this RFP process at any time, for any reason, without notice and with no obligations.

1.1 Schedule and Process

RFP Announcement and Issuance	August 15th, 2016
Non-Mandatory Pre-Job Walk	September 1st, 2016 at 1:30 pm
Question Submittal Deadline	September 9th, 2016 at 1:00 pm
Proposal Submittal Date	September 15th, 2016 at 1:00 pm
Contractor Interview (if desired by City)	September 19-26th, 2016
O&M Contractor – Staff recommendation to the Industry Public Utilities Commission ("IPUC")	October 20th, 2016

O&M Contractor – City Council Contract Approval ..... October 27th, 2016

Start O&M Operations ..... November 1st, 2016

1.2 City of Industry Contact(s)

Primary

City of Industry
Kristen Weger, Administrative Analyst
626-333-2211 Ext. 232
kweger@cityofindustry.org

2. City of Industry Metrolink Station Solar Facility

2.1 Project Background

The City of Industry Metrolink Station PV1 (the "Project") was developed in response to Southern California Edison's ("SCE") 2010 Rooftop Solar Photovoltaic Program ("SPVP") Request for Offer ("RFO"). In July 2010 SCE awarded the Project, a 20-year power purchase agreement ("PPA" or "RAP ID 5371") to buy 100% of electricity generated from the 2 MW_{DC} solar carport facility. In December 2010, the Project executed a Small Generator Interconnection (SGIA) and Wholesale Distribution Service (WDT) Agreement with SCE (WDT444), which governs the Project's interconnection with SCE's Trident 12 kV distribution line and terms for power delivery to the California Independent System Operator Corporation (CAISO) grid at the 220 kV bus of SCE's Walnut Substation. The PPA requires that SCE schedules power generated from the Project into CAISO markets, thus requiring the Project to secure a Participating Generator Agreement (PGA) and Meter Service Agreement (MSA) from the CAISO. To comply with CAISO and SCE protocols, the Project installed a telemetering system that provides required meter and other data to CAISO and SCE.

In response to South Coast Air Quality Management District's (SCAQMD) July 2011 solicitation, the City was awarded a contract to add EV charging at the Project. During the construction of the solar carports, the City extended a dedicated 12 kV feeder to charge electric vehicles (EV) and serve other loads. Sixty four Level 2 EV Chargers were later connected and an EV Program was developed to stimulate electric vehicle usage. The City has fulfilled its SCAQMD contract requirements and currently offers free charging, but this may change in the future depending on demand and operational costs.

2.2 Facility Description

Pursuant to the Project PPA requirements, the City constructed, owns and operates a 1,999.2 kW_{DC} photovoltaic (PV) electric generating facility[1] located in the Metrolink 1,400 car parking lot at 600 S. Brea Canyon Road in the City of Industry. In addition to the solar facility, there are EV charging, lighting, communications, security and other electric facilities which are

[1] The MetroLink has 8,376 modules installed with a total capacity of 2010.24 kW_{DC}. Four modules were initially disconnected for design reasons, 42 modules were later disconnected because SCE's required the capacity to be less than 2000 kW_{DC}.

collectively referred to herein as the "City of Industry Metrolink Station Solar Facility". The following sections describe the various components of the Metrolink Station Solar Facility, greater detail is given in the Project's July 2013 O&M Manual (see Appendix 8 , attached hereto and incorporated herein by reference) and as-built drawings accessible via the web. While ENCO Utility Services will continue to operate the City's 24/7 Call Center, the newly selected O&M Contractor will be responsible to provide 24/7 monitoring and dispatching of O&M services for the Metrolink Station Solar Facility in their place; All Metrolink Station equipment included in the O&M Work Scope shall be operated and maintained by the O&M Contractor or its employees.

2.2.1 Solar Generating Facility

The solar facility consists of PV modules mounted on carports constructed of painted steel columns and frames anchored to concrete footings. Power generated from the solar PV modules flow to a PV collection system consisting of inverters, transformers, medium voltage cables, protective devices, and utility system protection, disconnecting means and metering. The solar facility is comprised of 24 individual carports covered with a total of 8,376 solar 240 Watt modules manufactured by Hanwha Solar One. IV Curve Tests were conducted on the polycrystalline PV modules prior to installation (test data in O&M Manual App. C). The PV modules are installed at fixed 5° tilt and connected together in series of 14 panel strings (O&M Manual App. B has map of string locations). Overhead electrical metallic tubing (EMT) is used to connect the strings to 49 combiner boxes which connect to three 500 kW_{AC} SMA Sunny Central inverters. The inverters are directly coupled to 480V/12.47 kV step up transformers, installed on reinforced concrete pads at three locations in the parking area, each surrounded by protective fencing and a pad-locked gate. A loop fed solar PV collection bus is designed to allow the primary 12.47 kV feeder to loop through the step up transformers as shown in the PV three-line in As-Built drawing 1b. As- Built drawing 1a describes the trench and underground (U/G) electrical plan. As-Built Drawing #1b further describes the PV electrical system and inverter. O&M Manual Sections 6.3 to 6.5 provide additional information.

2.2.2 PV Switchgear and Metering

The solar facility's PV collection bus interconnects with "SCE" primary distribution grid at a 15 kV switchgear located on a pad at the south side of the Spanish Lane entrance, referred to as the PV Switchgear. The PV switchgear is the point of delivery where the Project delivers power to SCE's distribution grid. SCE has a pad mounted automated PME switch on the same pad. The PV Switchgear has two meters to measure PV output CAISO meter to schedule power deliveries into the CAISO (O&M Section 6.12) and SCE revenue meter for power sales. The PV Switchgear also has a third meter for SCE to measure parasitic loads. The PV switchgear uses a Schweitzer 351-SEL relay for circuit protection breaker control, which also provides monitoring and metering (O&M Section 6.13). As-Built Drawing #6 more fully describes the PV switchgear.

2.2.3 Project Electric System Serving EV Charging, Lighting and other Loads

During construction, the Project was designed to enable the City's electric utility to supply electricity to electric vehicles (EV), light emitting diode (LED) fixtures and network communication equipment. These backbone of the electric system serving these loads is a 12 kV 600 amp main feeder that has 2 fuse protected 12 kV 200 amp radial circuit taps connected to

12kV–120/208V distribution transformers. Each 12kV–120/208V transformers feeds 4 distribution panels which ultimately serve the aggregate electrical loads of sixty-four Level II AeroVironment EV Chargers, LED lighting and electronic equipment. As-Built Drawing #1c provides the electrical single-line schematic, panel schedules and charging station details that more fully describes the City's electrical system that supplies the loads at the Metrolink Station Solar Facility.

2.2.4 EV Switchgear

The Project's 12 kV feeder that ultimately supplies the EV, lighting and electronic loads, interconnects with the City's primary distribution grid at the City's 15 kV switchgear located on the north side of the Spanish Lane entrance next to Brea Canyon Road which is referred to as the EV switchgear. The EV switchgear also provides power for the Foothill Transit parking structure constructed in the northwest corner of the site. As-Built Drawing #5 provides detail and section views; the electrical single-line and three-line schematic drawings; and main breaker control and auxiliary circuits.

2.2.5 Communication Facilities

Comm. Shelter: The comm. shelter located at the southwestern end of the Project site is the Project's communication hub for all systems. It is a prefabricated concrete structure placed on a concrete pad adjacent to LACDPW's flood control pump station building (shown As- Built Drawing #7). The comm. shelter houses the Project's communication equipment including the City server, DAS, CAISO RIG, AT&T router and modem, UPS, and a server for SCE that is programmed to extract and send data from the RIG to SCE. There are three racks inside the comm. shelter for all the IT and security equipment.

On-site Network Facilities: The Project has an internal (local) network connecting all monitoring devices by either fiber optic cabling (12 strand multi-mode) or CAT5e cable. Cat5e is used to connect 3 inverters (Sunny Web Box and Obvious Data Acquisition Server), 2 SEL relays and the CAISO meter to network switches located in 5 intermediate distribution frame (IDF) cabinets. The IDF cabinets also house camera security and UPS equipment. These IDF cabinets are connected by fiber to the comm. shelter.

Data Acquisition System (DAS): The network (DAS), referred to as the T1-S Gateway (T1-S), was developed and installed by Trimark connects communicating devices that provide real-time data to the Facility's data acquisition system Associates, Inc. The DAS gathers data from field devices including inverter Sunny Web Box communication modules, switchgear SEL protective relays, the met station and CAISO meters. The Tl-S based DAS at the Metrolink facility provides real-time data display and historical data storage and retrieval/display functions. Historical data is written to a data storage device to facilitate local access. The T1-S equipment consisting of servers, routers, switches, power supply, UPS and other communication equipment is housed in the comm. shelter.

Remote Intelligent Gateway (RIG): Per SCE PPA requirements, Automatic Generation Control (AGC) of the Metrolink PV Facility is transferred to the CAISO. The technology selected by the CAISO to access plant information and/or controls, on behalf of the AGC requirement, is the Remote Intelligent Gateway (RIG). The RIG obtains MET, CAISO meter and SEL data from the DAS and sends the data to the CAISO via a dedicated shared, high- reliability, and high

bandwidth communications network established by the CAISO called the Energy Communications Network (ECN). AT&T provides the data communication infrastructure or ECN which is accessed via an AT&T router and modem using a dedicated DSL line (supplied by Verizon).

Power Viewer and *Network Access*: The DAS provides access to data using a web-based solar monitoring system referred to as the Power Viewer. Access to Power Viewer requires a user ID and password provided by the City. The onsite network was designed so that the City could control communication via servers located at City Hall. All internet traffic to and from the facility network must pass through firewalls, hence all remote access to the network and Power Viewer must be obtained from the City's IT Department.

2.2.6 24/7 Monitoring and Emergency Dispatch

24/7 Monitoring, Emergency Call Center, and Dispatch services are currently provided for all IPUC needs, including the Metrolink station. Metrolink related issues are forwarded to the current O&M Contractor for corrective maintenance and emergency response. 24/7 Monitoring and Emergency Dispatch services will be handled by the selected O&M Contractor to ensure the most efficient emergency response. All calls or issues and their resolution are catalogued and reported to the City.

2.3 Equipment not included in O&M Work Scope

2.3.1 Security

Security for the Metrolink PV-1 Solar Facility is provided by:

- Onsite Security: Security guards from Industry Security Services (ISS) working onsite during operating hours of the Metrolink parking lot (5:30 am to 7:30 pm, M-Fri);
- Key Control: Separate keys for entry to comm shelter, IDF cabinets, inverters and switchgear. The City is responsible for Key Control.
- Wireless Alarm System installed and monitored by Tattletale Portable Alarm Systems ("Tattletale") provides alarm surveillance of 8 zones.
- Camera System: Facility has an extensive network of security cameras capable of real-time surveillance of entire site. Cameras send video streams to local DVR in IDF Cabinet and primary DVR in comm shelter. The City is responsible for camera system.

The O&M Contractor will not need to provide security services.

2.3.2 Landscaping

Landscaping services are currently provided by City staff and will not be included in the O&M Contractor's scope of work. The O&M Contractor will be expected to communicate and cooperate with the Superintendent and landscaping staff when required to provide services that are included in their work scope.

