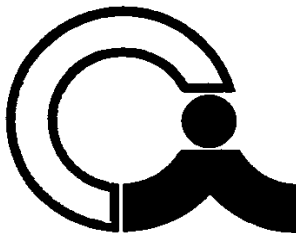


# CITY OF INDUSTRY

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CITY COUNCIL  
REGULAR MEETING AGENDA

APRIL 9, 2015  
9:00 AM



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

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

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## **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 Review of Actions for City Goods and Services.

*RECOMMENDED ACTION: Receive and file.*

6. **CITY MANAGER MATTERS**

6.1 Consideration of Ordinance No. 788 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING CHAPTERS 2.08 (CITY MANAGER) AND 2.12 (CITY CLERK AND CITY TREASURER-BONDS) OF TITLE 2 OF THE INDUSTRY MUNICIPAL CODE, AND ADDING CHAPTER 2.14 (CITY ATTORNEY) TO TITLE 2 OF THE INDUSTRY MUNICIPAL CODE. (FIRST READING)

*RECOMMENDED ACTION: Waive further reading, and introduce Ordinance No. 788.*

6.2 Consideration of Resolution No. CC 2015-04 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A CITY MANAGER POLICY REGARDING TERMINATION OF MANAGEMENT-LEVEL CITY OFFICIALS OR EMPLOYEES FOLLOWING A MUNICIPAL ELECTION.

*RECOMMENDED ACTION: Adopt Resolution No. CC 2015-04.*

7. **CITY ATTORNEY MATTERS**

7.1 Consideration of Ordinance No. 789 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING SECTION 2.08.070 OF THE INDUSTRY MUNICIPAL CODE PERTAINING TO THE POWERS AND DUTIES OF THE CITY MANAGER. (FIRST READING)

*RECOMMENDED ACTION: Waive further reading, and introduce Ordinance No. 789.*

8. **PLANNING DIRECTOR MATTERS**

8.1 Consideration of Development Plan application No. 14-10 submitted by OC Engineering, on behalf of Great Dragon LLC to allow construction of a 107,000 square foot industrial building located at 18639 Railroad Street.

- a. Consideration of Resolution No. CC 2015-05 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED IN CONJUNCTION WITH DEVELOPMENT PLAN NO. 14-10 TO ALLOW THE CONSTRUCTION OF A 107,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 18639 RAILROAD STREET IN THE CITY OF INDUSTRY, WITHIN THE "M"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF.

*RECOMMENDED ACTION: Adopt Resolution No. CC 2015-05.*

- b. Consideration of Resolution No. CC 2015-06 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING DEVELOPMENT PLAN NO. 14-10 TO ALLOW THE CONSTRUCTION OF A 107,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 18639 RAILROAD STREET IN THE CITY OF INDUSTRY, WITHIN THE "M-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF.

*RECOMMENDED ACTION: Adopt Resolution No. CC 2015-06.*

## 9. **CITY ENGINEER MATTERS**

- 9.1 Consideration of an invoice submitted by the Alameda Corridor-East Construction Authority (ACE) for additional work needed for city-requested improvements to relocate the Verizon facilities in conjunction with the Nogales Street Grade Separation Project at the Union Pacific Railroad Los Angeles Subdivision per the Betterment Agreement with the Alameda Corridor-East Construction Authority, in the amount of \$77,545.36.

*RECOMMENDED ACTION: Approve the payment.*

- 9.2 Consideration of a proposal submitted by R.F. Dickson Company, Inc. for Contract No. CITY-1423, City of Industry Street and Parking Lot Sweeping, in the amount of \$1,007,736.00 for a five-year period.

*RECOMMENDED ACTION: Approve the proposal submitted by R.F. Dickson Company, Inc. in the amount of \$1,007,736.00.*

## 10. **CLOSED SESSION**

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

10.2 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION  
Pursuant to Government Code Section 54956.9(d)(1)  
Case: 8 Net, Inc. v. City of Industry et al.  
Los Angeles Superior Court Central District  
Case No. BC554379