2.4 Industry Metrolink Station Power Purchase Agreement ("PPA") Economic Considerations

A key factor in O&M planning is Project economics. The Industry Metrolink Station has a PPA with SCE where the price received for solar power is highly sensitive to season and time. The amount paid for energy is equal to the time-differentiated amount supplied during the season (Summer vs Winter) and specific time-of-use ("TOU") period, multiplied by the price paid during the TOU period or payment factor. The TOU period and payment factors in SCE's PPA are shown below. Note energy delivered noon and 6 pm in the summer receives 3 times higher prices than other TOU periods. To maximize power sales, a key O&M objective is to prepare the Facility for maximum output prior to June 1 every year.

Metrolink Station Energy Payment TOU Factors

	Time-Of-Use (TOU) Period and Hours		Payment
Season	TOU Period	Weekday hours	Factor
Summer Jun 1 - Sep 30	On-Peak	Noon - 6 pm	3.13
	Mid-Peak	8 am - Noon, 6 pm - 11 pm	1.35
	Off-Peak*	11 pm - 8 am	0.75
Winter Oct 1 - May 31	Mid-Peak	8 am - 9 pm	1.00
	Off-Peak*	6 am - 8 am, 9 pm - 12 am	0.83
	Super-Off-Peak	Midnight (12 am) - 6 am	0.61

**Weekends and holidays are off-peak*

2.5 Metrolink Station Solar Facility Historical Operations

In addition to providing data to the CAISO, the data from the Power Viewer is used to monitor and assess the Metrolink Station PV system performance. The Metrolink Station Solar PV Facility began commercial operations in May 2012 and has generated on average 3,010,080 kWhs per year. The solar facility's annual PV performance is summarized below and monthly performance is detailed in Appendix 6, attached hereto and incorporated herein by reference.

Metrolink Station Annual Solar PV System Performance Summary

			Solar Insolation		Inverter Output		
Yr	Period	System kWh	GlobHor, kWh/m²/yr	GlobEff, kWh/m²/yr	kWhDC	kWhAC	Perf. Ratio
1	5/2012 - 4/2013	3,073,797	1,834.4	1,990.0	3,254,672	3,126,135	0.773
2	5/2013 - 4/2014	3,040,737	1,766.1	1,939.9	3,213,498	3,086,525	0.784
3	5/2014 - 4/2015	2,915,707	1,677.9	1,882.8	3,089,596	2,967,436	0.775
Average		3,010,080	1,759.5		3,185,922		0.777
Annual Change, %		-2.61%	-4.36%	-2.73%			

2.6 Project O&M Manual and Equipment Documentation

Basic information on equipment at the Metrolink Station solar facility is provided in this RFP document. The Project's July 2013 O&M Manual which contains as-built drawings, plan sets, datasheets and manufacturer warranties can be provided on demand if needed to complete a quote. These can be accessed online at www.cityofindustry.org/scripts/dl.php?f=pdf/1-MetroLink-OM-Section-1-5.pdf

3. O&M Scope of Work

The City seeks an O&M Contractor to have full O&M responsibility for the Facility (with the exception of the excluded items to be coordinated with the City Field Operations and Asset Superintendent; see section 2.3): to provide 24/7 monitoring and coordinate and dispatch vendors subcontracted for solar security and CAISO communication functions ("24/7 Dispatcher"); and to perform all Facility O&M including response services, corrective maintenance, preventive maintenance, warranty compliance and technical support as necessary to ensure reliable, optimized operations. In addition, the O&M Contractor will maintain as-built drawings and configuration records of the facilities. The O&M Contractor will also be required to perform some modest forecasting and reporting tasks. The City's Field Operations and Asset Superintendent will be dispatching vendors subcontracted for security and landscaping services.

3.1 Monitoring, Coordination and Dispatching (24/7 Dispatcher)

- O&M Contractor will coordinate with City Call Center and shall have on-call service 24/7 and be able to provide onsite response within 24 hours of notification. Notification could be from the City, but primarily from Power Viewer web based solar monitoring system that triggers alarms and presents Facility data in near real-time. O&M Contractor responsible to:
- Acknowledge, assess severity and nature of alarm (i.e., false positive, restore service or repair as required, etc.) and prioritize ("Alert Triage").
- Determine if performance is outside range of acceptable parameters.
- Determine required action: clear alarm, dispatch O&M personnel to troubleshoot or inform City and City's subcontracted service providers of required action.

3.2 Dispatching of Subcontractors and Own Employees

O&M Contractor shall monitor, inform the City and its vendors, coordinate and dispatch required services for subcontracted services, including but not limited to:

1) EV and PV Switchgear: All alarms, corrective and preventive maintenance to be coordinated with the City. O&M Contractor will take over and oversee accomplishment of all maintenance work related to Metrolink Station. All subcontractors and O&M personnel are to be approved by the City.

2) CAISO Meter: All alarms or loss of meter read to be coordinated with City, CAISO and any approved subcontractor. Troubleshooting could involve AT&T, Verizon and other vendors. O&M contractor will monitor and maintain all Metrolink related equipment.

3) Network Facilities: All network cabling issues to be coordinated with City and City network staff.

4) DAS/RIG: Contact and coordinate with City and DAS/RIG subcontractor for response to issues related to CAISO and metering, alarms or loss of communication from DAS, RIG, networking, or communication equipment, and loss of access to Power Viewer solar monitoring system O&M contractor will monitor and maintain all Metrolink Solar Facility related equipment.

5) Monitor wireless security system alarms. Communicate and coordinate with City monitoring company's customer service center for wireless system alarms.

6) Primary communication coordinator for:

- Issues related to vegetation that may impact solar generation or other O&M functions. Notify City's Field Operations and Asset Superintendent to dispatch municipal maintenance Contractor.

3.3 Troubleshooting and Service Response

If alarms or performance outside of acceptable parameters indicate the need for onsite operations, O&M Contractor shall visit the site within 24 hours to troubleshoot the Facility and determine whether a service or repair operation is needed to restore system performance. For equipment included in the O&M Contractors Work Scope, appropriate employee or subcontractor must be contacted within 4 hours and dispatched within 24 hours to complete Service operations. Service operations refer to operations that restore equipment performance without repair such as the resetting of switches and circuit breakers. A log of Troubleshooting, Service and Repairs performed at the Metrolink Solar Facility since December 2013 is provided in Appendix 5, attached hereto and incorporated herein by reference.

3.4 Corrective Maintenance

Corrective or unscheduled maintenance primarily will involve performing any service or replacing any part of the Facility that becomes unfit or unavailable for use, and performing the repair necessary to restore full operation. Appendix 2 (attached hereto and incorporated herein by reference) provides a list of corrective or reactive maintenance measures that would be expected to be performed to fix problems. Based on historical data, a set budget of $30,000.00 annually has been dedicated in the City's budget for the actual hourly fees, spare parts and services provided. The O&M Contractor shall be responsible to maintain an ongoing corrective maintenance report.

3.5 Routine Inspections and Preventive Maintenance

The O&M Contractor shall establish a routine inspection schedule for the Facility and perform preventive maintenance for the solar, interconnection and CAISO metering facilities[2]. O&M Contractor shall perform preventive maintenance intended to follow the industry standard for proactive maintenance: 1) to keep Facility equipment in good repair, good operating condition, appearance and working order; 2) to keep Facility equipment in compliance with the

[2] While included in routine inspection, no preventive maintenance will be performed on electric vehicle (EV) charging and LED lighting facilities.

manufacturer's recommendations, warranties and standard practices but in no event less than prudent industry practices; 3) to properly service all Facility equipment following manufacturer's written operating and servicing procedures. Routine inspection and preventive maintenance provided by the O&M Contractors generally includes the following tasks (detailed in Appendix 1, attached hereto and incorporated herein by reference):

- Visual inspection of and reporting damage to carport structures
- Visual inspection for damage or foreign debris for all Facility equipment
- Identification of potential shading and equipment encroachments
- Inspect and verify wire connections for proper torque
- Calibration of Facility equipment per manufacturer specification
- Infrared scan of PV modules and other equipment connections
- Inspect and test fuses and breakers
- Inspect and test sensor equipment, DAS and weather station
- Inspect and maintain disconnects and combiner boxes
- Transformers and associated AC electrical distribution
- Wear and Tear Repairs

Appendix 1 provides a detailed preliminary list of routine inspection and preventive maintenance tasks. The City seeks input from respondents to finalize the Appendix 1 list to ensure the Facility's O&M plan is based on best industry practices. All such costs shall be included in fixed price.

The O&M Contractor shall also be responsible for keeping an up-to-date inventory of spare parts and equipment that is needed for corrective and preventive maintenance. The O&M Contractor will provide a recommended list of spare parts based on the O&M Manual and anticipated scope of work. The inventory of spare parts also must be kept replenished by the O&M contractor to ensure timely repairs. Detailed orders of replacement parts should be provided to the City for review and approval and for authorization of payment.

3.6 As-Builts and Configuration Control

The O&M Contractor, upon any and all maintenance to the facility and its equipment, shall update all CAD As-Built Drawings to reflect the changes that were made previously or at the time of service. These files shall be made available to City representative in order to keep the Operations and Maintenance Manual up-to-date as the Facility is reconfigured. Also, all As-Built Drawings and records of configuration changes shall be made freely available to the City and its contractors.

3.7 Forecasting, Performance Debrief and Reporting

PPA and CAISO Forecasting and Scheduling

- Schedule forecast of Facility hourly electric output using SCE's web-based system (SCE PCI Module) per requirements for forecasting electric energy to be received by SCE. The City will provide initial hourly forecast based on historical generation.

- Schedule any generation outages using SCE PCI Module.

Performance Debrief (via telephone)

- City Superintendent shall prepare and provide to O&M Contractor quarterly performance report similar to Appendix 6 which O&M Contractor and City Superintendent shall jointly review and assess.

Reporting (can be provided electronically to City)

- Provide documentation of any troubleshooting, service or repair completed during site visit. Documentation of site visit is condition for payment.
- Document observations or findings from routine inspection.
- Document preventive maintenance or testing operation and provide City with brief outline on recommended measures.
- Promptly furnish or cause to be furnished any information as may be required to enable the City to respond to CAISO or SCE.
- Provide current as built information and updated drawings to maintain configuration control

4. Proposal Response

Where explicitly requested, information must be included with your Proposal. Incomplete or missing information may constitute grounds for rejection of the submission.

Hand delivery, express delivery, faxed and postmarked proposals will not be accepted. All proposals must be submitted through the City's PlanetBids Vendor Portal.

The following items must be provided. Follow the stated order and organization of the response.

Cover Letter

Provide a brief, dated cover letter identifying the business and the primary contact. Include a statement that the pricing will remain valid for a minimum period of 90 days. The letter must be signed by an individual authorized to bind the company.

I. Overview

Provide an overview of the business and its history. Include the following specifics:

- Date business was established
- Type of business (i.e.-sole proprietorship, partnership, corporation), list all partners and/or officers.
- Locations, specifying which location will be responsible for this work
- Information on business licenses, bonding capacity and company safety record
- List and introduction of proposed subcontractors

II. Minimum Requirements

Provide proof that the following minimum requirements are met:

California Licenses— Contractor and subcontractors employed or otherwise utilized must be licensed under California's Contractors' State License Board Rules and Regulations. Provide relevant qualifications.

- Contractor and subcontractors performing electrical work are licensed as class C-10 electrical contractors under California's Contractors' State License Board Rules and Regulations, and all Electricians be NFPA 70E and OSHA certified to perform electrical work under California Labor Code Section 3099 et seq. Including Class A and B Contractor's license in lieu of Class C-10, C47 and C-7, will be acceptable.
- Contractor perform electrical work for grid connected solar electric system are licensed as class C-46 contractor.
- Indicate whether staff has obtained NABCEP PV Installation Professional certification
- Contractor or subcontractor performing low-voltage communication wiring are licensed as class C-7 low voltage contractor.
- Familiarity with Level 2 Electric Vehicle (EV) Chargers and LED Lighting.