11. Adjournment. Next regular meeting: Thursday, April 23, 2015 at 9:00 a.m.



*CITY COUNCIL*

ITEM NO. 5.1

**CITY OF INDUSTRY**  
**ACTIONS FOR CITY GOODS AND SERVICES**  
**April 9, 2015**

**FUND RECAP:**

| <u>FUND</u>     | <u>DESCRIPTION</u>       | DISBURSEMENTS |
|-----------------|--------------------------|---------------|
| 100             | GENERAL FUND             | 2,463,529.34  |
| 103             | PROP A FUND              | 7,485.18      |
| 105             | AQMD GRANT FUND          | 7,500.00      |
| 120             | CAPITAL IMPROVEMENT FUND | 127,605.34    |
| 161             | IPUC - ELECTRIC          | 158,207.81    |
| TOTAL ALL FUNDS |                          | 2,764,327.67  |

**BANK RECAP:**

| <u>BANK</u>     | <u>NAME</u>                      | DISBURSEMENTS |
|-----------------|----------------------------------|---------------|
| BOFA            | BANK OF AMERICA - CKING ACCOUNTS | 523,128.92    |
| PROP A          | PROP A - CKING ACCOUNT           | 7,485.18      |
| REF             | REFUSE - CKING ACCOUNT           | 5,522.72      |
| WFBK            | WELLS FARGO- CKING ACCOUNT       | 2,228,190.85  |
| TOTAL ALL BANKS |                                  | 2,764,327.67  |

**CITY OF INDUSTRY  
BANK OF AMERICA  
April 9, 2015**

| Check                               | Date       | Payee Name       |                         | Check Amount |
|-------------------------------------|------------|------------------|-------------------------|--------------|
| <b>CITYELEC.CHK - City Electric</b> |            |                  |                         |              |
| 1351                                | 03/25/2015 | CITY OF INDUSTRY |                         | \$142,326.40 |
|                                     | Invoice    | Date             | Description             | Amount       |
|                                     | 03/25/15   | 03/25/2015       | TRANSFER FUNDS-ELECTRIC | \$142,326.40 |

**CITYGEN.CHK - City General**

|       |            |                  |                        |              |
|-------|------------|------------------|------------------------|--------------|
| 24251 | 03/20/2015 | CITY OF INDUSTRY |                        | \$17,924.31  |
|       | Invoice    | Date             | Description            | Amount       |
|       | 3/20/15-A  | 03/20/2015       | TRANSFER FUNDS-SAVINGS | \$17,924.31  |
| 24252 | 03/20/2015 | CITY OF INDUSTRY |                        | \$90,764.20  |
|       | Invoice    | Date             | Description            | Amount       |
|       | 3/20/15-B  | 03/20/2015       | TRANSFER FUNDS-D/S     | \$90,764.20  |
| 24253 | 03/20/2015 | CITY OF INDUSTRY |                        | \$272,114.01 |
|       | Invoice    | Date             | Description            | Amount       |
|       | 3/20/15-C  | 03/20/2015       | TAX OVERRIDE TRANSFER  | \$272,114.01 |

| Checks | Status | Count | Transaction Amount |
|--------|--------|-------|--------------------|
|        | Total  | 4     | \$523,128.92       |

**CITY OF INDUSTRY**

**PROP A**

**April 9, 2015**

| Check                              | Date          | Payee Name                          |                                           | Check Amount      |
|------------------------------------|---------------|-------------------------------------|-------------------------------------------|-------------------|
| <b>PROPA.CHK - Prop A Checking</b> |               |                                     |                                           |                   |
| <b>11561</b>                       | 03/25/2015    | <b>INDUSTRY SECURITY SERVICES</b>   |                                           | <b>\$6,918.92</b> |
|                                    | Invoice       | Date                                | Description                               | Amount            |
|                                    | 14-13583      | 02/27/2015                          | SECURITY SVC-METROLINK                    | \$1,729.73        |
|                                    | 14-13643      | 03/06/2015                          | SECURITY SVC-METROLINK                    | \$1,729.73        |
|                                    | 14-13701      | 03/13/2015                          | SECURITY SVC-METROLINK                    | \$1,729.73        |
|                                    | 14-13760      | 03/20/2015                          | SECURITY SVC-METROLINK                    | \$1,729.73        |
| <b>11562</b>                       | 03/25/2015    | <b>SO CAL INDUSTRIES</b>            |                                           | <b>\$93.87</b>    |
|                                    | Invoice       | Date                                | Description                               | Amount            |
|                                    | 174627        | 03/03/2015                          | RR RENTAL-METROLINK                       | \$93.87           |
| <b>11563</b>                       | 03/25/2015    | <b>SO CALIFORNIA EDISON COMPANY</b> |                                           | <b>\$328.43</b>   |
|                                    | Invoice       | Date                                | Description                               | Amount            |
|                                    | 2015-00001226 | 03/20/2015                          | 1/22-2/23/15 SVC-600 S BREA CYN B         | \$328.43          |
| <b>11564</b>                       | 03/25/2015    | <b>WALNUT VALLEY WATER DISTRICT</b> |                                           | <b>\$143.96</b>   |
|                                    | Invoice       | Date                                | Description                               | Amount            |
|                                    | 1912469       | 03/10/2015                          | 1/31-2/27/15 SVC-IRR METRO STN-SPANISH LN | \$125.67          |
|                                    | 1913396       | 03/11/2015                          | 2/3-3/3/15 SVC-PLATFORM METRO BREA CYN    | \$18.29           |