- Must have in place an Environmental, Health and Safety (EH&S) Program that helps ensure safe and healthy work performed at Facility in compliance with all federal, state and General Contractors environmental and safety regulations.

Financial and Insurance— Provide three (3) credit references and additional information that establishes sound financial condition. For details of the insurance requirements, refer to the attached City of Industry Professional Maintenance Agreement.

III. Experience Profile

Provide a minimum of three (3) with a maximum of ten (10) descriptions (limit of one page each) of solar projects (preferably for public agencies) where the business currently provides O&M services. Each description should include the following:

- Dates of service (start and end)
- Name of client and client reference/contact information
- Name of PV installation, city location, commercial operation date (COD)
- System Size, kW_{DC} and CEC kW_{AC}
- Inverter(s) type and size; module manufacturer
- Interconnection type (export vs Rule 21)
- O&M services provided (monitoring, dispatch, reporting, corrective maintenance, preventive maintenance) length of time providing O&M services
- Describe challenges and how they were addressed

IV. Scope of Work

Describe method of executing Scope of Work. Include value added suggestions or other information that will improve the project, including recommended spare parts inventory. Please refer to Appendix 7, attached hereto and incorporated herein by reference: Exhibit A – Scope of Services in your response and detail the approach to each individual sub-section.

V. Project O&M Support and Personnel

Please describe how the business is organized to provide O&M to the City's Facility. Include the following:

- Contractor designated point of contact
- Resume for Project Manager and designated point of contact
- Company capability to provide or outsource 24/7 dispatcher call center function
- Technical staff available to support project
- Resumes of key technical staff
- Number of technicians available for call out within three (3) hours of Facility

- List of proposed subcontractors and qualifying experience, licenses and references

VI. Pricing Data

The O&M Contractor's Base O&M Price is a fixed annual price for routine services:

1) Monitoring, Coordination and Dispatch Services as described in Sections 2.4, 3.1 and Forecasting, Performance Debrief and Reporting as described in Section 3.7
2) Preventive Maintenance for the tasks specified in Appendix 1.

The Base O&M Price also includes a fixed price for panel washing the Facility as specified in Appendix 3, attached hereto and incorporated herein by reference. An annual performance report review will be conducted to determine if an altered cleaning schedule is required; the O&M Contractor may provide its own recommended options for washing intervals. Troubleshooting, service and repair tasks shall be on a time and material basis, with agreed-upon response times and labor rates for the personnel qualified to perform such tasks. The charges for corrective maintenance and other tasks will be priced using the same time and material basis. Other tasks refer to O&M tasks that were not included in the scope of work shown herein. Hourly rates for O&M personnel shall be specified for all anticipated tasks including troubleshooting, repair, etc. and technical support. O&M Contractor pricing shall include all subcontractor pricing included in the preventive and routine scope of work.

Provide three (3) matrices with price components, organized as follows:

O&M Tasks	
1) Monitoring, Coordination, Dispatch, Forecast, Debrief and Reporting	Provide total cost per year
2) Preventive Maintenance (Appendix 1)	Provide total cost per year
3) Troubleshoot, Service and Repair (Appendix 2)	Provide time and hourly rates per item identified
4) Panel Wash (Appendix 3)	Total cost for each full cleaning. And annual performance reviews
5) Other Tasks (Appendix 4, attached hereto and incorporated herein by reference)	Provide total cost per year
6) Vehicle and Equipment	Provide rate schedule*

* Can be provided as a separate attachment

Classification (provide for all tasks)	Fully Burdened Hourly Rate
Journeyman Electrician	$/hour
Electrician	$/hour
Master Electrician	$/hour
Service Tech	$/hour
Other (Identify and List)	$/hour

Modified O&M Price

The RFP scope of work set forth in the Base O&M Price is based on the Owner's experience over the past 3 years at the City of Industry Metrolink Station. The City recognizes that solar O&M contractors have greater experience with operating and maintaining solar facilities and may already have for instance a standard task list for preventive maintenance. The City is open to any input particularly which adopts best management practices for solar O&M and helps the City optimize Facility performance and profitability. Respondents should specify any modified scope of work and provide their fixed price modified O&M Price.

5. Evaluation Criteria

The proposal evaluation criteria for selecting the O&M provider include the following criteria and weighting:

Base Price Quote O&M Tasks Items #1 Monitoring, Coordination, Dispatch, Forecast, Debrief and Reporting and #2 Preventive Maintenance should be a fixed price ($ per year) based on the tasks identified in Sections 2.4, 3.1, 3.7 and Appendix 1.	30%
O&M Qualifications: Company licensing, financial stability and insurance compliance determine minimum eligibility of respondents. O&M Contractor can differentiate by demonstrating superior, relevant O&M experience, technical knowledge of support personnel and/or ability to leverage Company economies-of-scale in current operations. (The qualifications of any proposed subcontractors will be considered part of the qualifying experience.)	25%
Local Presence: The availability of nearby personnel should enable the O&M Contractor to reduce response time and the cost of response for service and repair operations.	20%
O&M Plan: The City seeks to adopt the best solar O&M management and contracting practices for the Facility. One of RFP objectives is to finalize an O&M Plan that adopts the best solar O&M management practices. The City is seeking input from the O&M provider to develop and finalize the O&M Plan.	25%

6. Appendices

Appendix 1 - Schedule and Description of Preventive Maintenance Tasks

PM Activity	Facility Component	Description Of Preventive Maintenance Task	Interval	Provider
		General		
Manage	Facility	Document program to Inspect and maintain equipment as specified by manufacturer /supplier.	Per Man Spec	O&M Manager
Manage	Facility	Compile data sheets and maintenance checklists and confirm with manufacturer /supplier.	Per Man Spec	O&M Manager
Full Inspection	Facility	Ensure that there is appropriate signage and warnings that identifies potential hazards.	Annual	O&M Staff
Full Inspection	Facility	Ensure facility components (inverters, combiner boxes, disconnect switches, switchgear, etc.) are not accessible to unqualified personnel, and require tools or have locks to prevent unauthorized access to the equipment.	Annual	O&M Staff
Visual Inspection	Facility	Look for any signs of intrusion by pests such as insects and rodents. Remove any nests from electrical boxes (junction boxes, pull boxes, combiner boxes) or arrays. Use safe sanitation practices because pests may carry disease.	Annual	Other
Service	Facility	For any service ensure proper use of lockout/tag out procedures, personal protective equipment (PPE) and appropriate procedures for safely disconnecting live circuits.	Continual	O&M Staff
Service	Facility	Use torque marks on specified connections to ensure lugs are tightened to proper torque values. If not visible, technician can mark lug after torqueing during maintenance visit. Proper torque mark is made with specialized torque marking pen. The mark is a straight line through the lug and the housing.	Continual	O&M Staff
		PV ARRAYs		
Visual Inspection	PV Array	Confirm modules are securely attached. Inspect modules for excessive soiling from dirt buildup or animal droppings. Check for shading from vegetation growth.	Annual	PV Array Technician
Visual Inspection	PV Array	Inspect PV modules for defects that can appear in the form of burn marks, discoloration, delamination, or broken glass.	Annual	PV Array Technician
Visual Inspection	PV Racking	Inspect racking system for defects including rust, corrosion, sagging, and missing or broken clips or bolts.	Annual	PV Array Technician
Visual Inspection	PV Array	Ensure module wiring is secure, not hanging loose and exposed to potential damage, bent to unapproved radius, or stretched across sharp or abrasive surfaces. Check for aging and corrosion.	Annual	PV Array Technician
Full Inspection	PV Array	Test open circuit voltage of series strings of modules	Annual	PV Array Technician
Full Inspection	PV Modules	Use infrared camera to inspect for hot spots	Bi-Annual	PV Array Technician
Full Inspection	PV Modules	PV module torque check and visual inspection. Racking torque check and inspection.	5-Years	PV Array Technician
		Balance of System (BOS) - AC		
Visual Inspection	AC Wiring	Verify condition of wire transition junction boxes for weatherproofing, corrosion and security of internal wiring connections. Seal boxes if required.	Annual	Electrician
Full Inspection	AC Wiring	Verify physical condition of AC conduits and ensure all connections still weather tight.	Annual	Electrician
Visual Inspection	AC Wiring	Verify condition of AC disconnect(s). Open and look for signs of corrosion or damage. Check to make sure cabinet penetrations are properly sealed and no evidence of water ingress. Check torque marks on connections.	Annual	Electrician

PM Activity	Facility Component	Description Of Preventive Maintenance Task	Interval	Provider
Visual Inspection	AC Wiring	Check position of AC disconnect switches and breakers.	Annual	Electrician
Service	AC Wiring	Re-torque all electrical connections on AC side of system.	Annual	Electrician
Balance of System (BOS) - DC				
Visual Inspection	DC Wiring	Verify condition of DC conduits and connections, inspect for proper support, bushings, and expansion joints, where needed.	Annual	Electrician
Visual Inspection	DC Wiring	Verify condition of DC disconnect(s). Open and look for signs of corrosion or damage. Check to make sure cabinet penetrations are properly sealed and there is no evidence of water ingress. Check torque marks on field terminations.	Annual	Electrician
Visual Inspection	DC Wiring	Check proper position of DC disconnect switches.	Annual	Electrician
Visual Inspection	Combiner Boxes, DC Wiring	Verify external and interior condition of DC combiner boxes. Look for debris inside boxes and any evidence of damaging water intrusion. Look for discoloration on the terminals, boards, and fuse holders. Check torque marks on field connections.	Annual	Electrician
Full Inspection	DC Wiring	Inspect cabling for signs of cracks, defects, pulling out of connections; overheating, arcing, short or open circuits and ground faults.	Annual	Technician
Full Inspection	Combiner Boxes, DC Wiring	Scan combiner boxes with Infrared camera to identify loose or broken connections (loose connections warmer than good connections when passing current).	Annual	Technician
Service	DC Wiring	Re-torque all electrical connections in combiner box	Annual	Electrician
Weather Station				
Full Inspection	Instruments	Inspect pyranometers (irradiance) and wind sensors. Irradiance sensors should be cleaned to remove dirt and bird droppings. Wind sensors should spin freely.	Annual	Technician
Full Inspection	Instruments	Ensure sensors are in the correct location and at the correct tilt and azimuth. Global horizontal irradiance sensor should be flat, and plane of array irradiance sensor should be installed to the same pitch and orientation as the array.	Annual	Technician
Service	Instruments	Inspect and tighten all connections.	Annual	Technician
Service	Instruments	Exchange or re-calibrate instruments.	Per Man Spec	Technician
Inverter - *Inverter manufacturer has specific requirements for inspection, testing, services, and documentation to meet warranty obligations*				
Visual Inspection	Inverter	Verify that current software is installed.	Per Man Spec	Inverter Technician
Visual Inspection	Inverter	Record and validate all voltages and production values from the HMI display. Record last logged system error.	Per Man Spec	Inverter Technician
Visual Inspection	Inverter	Inspect interior and exterior of the inverter for signs of water, rodent, or dust intrusion into the inverter.	Per Man Spec	Inverter Technician
Visual Inspection	Inverter	Check for torque marks on the field terminations.	Per Man Spec	Inverter Technician
Service	Inverter	Check and clean inside of inverter cabinet, ventilation system and exposed surfaces. Clean fan and heat sink (heat rejection fins).	Per Man Spec	Inverter Technician
Visual Inspection	Inverter	Inspect gasket seal, weather stripping, replace as necessary.	Per Man Spec	Inverter Technician
Full Inspection	Inverter	Inspect, clean or replace inverter air filter elements as necessary	Per Man Spec	Inverter Technician

PM Activity	Facility Component	Description Of Preventive Maintenance Task	Interval	Provider
Full Inspection	Inverter	Inspect and test fans, replace as necessary	Per Man Spec	Inverter Technician
Full Inspection	Inverter	Check fuses and surge suppressors such as MOV's.	Per Man Spec	Inverter Technician
Visual Inspection	Inverter	Look for discoloration from excessive heat buildup or corrosion on inverter components and connections.	Per Man Spec	Inverter Technician
Full Inspection	Inverter	Check operation of all inverter safety devices (E-stop, door switches)	Per Man Spec	Inverter Technician
Full Inspection	Inverter	Complete thermal scan of inverter connections, wiring and electronics.	Annual	Inverter Technician
Test	Inverter	Check integrity of lightning arrestors.	Annual	Inverter Technician
Test	Inverter	Check continuity of system ground and equipment grounding.	Annual	Inverter Technician
Test	Inverter	Test overvoltage surge suppressors in inverter.	Annual	Inverter Technician
Service	Inverter	Replace transient voltage surge suppression devices.	5-Years	Inverter Technician
Step-Up Transformer				
Visual Inspection	Transformer	Inspect transformer. Check meter, oil and temperature gauges.	Per Man Spec	Electrician
Switchgear and Meter				
Visual Inspection	Transformer	Inspect switchgear.	Per Man Spec	Electrician
EV Chargers				
Visual Inspection	Transformer	Inspect transformer that supplies Level 2 Chargers for proper operation.	Per Man Spec	Electrician
Visual Inspection	Panel	Inspect distribution panel that supply Level 2 Chargers for proper operation.	Per Man Spec	Electrician

Appendix 2 - Troubleshoot, Service, and Repair

Troubleshoot, Service, and Repair	
▪ Pertains to the performance of any Service, the replacement of any Part of the Facility that becomes unfit or unavailable for use and/or performing the Repair necessary; that restores full operation of the Facility	Billable per Hourly Rate
Response time	
▪ Response time of less than 24 hours upon receiving notification from or 24/7 Dispatcher, including proposal for corrective action within that time; ▪ Site attendance within less than 24 hours upon confirmed corrective action plan; ▪ 24/7 availability of service hotline or similar, reply confirming notification.	Included in City Annual Fee
Restore system output and documentation	
▪ Restore system output within less than 3 days; ▪ Submit fault clearance report electronically within 7 days.	Billable per Hourly Rates

Appendix 3 - Panel Wash

Task Description	*Frequency*
▪ Professional cleaning of all panels, including use of de-ionized water. Cleaning does not include 42 disconnected solar panels.	Based on solar array performance review

Appendix 4 - Other Services

Calibration of Electric Meter – Calibration of electric meter may be required once the meter's certificates are expired (5 years), qualified personnel needed **Additional Testing** (used when problems are identified and may include): – Short circuit (I_{SC}) testing of strings – Current-voltage (IV) curve testing of strings – Insulation resistance tests ("megger" tests) of conductors at specified voltage – Thermal images of combiner boxes (opened and closed), disconnects, inverters (external and internal at a specified operating point for a specified period of time), and modules	On-Demand
IRT Thermal Imaging Report – Thermal imaging of cells of each PV module in order to identify hot spots which indicate inefficient electrical production; – Thermal imaging of all electrical connections and electrical equipment where the identification of thermal patterns can be used to locate a problem or diagnose an inefficient or dangerous condition: including but not limited to all DC and AC connections including LV panel boards and combiner boxes; – IRT thermal imaging pictures shall be included in the report; – Brief outline on recommended measures.	Quote Price

Appendix 5 – Metrolink Station Operations and Maintenance Journal (12-2013 - 8/2015)

Date	Task Description	Note	Assess
12/31/2013	Service: Inverter	ENCO data alarm, Replaced GFI Inverter 2	
1/31/2014	Service: Inverter	ENCO alarm Inverter 3, Reset 1600A CB	
6/30/2014	Service: Inverter	Inverter 1 main brkr trip, reset	
9/30/2014	Service: System	ENCO alarm. Reset UPS	
10/31/2014	Service: System	Work with SCE, reenergize PV switch	
3/31/2015	Service: Inverter	Reset min breaker inverter 3	
6/30/2015	Service: Inverter	Reset inverter 2 main brkr, test	
5/31/2014	Repair: Inverter	Replace Inverter2 150A fuse	
5/31/2014	Repair: Panel-Cbox-InvCable	Replace undersized cable	
6/30/2014	Repair: Inverter	Disconnect Inv 2, Install new 250A fuse CBR2	
6/30/2015	Repair: Com Room	Replace thermostat battery in Comm Room	
6/30/2015	Repair: Com Room	Repair GFI receptacle	
6/30/2015	Repair: Panel Array-Cbox-InvCable	Replace cable inverter 1 to CB-1L	
5/31/2014	Routine Maintenance: Inverter	IR screen Inv1,2,3; scan for hot spots	
6/30/2014	Routine Maintenance: Panel Cleaning		
12/31/2014	Routine Maintenance: System	Replace filter in IDF cabinet	
5/31/2015	Routine Maintenance: Inverter	Clean inverters	
5/31/2015	Routine Maintenance: Panel Cleaning		
6/30/2015	Routine Maintenance: Com Room	Replace filter in AC, clean all IDF cabinet filters	
8/31/2015	Routine Maintenance: Inverter	Clean inverters	
8/31/2015	Routine Maintenance: Inverter	Clean inverters - OT	
2/28/2014	Troubleshoot: Inverter	Data alarms all inverters	False Alarm
4/30/2014	Troubleshoot: Inverter	ENCO alarm. Invrtrs 1-3, Invtr data cable	False Alarm
4/30/2014	Troubleshoot: Panel Array-Cbox-InvCable	ENCO alarm. Combiner Box 2	False Alarm
5/31/2014	Troubleshoot: Panel Array-Cbox-InvCable	No output CB-2R panels, check inv2, blown fuse	
5/31/2014	Troubleshoot: Step-up Transformer 3	Oil leak transformers,	
7/31/2014	Troubleshoot: Inverter	Review inverter 2 data	
10/31/2014	Troubleshoot: Inverter	Spot check inverter 3	
10/31/2014	Troubleshoot: Panel Array-Cbox-InvCable	Watch strings 2D03,4,5/2E01/3H1/1C01	
12/31/2014	Troubleshoot: Inverter	Inspect data alarm	False Alarm
12/31/2014	Troubleshoot: Panel Array-Cbox-InvCable	Check panel low output. Find damage panel	
1/31/2015	Troubleshoot: Panel Array-Cbox-InvCable	Low output on solar array	
5/31/2015	Troubleshoot: Inverter	Respond to trouble alarm inverter 2	False Alarm
6/30/2015	Troubleshoot: Panel Array-Cbox-InvCable	Inspect Inv1-CB-1L,CB-1M Find cable short	
8/31/2015	Troubleshoot: Inverter	Alarm Inverter 2	False Alarm
8/31/2015	Troubleshoot: System	Data alarms	False Alarm
3/31/2015	Repair: Lighting	Repair LED, replace ballast, repair platform ltg	
4/30/2015	Repair: Lighting	Repair LED, replace ballast	
5/31/2015	Repair: Lighting	Repair LED, replace ballast	
6/30/2015	Repair: Lighting	SurveyNorth pole lighting, replace time clock	
7/30/2015	Repair: Lighting		False Alarm
5/31/2014	Service: EV Charger	Reset CB, which reset charger	
7/31/2014	Service: EV Charger	Reset charger	
10/31/2014	Troubleshoot: EV Charger	Install/rmove recorder	
12/31/2014	Troubleshoot: EV Charger	Reset charger, no problems	False Alarm
1/31/2014	Repair: EV Charger	Replace 40A 2P CB with 50A CB in Zone 4	

Appendix 6 - Industry Metrolink PV 1 Solar System Performance

Owner CITY OF INDUSTRY Project INDUSTRY METROLINK PV 1

Module Area Design 13,831 m^2 8372 modules

Actual 13,762 m^2 8330 modules Real Power Loss Factor: 3.73%

		PV	Solar Insolation		Inverter Output		Efficiency			PR
No.	Month	System Output kWh	GlobHor, kWh/m² /month	GlobEff, kWh/m² /month	kWh_{DC}	kWh_{AC}	Array DC %	Inverter AC %	System, AC %	Perf. Ratio
1	May-12	323,944	198.9	200.2	344,478	331,083	12.4%	12.0%	11.7%	0.81
2	Jun-12	346,581	226.2	235.7	368,848	354,431	11.3%	10.9%	10.6%	0.73
3	Jul-12	322,149	216.2	227.0	340,601	327,350	10.9%	10.5%	10.3%	0.71
4	Aug-12	293,510	198.3	214.1	310,463	298,471	10.5%	10.1%	10.0%	0.69
5	Sep-12	291,158	164.3	187.6	307,865	295,989	11.9%	11.5%	11.3%	0.78
6	Oct-12	234,602	129.8	148.0	247,227	237,629	12.1%	11.7%	11.5%	0.79
7	Nov-12	178,299	95.5	108.3	188,292	180,853	12.6%	12.1%	12.0%	0.82
8	Dec-12	141,331	73.3	83.2	149,025	142,800	13.0%	12.5%	12.3%	0.85
9	Jan-13	187,976	99.3	113.6	198,998	190,833	12.7%	12.2%	12.0%	0.83
10	Feb-13	212,536	113.0	126.0	221,941	212,949	12.8%	12.3%	12.3%	0.84
11	Mar-13	271,292	154.1	168.5	289,032	277,461	12.5%	12.0%	11.7%	0.81
12	Apr-13	270,417	165.5	177.6	287,901	276,285	11.8%	11.3%	11.1%	0.76
13	May-13	354,092	203.3	216.2	354,212	340,081	11.9%	11.4%	11.9%	0.82
14	Jun-13	343,879	207.2	221.7	365,753	351,225	12.0%	11.5%	11.3%	0.78
15	Jul-13	321,579	199.1	213.3	344,958	331,382	11.8%	11.3%	11.0%	0.75
16	Aug-13	339,690	205.7	226.5	361,001	346,856	11.6%	11.1%	10.9%	0.75
17	Sep-13	298,443	166.9	191.8	317,379	305,085	12.0%	11.6%	11.3%	0.78
18	Oct-13	241,876	132.7	151.0	256,965	246,895	12.4%	11.9%	11.6%	0.80
19	Nov-13	164,796	88.8	101.2	175,007	168,074	12.6%	12.1%	11.8%	0.81
20	Dec-13	39,269	21.2	24.1	41,702	40,050	12.6%	12.1%	11.8%	0.81
21	Jan-14	165,992	93.0	107.0	176,199	169,209	12.0%	11.5%	11.3%	0.78
22	Feb-14	186,795	103.0	115.1	198,569	190,570	12.5%	12.0%	11.8%	0.81
23	Mar-14	265,266	152.4	165.4	282,277	271,053	12.4%	11.9%	11.7%	0.80
24	Apr-14	319,061	192.8	206.5	339,476	326,047	11.9%	11.5%	11.2%	0.77
25	May-14	331,566	207.8	219.5	352,806	338,996	11.7%	11.2%	11.0%	0.76
26	Jun-14	351,386	219.5	233.9	375,248	360,662	11.7%	11.2%	10.9%	0.75
27	Jul-14	356,548	217.6	233.5	379,528	364,775	11.8%	11.3%	11.1%	0.76
28	Aug-14	338,314	205.2	223.1	360,124	346,067	11.7%	11.3%	11.0%	0.76
29	Sep-14	277,474	162.9	183.8	288,616	277,433	11.4%	11.0%	11.0%	0.76
30	Oct-14	169,185	86.4	103.9	179,625	172,466	12.6%	12.1%	11.8%	0.81
31	Nov-14	179,207	93.1	112.5	190,673	182,648	12.3%	11.8%	11.6%	0.80
32	Dec-14	143,081	71.5	86.2	152,031	145,921	12.8%	12.3%	12.1%	0.83
33	Jan-15	277,474	162.9	183.8	288,616	277,433	11.4%	11.0%	11.0%	0.76
34	Feb-15	169,185	86.4	103.9	179,625	172,466	12.6%	12.1%	11.8%	0.81