| Checks | Status | Count | Transaction Amount |
|--------|--------|-------|--------------------|
|        | Total  | 4     | \$7,485.18         |

**CITY OF INDUSTRY  
WELLS FARGO REFUSE**

**April 9, 2015**

| Check                          | Date       |            | Payee Name                    | Check Amount |
|--------------------------------|------------|------------|-------------------------------|--------------|
| <b>REFUSE - Refuse Account</b> |            |            |                               |              |
| 4139                           | 03/18/2015 |            | CITY OF INDUSTRY DISPOSAL CO. | \$660.00     |
|                                | Invoice    | Date       | Description                   | Amount       |
|                                | 3/18/15    | 03/18/2015 | REFUND-VVS ACCT #060099       | \$660.00     |
| 4140                           | 03/18/2015 |            | ILY ENTERPRISE                | \$4,183.76   |
|                                | Invoice    | Date       | Description                   | Amount       |
|                                | 03/18/15   | 03/18/2015 | REFUND-ACCT #086406           | \$4,183.76   |
| 4141                           | 03/18/2015 |            | CENTRAL ROOFING               | \$678.96     |
|                                | Invoice    | Date       | Description                   | Amount       |
|                                | 03/23/15   | 03/23/2015 | REFUND-ACCT #086113           | \$678.96     |