		PV	Solar Insolation		Inverter Output		Efficiency			PR
No.	Month	System Output kWh	GlobHor, kWh/m² /month	GlobEff, kWh/m² /month	kWh_{DC}	kWh_{AC}	Array DC %	Inverter AC %	System, AC %	Perf. Ratio
35	Mar-15	179,207	93.1	112.5	190,673	182,648	12.3%	11.8%	11.6%	0.80
36	Apr-15	143,081	71.5	86.2	152,031	145,921	12.8%	12.3%	12.1%	0.83
Average 12-mo		3,010,080	146.6	161.5	3,185,922	3,060,032	11.9%	11.5%	11.3%	0.78

Appendix 7 – Maintenance Services Agreement ("MSA")

CITY OF INDUSTRY

MAINTENANCE SERVICES AGREEMENT

This MAINTENANCE SERVICES AGREEMENT ("Agreement"), is made and effective as of INSERT DATE ("Effective Date"), between the City of Industry, a municipal corporation ("City") and INSERT NAME OF CONSULTANT AND TYPE OF LEGAL ENTITY [i.e.-limited liability company, corporation, partnership, etc.]("Consultant"). The City and Consultant are hereinafter collectively referred to as the "Parties".

RECITALS

WHEREAS, City desires to engage Consultant to perform the services described herein, and Consultant desires to perform such services in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant 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 INSERT DATE, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

(a) Consultant shall perform the tasks ("Services") described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. ("Scope of Services"). Tasks other than those specifically described in the Scope of Services shall not be performed without prior written approval of the City. The Services shall be performed by Consultant, unless prior written approval is first obtained from the City. In the event of conflict or inconsistency between the terms of this Agreement and Exhibit A, the terms of this Agreement shall prevail.

(b) City shall have the right to request, in writing, changes to the Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.

(c) Consultant shall perform all Services in a manner reasonably satisfactory to the City and in a first-class manner in conformance with the standards of quality normally observed by an entity providing INSERT TYPE OF SERVICES, serving a municipal agency.

(d) Consultant shall comply with all applicable federal, state, and local laws, regulations and ordinances in the performance of this Agreement, including but not limited to, the conflict of interest provisions of Government Code Section 1090 and the Political Reform Act (Government Code Section 81000 *et seq.*)). During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working on the Effective Date if both (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute or law; and (ii) City has not consented in writing to Consultant's performance of such work. No officer

or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.* Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve (12) months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et. seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for Services performed pursuant to this Agreement, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

(e) Consultant represents that it has, or will secure at its own expense, all licensed personnel required to perform the Services. All Services shall be performed by Consultant or under its supervision, and all personnel engaged in the Services shall be qualified and licensed to perform such services.

3. MANAGEMENT

City's INSERT STAFF RESPONSIBLE FOR THE PROJECT shall represent the City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but shall have no authority to modify the Services or the compensation due to Consultant.

4. PAYMENT

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B ("Rate Schedule"), attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed INSERT WRITTEN DOLLAR AMOUNT dollars ($) for the total Term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

(c) Consultant shall submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this Agreement shall be made within 45 days of receipt of an invoice therefore.

5. LABOR CODE AND PREVAILING WAGES

(a) Consultant represents and warrants that it is aware of the requirements of California Labor Code Section 1720, *et seq.*, and 1770, *et seq.*, as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "Public Works" and "Maintenance" projects. If the Services are being performed as part of an applicable "Public Works" or "Maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $15,000.00 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and any location where the Services are performed. Consultant shall indemnify, defend and hold harmless, the City, its elected officials, officers, employees and agents, from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, Consultant's or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant, failure or alleged failure to comply with Prevailing Wage Laws.

(b) In accordance with the requirements of Labor Code Section 1776, Consultant shall keep accurate payroll records which are either on forms provided by the Division of Labor Standards Enforcement or which contain the same information required by such forms. Consultant shall make all such records available for inspection at all reasonable hours.

(c) To the extent applicable, Consultant shall comply with the provisions of Section 1777.5 of the Labor Code with respect to the employment of properly registered apprentices upon public works.

(d) Consultant shall comply with the legal days work and overtime requirements of Sections 1813 and 1815 of the Labor Code.

(e) If the Services are being performed as part of an applicable Public works or Maintenance project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants performing such Services must be registered with the Department of Industrial Relations. Consultant shall maintain registration for the duration of the Agreement and require the same of any subconsultants, as applicable. This Services set forth in this Agreement may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

6. SUSPENSION OR TERMINATION OF AGREEMENT

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant shall submit an invoice to the City pursuant to Section 5 of this Agreement.

7. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its 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 to make transcripts or copies therefrom as necessary; and shall allow inspection 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.

(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 sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office, and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Consultant hereby grants to City 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 Consultant in the course of providing the services under this Agreement. All reports, documents, or other written material developed by Consultant in the performance of the Services pursuant to this Agreement, shall be and remain the property of the City.

8. INDEMNIFICATION

(a) Indemnity for professional liability

When the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold

harmless the City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including legal counsel's fees and costs caused in whole or in part by any negligent or wrongful act, error or omission of Consultant, its officers, agents, employees or Subconsultants (or any agency or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement.

(b) Indemnity for other than professional liability

Other than in the performance of professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) DUTY TO DEFEND. In the event the City, its officers, employees, agents and/or volunteers are made a party to any action, claim, lawsuit, or other adversarial proceeding arising from the performance of the services encompassed by this Agreement, and upon demand by City, Consultant shall have an immediate duty to defend the City at Consultant's cost or at City's option, to reimburse the City for its costs of defense, including reasonable attorney's fees and costs incurred in the defense of such matters.

Payment by City is not a condition precedent to enforcement of this indemnity. In the event of any dispute between Consultant and City, as to whether liability arises from the sole negligence of the City or its officers, employees, or agents, Consultant will be obligated to pay for City's defense until such time as a final judgment has been entered adjudicating the City as solely negligent. Consultant will not be entitled in the absence of such a determination to any reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation.

9. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit C attached hereto and incorporated herein by reference.

10. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent consultant and/or independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultants exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or

agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against the City, or bind the City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

11. LEGAL RESPONSIBILITIES

The Consultant shall keep itself 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. The Consultant 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 the Consultant to comply with this Section.

12. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City has or will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

13. NO BENEFIT TO ARISE TO LOCAL OFFICERS AND EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

14. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City, unless otherwise required by law or court order. (b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request ("Discovery"), court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City, unless Consultant is prohibited by law from informing the City of such Discovery, court order or

subpoena. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding as allowed by law. Unless City is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to Consultant in such proceeding, Consultant agrees to cooperate fully with the City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

15. NOTICES

Any notices which either party may desire to give to the other 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 Consultant:	_____ _____ _____

16. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City.

Before retaining or contracting with any subconsultant for any services under this Agreement, Consultant shall provide City with the identity of the proposed subconsultant, a copy of the proposed written contract between Consultant and such subconsultant which shall include and indemnity provision similar to the one provided herein and identifying City as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed subconsultant carries insurance at least equal to that required by this Agreement or obtain a written waiver from the City for such insurance.

Notwithstanding Consultant's use of any subconsultant, Consultant shall be responsible to the City for the performance of its subconstultant as it would be if Consultant had performed the Services itself. Nothing in this Agreement shall be deemed or construed to create a contractual relationship between the City and any subconsultant employed by

Consultant. Consultant shall be solely responsible for payments to any subconsultants. Consultant shall indemnify, defend and hold harmless the Indemnified Parties for any claims arising from, or related to, the services performed by a subconsultant under this Agreement.

17. GOVERNING LAW/ATTORNEYS' FEES

The City and Consultant 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 the Services provided by Consultant under 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.

18. 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.

19. 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 City or Consultant 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 City or Consultant unless in writing.

23. 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 Consultant represents and warrants that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant 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

By:_____
Paul Philips, City Manager

"CONSULTANT"
INSERT NAME OF COMPANY

By_____
Name, Title

Attest:

By:_____
Cecelia Dunlap, Deputy City Clerk

Approved as to form:

By:_____
James M. Casso, City Attorney

Attachments:	Exhibit A	Scope of Services
	Exhibit B	Rate Schedule
	Exhibit C	Insurance Requirements

EXHIBIT A

SCOPE OF SERVICES

Services may be modified based on response to the RFP

Consultant shall provide operations and maintenance ("O&M") services for the City's 2 MW_{DC} solar photovoltaic ("PV") carport and electric vehicle ("EV") charging facility (referred to as "City of Industry Metrolink Station Facility" or "Facility").

Consultant shall provide 24/7 monitoring and coordinate and dispatch vendors subcontracted for security, landscaping and CAISO communication functions ("24/7 Dispatcher"); and to perform all Facility O&M including response services, corrective maintenance, preventive maintenance, warranty compliance and technical support, as necessary to ensure reliable, optimized operations. In addition, the O&M Contractor will maintain As-Built drawings and configuration records of the facilities. The O&M Contractor will also be required to perform some modest forecasting and reporting tasks.

1. Monitoring, Coordination and Dispatching (24/7 Dispatcher)

- O&M Contractor will coordinate with City Call Center and shall have on-call service 24/7 and be able to provide onsite response within 24 hours of notification. Notification could be from the City, but primarily from Power Viewer web based solar monitoring system that triggers alarms and presents Facility data in near real-time. O&M Contractor responsible to:
- Acknowledge, assess severity and nature of alarm (i.e., false positive, restore service or repair as required, etc.) and prioritize ("Alert Triage").
- Determine if performance is outside range of acceptable parameters.
- Determine required action: clear alarm, dispatch O&M personnel to troubleshoot or inform City and City's subcontracted service providers of required action.

2. Dispatching

O&M Contractor shall monitor, inform the City and its vendors, coordinate and dispatch required services for subcontracted services, including but not limited to:

1) EV and PV Switchgear: All alarms, corrective and preventive maintenance to be coordinated with the City. O&M Contractor will take over and oversee accomplishment of all maintenance work related to Metrolink Station. All subcontractors and O&M personnel are to be approved by the City.

2) CAISO Meter: All alarms or loss of meter read to be coordinated with City, CAISO and any approved subcontractor. Troubleshooting could involve AT&T, Verizon and other vendors. O&M contractor will monitor and maintain all Metrolink Station related equipment.