| Checks | Status | Count | Transaction Amount |
|--------|--------|-------|--------------------|
|        | Total  | 3     | \$5,522.72         |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date          |            | Payee Name                                | Check Amount      |
|-----------------------------------------------|---------------|------------|-------------------------------------------|-------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |               |            |                                           |                   |
| <b>61298</b>                                  | 03/24/2015    |            | <b>AT &amp; T</b>                         | <b>\$232.31</b>   |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | 2015-00001172 | 03/17/2015 | 03/17-04/16/15 SVC - TONNER-GUARD SHACK   | \$123.81          |
|                                               | 2015-00001173 | 03/17/2015 | 03/17-04/16/15 SVC - TONNER-RADIO         | \$108.50          |
| <b>61299</b>                                  | 03/24/2015    |            | <b>AT &amp; T MOBILITY</b>                | <b>\$179.19</b>   |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | 2015-00001171 | 03/07/2015 | 03/08-04/07/15 SVC - TIM SPOHN            | \$179.19          |
| <b>61300</b>                                  | 03/24/2015    |            | <b>BANK OF AMERICA - VISA</b>             | <b>\$2,638.99</b> |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | 2015-00001152 | 03/06/2015 | 2/7-3/6/15 AUTHORIZED REP                 | \$138.89          |
|                                               | 2015-00001153 | 03/06/2015 | 2/7-3/6/15 B. JAMES                       | \$241.14          |
|                                               | 2015-00001155 | 03/06/2015 | 2/7-3/6/15 T. SPOHN                       | \$563.29          |
|                                               | 2015-00001157 | 03/06/2015 | 2/7-3/6/15 J. BALLAS                      | \$551.74          |
|                                               | 2015-00001158 | 03/06/2015 | 2/7-3/6/15 K. RADECKI                     | \$1,143.93        |
| <b>61301</b>                                  | 03/24/2015    |            | <b>CITY OF CHINO HILL UTILITY</b>         | <b>\$224.70</b>   |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | 2015-00001174 | 03/18/2015 | 02/12-03/16/15 SVC - 1550 RANCHO HILLS DR | \$224.70          |
| <b>61302</b>                                  | 03/24/2015    |            | <b>CITY OF INDUSTRY-PETTY CASH</b>        | <b>\$3,300.00</b> |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | BAIT CAR-2    | 03/24/2015 | PURCHASE OF BAIT CAR FOR SHERIFF'S DEPT   | \$3,300.00        |
| <b>61303</b>                                  | 03/24/2015    |            | <b>INDUSTRY PUBLIC UTILITY</b>            | <b>\$2,348.31</b> |
|                                               | Invoice       | Date       | Description                               | Amount            |
|                                               | 2015-00001175 | 03/13/2015 | 02/10-03/10/15 SVC - 600 BREA CYN RD      | \$2,348.31        |
| <b>61304</b>                                  | 03/24/2015    |            | <b>MCI COMM SERVICE</b>                   | <b>\$32.21</b>    |
|                                               | Invoice       | Date       | Description                               | Amount            |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date            |            | Payee Name                                    | Check Amount       |
|-----------------------------------------------|-----------------|------------|-----------------------------------------------|--------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |                 |            |                                               |                    |
|                                               | HATCHER-MAR15   | 03/17/2015 | HATCHER WAREHOUSE - MARCH 2015                | \$32.21            |
| <b>61305</b>                                  | 03/24/2015      |            | <b>SAN GABRIEL VALLEY WATER CO.</b>           | <b>\$853.59</b>    |
|                                               | Invoice         | Date       | Description                                   | Amount             |
|                                               | 2015-00001177   | 03/17/2015 | 02/12-03/16/15 SVC - 14329 VALLEY             | \$261.68           |
|                                               | 2015-00001178   | 03/18/2015 | 02/13-03/17/15 SVC - 336 EL ENCANTO           | \$40.53            |
|                                               | 841 7TH-MAR15   | 03/19/2015 | 02/17-03/18/15 SVC - 841 S SEVENTH            | \$551.38           |
| <b>61306</b>                                  | 03/24/2015      |            | <b>SO CALIFORNIA EDISON COMPANY</b>           | <b>\$16,244.60</b> |
|                                               | Invoice         | Date       | Description                                   | Amount             |
|                                               | 2015-00001147   | 03/17/2015 | 02/01-03/01/15 SVC - VARIOUS SITES            | \$1,904.27         |
|                                               | 2015-00001148   | 03/19/2015 | 02/17-03/18/15 SVC - 1341 FULLERTON RD        | \$37.61            |
|                                               | 2015-00001149   | 03/19/2015 | 02/17-03/18/15 SVC - 17635 GALE               | \$1,485.85         |
|                                               | 17370GALE-MAR15 | 03/19/2015 | 02/17-03/18/15 SVC - 17370 GALE AVE           | \$69.80            |
|                                               | 2015-00001150   | 03/20/2015 | 02/17-03/18/15 SVC - VARIOUS SITES            | \$3,073.31         |
|                                               | 2015-00001151   | 03/20/2015 | 02/17-03/18/15 SVC - 15415 DON JULIAN RD      | \$2,228.01         |
|                                               | 2015-00001154   | 03/20/2015 | 01/16-03/18/15 SVC - VARIOUS SITES            | \$3,645.90         |