3) Network Facilities: All network cabling issues to be coordinated with City and City network staff.

4) DAS/RIG: Contact and coordinate with City and DAS/RIG subcontractor for response to issues related to CAISO and metering, alarms or loss of communication from DAS, RIG, networking, or communication equipment, and loss of access to Power Viewer solar monitoring system O&M contractor will monitor and maintain all Metrolink Station related equipment.

5) Monitor wireless security system alarms. Communicate and coordinate with City monitoring company's customer service center for wireless system alarms.

6) Primary communication coordinator for:

- Issues related to vegetation that may impact solar generation or other O&M functions. Notify City's Field Operations and Asset Superintendent to dispatch municipal maintenance Contractor.

3. Troubleshooting and Service Response

If alarms or performance outside of acceptable parameters indicate the need for onsite operations, Consultant shall visit the site within 24 hours to troubleshoot the Facility and determine whether a service or repair operation is needed to restore system performance. For equipment not included in Consultant's Work Scope, the City- hired vendor must be contacted within four (4) hours and dispatched within 24 hours to complete Service operations. Service operations refer to operations that restore equipment performance without repair such as the resetting of switches and circuit breakers. A log of Troubleshooting, Service and Repairs performed at the Metrolink Station Solar Facility since December 2013 is provided in Appendix 5.

4. Corrective Maintenance

Corrective or unscheduled maintenance primarily will involve performing any service or replacing any part of the Facility that becomes unfit or unavailable for use, and performing the repair necessary to restore full operation. Appendix 2 provides a list of corrective or reactive maintenance measures that would be expected to be performed to fix problems. Based on historical data, a set budget of $30,000.00 annually has been dedicated in the City's budget for the actual hourly fees, spare parts and services provided. The O&M Contractor shall be responsible to maintain an ongoing corrective maintenance report.

5. Routine Inspections and Preventive Maintenance

Consultant shall establish a routine inspection schedule for the Facility and perform preventative maintenance for the solar, interconnection and CAISO metering facilities[3]. Consultant shall perform Preventive Maintenance intended to follow the industry standard for proactive maintenance: 1) to keep Facility equipment in good repair, safe operating condition, appearance and working order; 2)

[3] While included in routine inspection, no preventive maintenance will be performed on electric vehicle (EV) charging and LED lighting facilities.

to keep Facility equipment in compliance with the manufacturer's recommendations, warranties and standard practices but in no event less than Prudent Industry Practices; 3) to properly service all Facility equipment following manufacturer's written operating and servicing procedures. Routine Inspection and Preventive Maintenance generally includes the following tasks (detailed in Appendix 1):

- Visual inspection of and reporting damage to carport structures
- Visual inspection for damage or foreign debris for all Facility equipment
- Identification of potential shading and equipment encroachments
- Inspect and verify wire connections for proper torque
- Calibration of Facility equipment per manufacturer specification
- Infrared scan of PV modules and other equipment connections
- Inspect and test fuses and breakers
- Inspect and test sensor equipment, DAS and weather station
- Inspect and maintain disconnects and combiner boxes
- Transformers and associated AC electrical distribution
- Wear and Tear Repairs

Appendix 1 provides a detailed preliminary list of routine inspection and preventive maintenance tasks. The City seeks input from respondents to finalize the Appendix 1 list to ensure the Facility's O&M plan is based on best industry practices. All such costs shall be included in fixed price.

The O&M Contractor shall also be responsible for keeping an up-to-date inventory of spare parts and equipment that is needed for corrective and preventive maintenance. The O&M Contractor will provide a recommended list of spare parts based on the O&M Manual and anticipated scope of work. The inventory of spare parts also must be kept replenished by the O&M contractor to ensure timely repairs. Detailed orders of replacement parts should be provided to the City for review and approval and for authorization of payment.

6. Forecasting, Performance Debrief and Reporting

Consultant shall provide the following:

PPA and CAISO Forecasting and Scheduling

- Schedule forecast of Facility hourly electric output using SCE's web-based system (SCE PCI Module) per requirements for forecasting electric energy to be received by SCE. The City will provide initial hourly forecast based on historical generation.
- Schedule any generation outages using SCE PCI Module.

Performance Debrief (via telephone)

- Consultant shall review and assess the quarterly performance report.

Reporting (can be provided electronically to City)

- Provide documentation of any troubleshooting, service or repair completed during site visit. Documentation of site visit is condition for payment.
- Document observations or findings from routine inspection.
- Document preventive maintenance or testing operation and provide City with brief outline on recommended measures.
- Promptly furnish or cause to be furnished any information as may be required to enable the City to respond to CAISO or SCE.
- Provide current as built information and updated drawings to maintain configuration control

EXHIBIT B

RATE SCHEDULE

EXHIBIT C

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of City, and prior to commencement of the Services, Consultant shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to Agency.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $1,000,000.00 per occurrence, $2,000,000.00 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000.00 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of $1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this agreement and Consultant agrees to maintain continuous coverage through a period no less than three years after completion of the services required by this agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000.00).

Consultant shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

Proof of insurance. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsement must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Services hereunder by Consultant, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be

endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant, or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the Agency nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass Through Clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to City for review.

City's right to revise specifications. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

Timely notice of claims. Consultant shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

Appendix 8 - Online of Online MetroLink O&M Manual, As-Built Drawings and Studies

1. Metrolink O&M Section 1 - 5
2. Metrolink O&M Section 6.1 Warranty Summary
3. Metrolink O&M Section 6.3 SMA Inverters - Installation Guide
4. Metrolink O&M Section 6.3 SMA Inverters - Maintenance, Users Manual, Disconnect, Other
5. Metrolink O&M Section 6.4 Combiner Box Manual and Warranty Sunlink
6. Metrolink O&M Section 6.5 Solar Panel Warranty Hanwha
7. Metrolink O&M Section 6.6 Network Facilities
8. Metrolink O&M Section 6.7 Camera Security System
9. Metrolink O&M Section 6.8 Parking Pay Station Specs
10. Metrolink O&M Section 6.9 EV Charger User Manual Aero Viron ment
11. Metrolink O&M Section 6.10 Comm Shelter Specs, Warranty & AC
12. Metrolink O&M Section 6.11 Warranty LED Lights
13. Metrolink O&M Section 6.12 Data Sheet CAISO Meter I ON 8600
14. Metrolink O&M Section 6.13 Data Sheet Schweitzer SEL Protection
15. Metrolink O&M Section 6.14 SCE Outage Management Users Guide
16. Metrolink O&M Section 6.15 Fence Warranty
17. Metrolink O&M Section 6.2 Data Aquisition System (DAS), MET
18. Metrolink O&M Section 6.2 PowerViewer
19. Metrolink O&M Section 7.1 AT&T Agreement
20. Metrolink O&M Section 7.2 CAISO Meter Service Agreement
21. Metrolink O&M Section 7.3 CAISO Participating Generator Agreement
22. Metrolink O&M Section 7.4 TriMark Software Agmnt

Metrolink Apdx A - 1.a. As Built Electric Trenching & Conduit Plan Greg Electric Metrolink
Apdx A - 1.b. As Built Electrical PV Drawings Greg Electric
Metrolink Apdx A - 1.c. As Built Electrical EV Drawings Greg Electric Metrolink
Apdx A - 1.d. As Built Electrical Lighting Drawings Greg Electric Metrolink
Apdx A - 2. As Built Structural Drawings WKE
Metrolink Apdx A - 3. As Built Carport structural purlins
Metrolink Apdx A - 4. As Built EVC Hanger WKE
Metrolink Apdx A - 5. As Built EV Switchgear Snowden
Metrolink Apdx A - 6. As Built PV Switchgear Snowden
Metrolink Apdx A - 7. As Built Comm Shelter
Metrolink Apdx A - 8. As Built Irrigation & Planting
"!Metrolink Apdx A - 10. As Built Utlity Vault & Storm Drain CNC
Metrolink Apdx A - 12. As Built Gate & IDF Base
Metrolink Apdx B - Map of String Locations
Metrolink Apdx C Studies - Arc Flash Report
"!Metrolink Apdx C Studies - DC Short Circuit Analysis Report
Metrolink Apdx C Studies - EV 12 kV Relay Settings
Metrolink Apdx C Studies - Fault Duty Option Study Result Bus Fault Current
Metrolink Apdx C Studies - Inverter Noise Study
"!Metrolink Apdx C Studies - IV Curve Tests
Metrolink Apdx C Studies - PV Inverter Commissioning Report

CITY COUNCIL

ITEM NO. 6.7

CITY OF INDUSTRY

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

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager

Staff: Clement N. Calvillo, City Engineer, CNC Engineering CNC
Joshua Nelson, Deputy City Engineer, CNC Engineering JN
Upendra Joshi, Project Manager, CNC Engineering UJ

Date: October 13, 2016

SUBJECT: Bid Documents – Solicitation of Public Bids for 2016-2017 Slurry Seal (CITY-1429/MP 16-10)

At the direction of the City Staff, CNC Engineering has prepared plans and specifications for the above project. This project will be implemented as Contract No. CITY-1429, subject to the approval by the City Council. The project was approved by the City Council on June 9, 2016 as part of the Capital Improvement Program (CIP) budget for the Fiscal Year 2016-17.

The scope of work involves all labor, materials, and equipment to slurry seal various city streets.

City staff has determined that this project is subject to CEQA review, however, it falls within the existing facilities exemption, so included with this Authorization to Bid package is a Notice of Exemption.

The estimated cost for this project is $203,000.00.

It is hereby recommended that the City Council approve the plans and specifications and authorize the solicitation of public bids.

Exhibits:

A. Notice Inviting Sealed Bids
B. Cost Estimate Sheet/Engineer's Estimate
C. Section A – Pages A-1 through A-7
D. Vicinity Maps – Sheets F-1 through F-3

PJP/CC/JN/UJ:af

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: 2016 – 2017 Street Slurry Seal

Project Location - Specific: 1552 Azusa Avenue Unit E

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

Description of Project: The 2016-2017 Street Slurry Seal project includes resurfacing the following Streets: Wilson Way from Ferrero Parkway to Cul-de sac. Loukelton Street from Echelon Avenue to School driveway entrance. Ward Way from Gale Avenue to Cul-de-sac. Darius Court from Johnson Drive to Cul-de sac. Marion Court from Johnson Drive to Cul-de-sac. Chestnut/Hatcher from Azusa Avenue to railroad Street. Cheryl Lane from Brea Canyon Road to Spanish Lane. Brea Canyon Road from 230' s/o Commerce Point to 350' s/o Spanish Lane. Baker Parkway from 140' s/o Grand Crossing to Cul-de-sac. Waddingham Way from Ferrero Parkway to Cul-de-sac. Grand Avenue westerly On-Ramp from Grand Avenue to Ferrero Parkway. Grand Avenue easterly On-Ramp from Grand Avenue to Ferrero Parkway. Benton Court from Ferrero Parkway to Cul-de-sac. Ferrero Parkway from Grand Avenue to Machlin Court. Machlin Court from Ferrero Parkway to Cul-de-sac.