|                                               | 2015-00001156   | 03/20/2015 | 02/17-03/18/15 SVC - VARIOUS SITES            | \$92.33            |
|                                               | 2015-00001160   | 03/20/2015 | 02/17-03/18/15 SVC - PECK RD S/O PELLISSIER   | \$35.42            |
|                                               | 841 7TH-MAR15   | 03/20/2015 | 02/17-03/18/15 SVC - 841 7TH AVE              | \$621.31           |
|                                               | 2015-00001161   | 03/20/2015 | 02/17-03/18/15 SVC - VARIOUS SITES            | \$3,050.79         |
| <b>61307</b>                                  | 03/24/2015      |            | <b>SO CALIFORNIA EDISON COMPANY</b>           | <b>\$221.03</b>    |
|                                               | Invoice         | Date       | Description                                   | Amount             |
|                                               | 2015-00001159   | 03/20/2015 | 12/16-01/16/15 SVC - 19001 TONNER CYN RD      | \$221.03           |
| <b>61308</b>                                  | 03/24/2015      |            | <b>VERIZON</b>                                | <b>\$1,035.90</b>  |
|                                               | Invoice         | Date       | Description                                   | Amount             |
|                                               | 2015-00001163   | 03/10/2015 | 03/10-04/09/15 SVC - GENERATOR SITE-TELEMETRY | \$54.21            |
|                                               | 2015-00001164   | 03/10/2015 | 03/10-04/09/15 SVC - ELECTRIC MODEM           | \$54.21            |
|                                               | 2015-00001165   | 03/10/2015 | 03/10-04/09/15 SVC - 600 BREA CYN RD          | \$219.26           |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date          |            | Payee Name                                    | Check Amount        |
|-----------------------------------------------|---------------|------------|-----------------------------------------------|---------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |               |            |                                               |                     |
|                                               | 2015-00001166 | 03/10/2015 | 03/10-04/09/15 SVC - ELECTRIC MODEM           | \$61.54             |
|                                               | 2015-00001167 | 03/10/2015 | 03/10-04/09/15 SVC - GENERATOR SITE-TELEMETRY | \$144.85            |
|                                               | 841 7TH-MAR15 | 03/10/2015 | 03/10-04/09/15 SVC - 841 S. 7TH               | \$96.21             |
|                                               | 2015-00001169 | 03/16/2015 | 03/16-04/15/15 SVC - GENERATOR SITE-TELEMETRY | \$93.14             |
|                                               | 2015-00001170 | 03/16/2015 | 03/16-04/15/15 SVC - PH AUTO PLAZA            | \$312.48            |
| <b>61309</b>                                  | 03/24/2015    |            | <b>WALNUT VALLEY WATER DISTRICT</b>           | <b>\$23.04</b>      |
|                                               | Invoice       | Date       | Description                                   | Amount              |
|                                               | 1913377       | 03/11/2015 | 02/03-03/03/15 SVC - PUMP STN N/W CHERYL      | \$23.04             |
| <b>61310</b>                                  | 03/25/2015    |            | <b>NATIONAL NOTARY ASSOCIATION</b>            | <b>\$59.00</b>      |
|                                               | Invoice       | Date       | Description                                   | Amount              |
|                                               | 151922750-A   | 03/25/2015 | MEMBERSHIP- C. DUNLAP                         | \$59.00             |
| <b>61311</b>                                  | 03/26/2015    |            | <b>BARCO ASSIGNMENTS LTD.</b>                 | <b>\$950,000.00</b> |
|                                               | Invoice       | Date       | Description                                   | Amount              |
|                                               | 3/26/15       | 03/26/2015 | SETTLEMENT                                    | \$950,000.00        |
| <b>61312</b>                                  | 03/31/2015    |            | <b>GAS COMPANY, THE</b>                       | <b>\$28.68</b>      |
|                                               | Invoice       | Date       | Description                                   | Amount              |
|                                               | 2015-00001191 | 03/23/2015 | 02/18-03/19/15 SVC - 610 S BREA CYN RD        | \$28.68             |
| <b>61313</b>                                  | 03/31/2015    |            | <b>SAN GABRIEL VALLEY WATER CO.</b>           | <b>\$5,230.97</b>   |
|                                               | Invoice       | Date       | Description                                   | Amount              |
|                                               | 2015-00001179 | 03/27/2015 | 02/25-03/26/15 SVC - IRRIG SALT LAKE/SEVENTH  | \$187.79            |
|                                               | 2015-00001180 | 03/27/2015 | 02/25-03/26/15 SVC - S/E COR OF PELLISSIER    | \$597.10            |
|                                               | 2015-00001181 | 03/27/2015 | 02/25-03/26/15 SVC - PELLISSIER               | \$232.58            |
|                                               | 2015-00001182 | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY NORTH    | \$753.52            |
|                                               | 2015-00001183 | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY STA 111- | \$510.22            |
|                                               | 2015-00001184 | 03/27/2015 | 02/25-03/26/15 SVC - PELLISSIER               | \$287.98            |
|                                               | 2015-00001185 | 03/27/2015 | 02/25-03/26/15 SVC - PELLISSIER               | \$401.45            |