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

Name of Person or Agency Carrying Out Project: City of Industry

Exempt Status: *(check one)*

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☑ Categorical Exemption. *State type and section number:* 15301 (c)
- ☐ Statutory Exemptions. *State code number:*

Reasons why project is exempt: Section 15301 (c), exempts existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. The 2016 – 2017 street slurry seal project will resurface the streets included in the above project description

Lead Agency
Contact Person: Troy Helling Telephone: (626)333-2211

Signature: _____ Date: 10-4-16

Title: Senior Planner

FOR PUBLICATION

NOTICE INVITING SEALED BIDS FOR:

CITY OF INDUSTRY
PROJECT NO. 429

2016-2017 SLURRY SEAL

CONTRACT NO. CITY-1429

The **CITY OF INDUSTRY**, hereinafter referred to as the **CITY**, will receive bids for the construction of the above project no later than **10:00 A.M.** on **November 16, 2016**, via the City of Industry's PlanetBids™ vendor portal. Bids are to be submitted through http://www.cityofindustry.org/?p=proposal-and-bid.

Postmarks, mailed, emailed, or hard copy bids will not be accepted. Late bids will not be accepted.

It is the responsibility of the bidder to be sure the bid is submitted prior to the date and time indicated above. Digital versions of the plans and specifications are available on the vendor portal. Hard copies will no longer be available for purchase at CNC Engineering.

At the time of submission of the bid and thereafter, each bidder must be licensed as a **Class A - General Engineering, C-12 - Earthwork and Paving, or C-32 -Parking and Highway Improvements** 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.

The **CITY** reserves the right to award the contract to the contractor with another license class if the **CITY** determines that the license class is proper for the proposed work.

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in this chapter, unless currently registered and qualified to perform public work pursuant to Section 1725.5. ***Please note:*** *It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.* Any bids submitted without proof that bidder and any listed subcontractor(s) are currently registered and qualified to perform public work, pursuant to Labor Code Section 1725.5, may not be accepted by the City.

The Scope of Work is as follows: Provide all labor, materials, and equipment to slurry seal various city streets.

Plans and Specifications are available for inspection at the City Administrative Offices and at the City Engineering Offices located at 255 North Hacienda Blvd., Suite 222, City of Industry, California 91744.

(Continued)

CITY OF INDUSTRY
PROJECT NO. 429

2016-2017 SLURRY SEAL

CONTRACT NO. CITY-1429

Each bid shall be accompanied by a bid guarantee in the form of a Certified or Cashier's Check or Bidder's Bond for not less than ten percent (10%) of the total amount of the bid, made payable to the **CITY OF INDUSTRY**.

The contractor may, at his own expense, substitute securities for monies to be withheld to ensure performance under the contract.

By the order of the **CITY OF INDUSTRY** dated **October 13, 2016**.

_____
Diane Schlichting – Chief Deputy City Clerk

CNC ENGINEERING

COST ESTIMATE SHEET

255 N. Hacienda Blvd., Suite 222
Industry, CA 91744
Tel: (626) 333-0336
Fax: (626) 369-4306

DATE PREPARED:	JOB NO.:	
8/29/2016	CITY-1429	
ENGINEER/ DESIGNER:	ESTIMATOR:	CHECKED BY:
UJ/LS	LS	UJ

PROJECT NAME: **2016-2017 Street Slurry Seal**

SCOPE OF WORK/PROJECT DESCRIPTION: **Provide all labor, materials and equipment to slurry seal various city streets.**

ITEM NO.	DESCRIPTION OF ITEM	QUANTITY NO. UNITS	QUANTITY UNIT MEAS.	UNIT PRICE	TOTAL COST
1	Quick Set Emulsion - Aggregate Slurry Type II (Cationic) with 2-1/2% Latex	830	ELT	$220.00	$182,600.00
2	Contingency (for unforeseen conditions)	1	LS	$20,000.00	$20,000.00
	GRAND TOTAL				$202,600.00
	ENGINEER'S ESTIMATE				**$203,000.00**

ESTIMATE FOR:

CITY OF INDUSTRY

PROJECT NO. 429

2016-2017 SLURRY SEAL

CONTRACT NO. CITY-1429

ENGINEER'S ESTIMATE
$203,000.00

SECTION A

CITY OF INDUSTRY
PROJECT NO. 429

2016-2017 SLURRY SEAL

CONTRACT NO. CITY-1429

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Postmarks, mailed, emailed, or hard copy bids will not be accepted. Late bids will not be accepted.

It is the responsibility of the bidder to be sure the bid is submitted prior to the date and time indicated above. Digital versions of the plans and specifications are available on the vendor portal. Hard copies will no longer be available for purchase at CNC Engineering.

At the time of submission of the bid and thereafter, each bidder must be licensed as a **Class A - General Engineering, C-12 - Earthwork and Paving, or C-32 -Parking and Highway Improvements** 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.

The **CITY** reserves the right to award the contract to the contractor with another license class if the **CITY** determines that the license class is proper for the proposed work.

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in this chapter, unless currently registered and qualified to perform public work pursuant to Section 1725.5. ***Please note:*** *It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.* Any bids submitted without proof that bidder and any listed subcontractor(s) are currently registered and qualified to perform public work, pursuant to Labor Code Section 1725.5, may not be accepted by the City.

The Scope of Work is as follows: Provide all labor, materials, and equipment to slurry seal various city streets.

Plans and Specifications are available for inspection at the City Administrative Offices and at the City Engineering Offices located at 255 North Hacienda Blvd., Suite 222, City of Industry, California 91744.

The bid shall be accompanied by a bid guarantee in the form of a Certified or Cashier's Check or Bidder's Bond for not less than ten percent (10%) of the total amount of the bid, payable to the **CITY OF INDUSTRY**. The bid guarantee is to insure that the bidder, if awarded the work, will enter into a contract with the CITY. Failure of a contractor to enter into a contract within ten (10) days following award will cause the bid guarantee to be forfeited.

The CITY may, upon refusal or failure of a successful responsible bidder to accept the contract, award it to the next lowest bidder. If the CITY awards the contract to the second lowest bidder, the amount of the lowest bidder's bid guarantee shall be applied by the CITY to the difference between the low bid and the second lowest bid; the surplus, if any, shall be returned to the lowest bidder if cash is used, or to the surety company if a bond is used.

The successful bidder will be required to furnish a labor and materials bond in an amount equal to one hundred percent (100%) of the contract price and a faithful performance bond in an amount equal to one hundred percent (100%) of the contract price. A maintenance bond equal to ten percent (10%) of the total bid price amount is to remain in force for one (1) year after the date of completion of work, shall be submitted prior to execution of contract. The above bonds shall be secured by a surety company satisfactory to the CITY, and licensed as a Surety Insurer in the State of California and rated at least B+:V in the latest "Best's Insurance Guide." The attached bond forms shall be used without exception.

INSURANCE REQUIREMENTS

Without limiting Contractor's indemnification of City, and prior to commencement of the Services, Contractor shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to City.

GENERAL LIABILITY INSURANCE

Contractor shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $1,000,000.00 per occurrence, $2,000,000.00 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

AUTOMOBILE LIABILITY INSURANCE

Contractor shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Contractor arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000.00 combined single limit for each accident.

WORKERS' COMPENSATION INSURANCE

Contractor shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000.00).

Contractor shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of City, its officers, agents, employees and volunteers.

PROOF OF INSURANCE

Contractor shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsement must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

DURATION OF COVERAGE

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Services hereunder by Contractor, his agents, representatives, employees or subcontractors.

PRIMARY/NONCONTRIBUTING

Coverage provided by Contractor shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

CITY'S RIGHTS OF ENFORCEMENT

In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Contractor, or City will withhold amounts sufficient to pay premium from Contractor payments. In the alternative, City may cancel this Agreement.

ACCEPTABLE INSURERS

All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

WAIVER OF SUBROGATION

All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subcontractors.

ENFORCEMENT OF CONTRACT PROVISIONS (NON ESTOPPEL)

Contractor acknowledges and agrees that any actual or alleged failure on the part of the City to inform Contractor of non-compliance with any requirement imposes no additional obligations on the City nor does it waive any rights hereunder.

REQUIREMENTS NOT LIMITING

Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Contractor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Notice of cancellation. Contractor agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

ADDITIONAL INSURED STATUS

General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess liability policies.

PROHIBITION OF UNDISCLOSED COVERAGE LIMITATIONS

None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

SEPARATION OF INSUREDS

A severability of interests provision must apply for all additional insureds ensuring that Contractor's insurance shall apply separately to each insured against whom claim is made

or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

PASS THROUGH CLAUSE

Contractor agrees to ensure that its subcontractors and any other party involved with the project who is brought onto or involved in the project by Contractor, provide the same minimum insurance coverage and endorsements required of Contractor. Contractor agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Contractor agrees that upon request, all agreements with subcontractors, and others engaged in the project will be submitted to City for review.

CITY'S RIGHT TO REVISE SPECIFICATIONS

The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Contractor ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Contractor, the City and Contractor may renegotiate Contractor's compensation.

SELF-INSURED RETENTIONS

Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

TIMELY NOTICE OF CLAIMS

Contractor shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Contractor's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

ADDITIONAL INSURANCE

Contractor shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

Notification for all above insurance items shall be submitted to: City of Industry Engineering Offices, 255 North Hacienda Blvd., Suite 222, City of Industry, CA 91744, Attention: Rachel Gonzalez. Failure to provide the CITY with written notice of cancellation or any change in required insurance may constitute a material breach of the Contract, in the sole discretion of the CITY, upon which the CITY may suspend or terminate the Contract.

EXPERIENCE AND SAFETY

The successful bidder may be required to submit a statement attesting to its financial responsibility, technical ability, experience, and safety record.

PREVAILING WAGES

Pursuant to the provisions of Section 1773 of the Labor Code of the State of California, the contractor is required to pay not less than the general prevailing rate of wages for each craft, classification, or type of workman needed in the execution of the public work under the jurisdiction of the CITY. The general prevailing wages shall be these determined by the Director of the Department of Industrial Relations of the State of California. Copies of the applicable determination by the CITY are on file in the office of the CITY and are hereby incorporated and made a part hereof the same as though fully set forth herein. Copies of the applicable determination may be obtained at the office of the CITY.

CONTRACTOR REGISTRATION PROGRAM

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, as defined in this chapter, unless currently registered and qualified to perform public work pursuant to Section 1725.5. ***Please note:*** *It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.* Any bids submitted without proof that bidder and any listed subcontractor(s) are currently registered and qualified to perform public work, pursuant to Labor Code Section 1725.5, may not be accepted by the City.

LABOR COMPLIANCE MONITORING AND ENFORCEMENT

The project is subject to compliance monitoring and enforcement by the Department of Industrial Relations (California Labor Code Section 1771.4).

AGREEMENT

When the award of a contract is made to a corporation, the Agreement must be signed by the Secretary/Treasurer of the corporation in addition to the signature of the President/Vice President, or the public agency needs to receive a copy of a resolution adopted by the Board of Directors of the corporation indicating that the party executing the contract has the authority to bind the corporation.

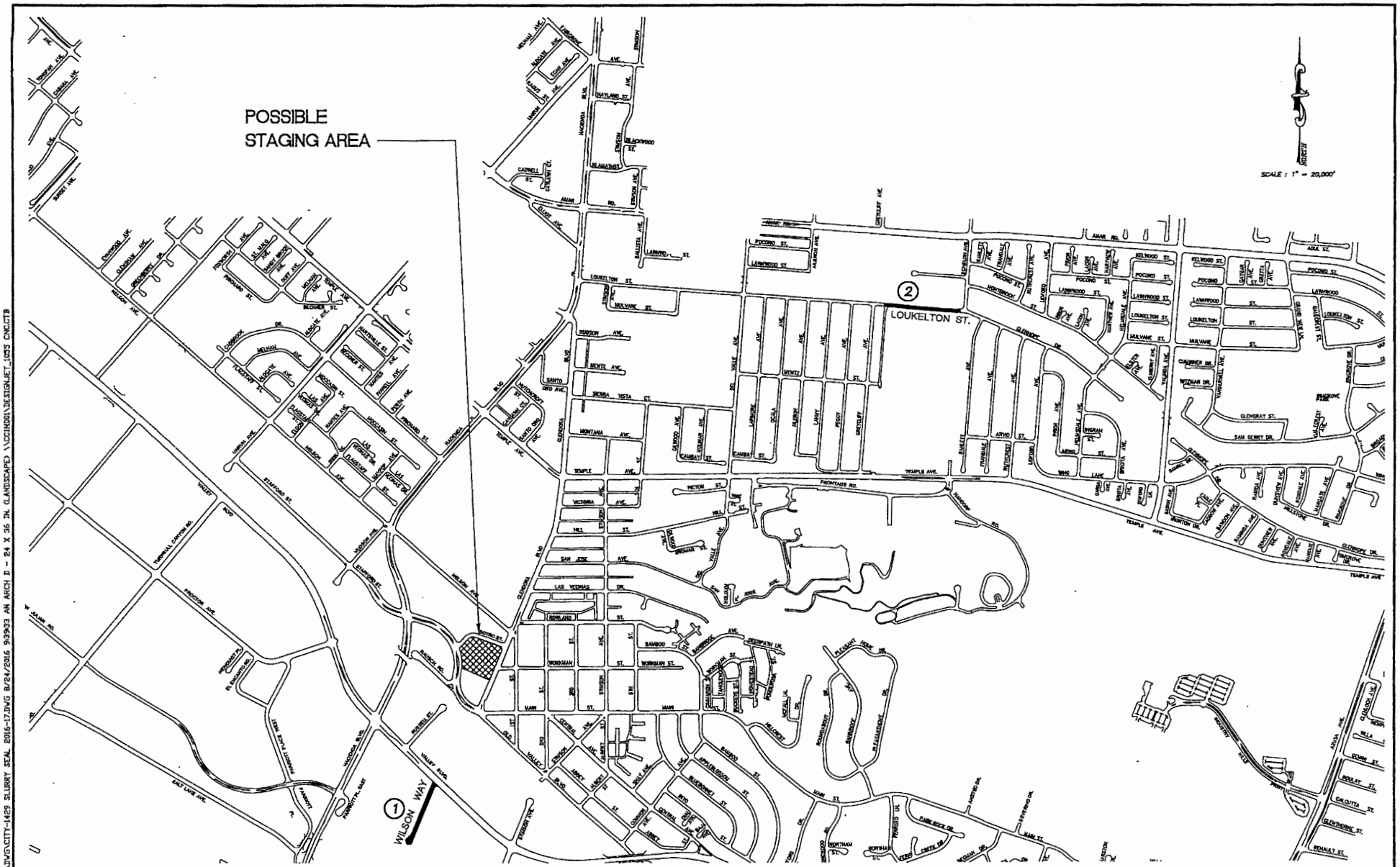
SURETY BONDS

All surety bonds issued in connection with projects for public works must be accompanied by a power of attorney from the surety company authorizing the person executing the bond to sign on behalf of the company. The power of attorney and the bonds must be executed by the same person, and such signatures shall be notarized.

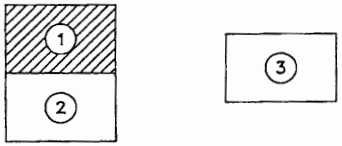
By the order of the **CITY OF INDUSTRY** dated **October 13, 2016**.

_____

Diane Schlichting – Chief Deputy City Clerk



STREETS	LIMITS
(1) WILSON WAY	(VALLEY BLVD. TO CUL-DE-SAC)
(2) LOUKELTON STREET	(ECHELON AVE. TO SCHOOL DWY. ENTRANCE)



KEY MAP

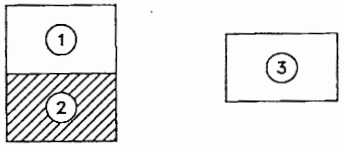
SLURRY SEAL

CONTRACT NO. CITY-1429

F-1

K:\CITY\C-1429\U 2016-2017 SLURRY SEAL\DWG\CITY-1429 SLURRY SEAL 2016-17.DWG 8/24/2016 9:39:33 AM ARCH D - 24 X 36 IN. (LANDSCAPE) \\CGINDI\DESIGNJET_1055 CNC.CTB

STREETS	LIMITS
(1) WARD WAY	(GALE AVE. TO CUL-DE-SAC)
(2) DARIUS COURT	(JOHNSON DR. TO CUL-DE-SAC)
(3) MARION COURT	(JOHNSON DR. TO CUL-DE-SAC)
(4) CHESTNUT/HATCHER	(AZUSA AVE. TO RAILROAD ST.)



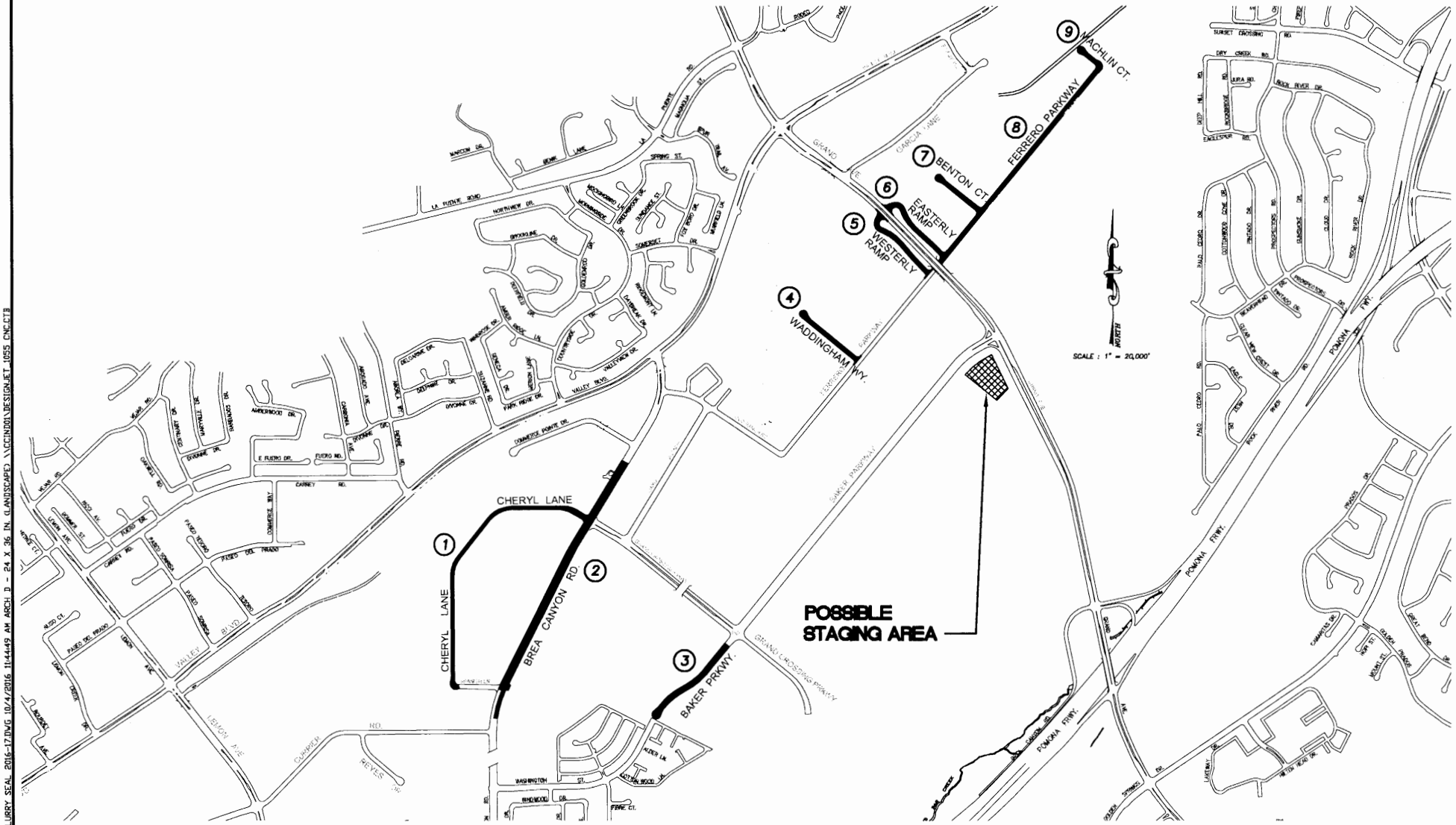
KEY MAP

SLURRY SEAL

CONTRACT NO. CITY-1429

F-2

K:\CITY\C-1429\LJ 2016-2017 SLURRY SEAL\DWG\CITY-1429 SLURRY SEAL 2016-17.DWG 8/24/2016 9:39:31 AM ARCH D - 24 X 36 IN (LANDSCAPE) \\CCIDNB01\DESIGNJET 1055 CNC.CTB



STREETS	LIMITS
(1) CHERYL LANE	(BREA CANYON RD. TO SPANISH RD.)
(2) BREA CANYON RD.	(230' S/O COMMERCE PT. TO 350' S/O SPANISH LN.)
(3) BAKER PARKWAY	(140' S/O GRAND CROSSING TO CUL-DE-SAC)
(4) WADDINGHAM WAY	(FERRERO PKWY. TO CUL-DE-SAC)
(5) GRAND AVE. WESTERLY RAMP	(GRAND AVE. TO FERRERO PKWY.)
(6) GRAND AVE. EASTERLY RAMP	(GRAND AVE. TO FERRERO PKWY.)
(7) BENTON COURT	(FERRERO PKWY. TO CUL-DE-SAC)
(8) FERRERO PARKWAY	(GRAND AVE. TO MACHLIN CT.)
(9) MACHLIN COURT	(FERRERO PKWY. TO CUL-DE-SAC)

(1)
(2)

(3)

KEY MAP

SLURRY SEAL

CONTRACT NO. CITY-1429

F-3

K:\WISCPRD\1610 2016-2017 SLURRY SEAL\CITY-1429 SLURRY SEAL 2016-17.DWG 10/4/2016 11:44:49 AM ARCH D - 24 X 36 IN. (LANDSCAPE) \\CCIND01\DESIGNJET_1055 CNC.CTB

CITY OF INDUSTRY
PROJECT NO. 429

2016-2017 SLURRY SEAL

CONTRACT NO. CITY-1429

Each bid shall be accompanied by a bid guarantee in the form of a Certified or Cashier's Check or Bidder's Bond for not less than ten percent (10%) of the total amount of the bid, made payable to the **CITY OF INDUSTRY**.

The contractor may, at his own expense, substitute securities for monies to be withheld to ensure performance under the contract.

By the order of the **CITY OF INDUSTRY** dated **October 13, 2016**.

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Diane Schlichting – Chief Deputy City Clerk

SURETY BONDS

All surety bonds issued in connection with projects for public works must be accompanied by a power of attorney from the surety company authorizing the person executing the bond to sign on behalf of the company. The power of attorney and the bonds must be executed by the same person, and such signatures shall be notarized.

By the order of the **CITY OF INDUSTRY** dated **October 13, 2016**.

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Diane Schlichting – Chief Deputy City Clerk