**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date             |            | Payee Name                                     | Check Amount       |
|-----------------------------------------------|------------------|------------|------------------------------------------------|--------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |                  |            |                                                |                    |
|                                               | 2015-00001186    | 03/27/2015 | 02/25-03/26/15 SVC - PECK/UNION PACIFIC BRIDGE | \$468.30           |
|                                               | 2015-00001187    | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY NORTH     | \$820.36           |
|                                               | 2015-00001188    | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY SOUTH     | \$422.50           |
|                                               | 2015-00001189    | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY STA 103-  | \$175.33           |
|                                               | 2015-00001190    | 03/27/2015 | 02/25-03/26/15 SVC - CROSSROADS PKWY SOUTH     | \$373.84           |
| <b>61314</b>                                  | 03/31/2015       |            | <b>SO CALIFORNIA EDISON COMPANY</b>            | <b>\$58,938.09</b> |
|                                               | Invoice          | Date       | Description                                    | Amount             |
|                                               | 2015-00001192    | 03/20/2015 | 12/01/14-03/01/15 SVC - VARIOUS SITES          | \$50,976.00        |
|                                               | 2015-00001193    | 03/20/2015 | 02/01-03/01/15 SVC - VARIOUS SITES             | \$4,183.74         |
|                                               | 2015-00001194    | 03/20/2015 | 01/28-03/18/15 SVC - VARIOUS SITES             | \$2,757.08         |
|                                               | 2015-00001195    | 03/20/2015 | 02/17-03/18/15 SVC - 15415 DON JULIAN RD       | \$199.96           |
|                                               | 2015-00001196    | 03/25/2015 | 02/23-03/24/15 SVC - 575 S BREA CYN            | \$24.94            |
|                                               | 2015-00001197    | 03/25/2015 | 02/23-03/24/15 SVC - 21380 VALLEY PED          | \$82.71            |
|                                               | 2015-00001199    | 03/27/2015 | 02/01-03/25/15 SVC - 600 S BREA CYN RD         | \$117.36           |
|                                               | 2015-00001200    | 03/27/2015 | 02/25-03/26/15 SVC - 17378 E GALE B            | \$42.66            |
|                                               | 2015-00001201    | 03/27/2015 | 02/25-03/26/15 SVC - 745 ANAHEIM PUENTE RD CP  | \$69.29            |
|                                               | 2015-00001202    | 03/28/2015 | 02/25-03/26/15 SVC - BREA CYN - VARIOUS SITES  | \$484.35           |
| <b>61315</b>                                  | 03/31/2015       |            | <b>SO CALIFORNIA EDISON COMPANY</b>            | <b>\$51.85</b>     |
|                                               | Invoice          | Date       | Description                                    | Amount             |
|                                               | 5010ENGRD-MAR15  | 03/26/2015 | 02/24-03/25/15 SVC - 5010 ENGLISH RD           | \$51.85            |
| <b>61316</b>                                  | 03/31/2015       |            | <b>SPRINT</b>                                  | <b>\$122.02</b>    |
|                                               | Invoice          | Date       | Description                                    | Amount             |
|                                               | 867560718-091    | 03/22/2015 | 02/19-03/18/15 SVC - WIRELESS SVC              | \$122.02           |
| <b>61317</b>                                  | 03/31/2015       |            | <b>SUBURBAN WATER SYSTEMS</b>                  | <b>\$330.88</b>    |
|                                               | Invoice          | Date       | Description                                    | Amount             |
|                                               | 180030709104     | 03/23/2015 | 02/24-03/23/15 SVC - AZUSA & GEMINI            | \$290.39           |
|                                               | 205H180070478790 | 03/20/2015 | 02/21-03/20/15 SVC - 205 HUDSON AVE            | \$40.49            |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |               |                                |                                               |                   |
| <b>61318</b>                                  | 03/31/2015    | <b>VERIZON</b>                 |                                               | <b>\$389.72</b>   |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | 2015-00001198 | 03/16/2015                     | 03/16-04/15/15 SVC - BREA CYN PUMP STN        | \$128.50          |
|                                               | 2015-00001203 | 03/19/2015                     | 03/19-04/18/15 SVC - ELECTRIC MODEM           | \$54.21           |
|                                               | 2015-00001204 | 03/19/2015                     | 03/19-04/18/15 SVC - ELECTRIC MODEM           | \$51.95           |
|                                               | 2015-00001205 | 03/19/2015                     | 03/19-04/18/15 SVC - FOLLOW'S CAMP            | \$45.99           |
|                                               | 2015-00001206 | 03/22/2015                     | 03/22-04/21/15 SVC - ELECTRIC MODEM           | \$51.95           |
|                                               | 2015-00001207 | 03/22/2015                     | 03/22-04/21/15 SVC - GENERATOR SITE-TELEMETRY | \$57.04           |
|                                               | 2015-00001215 | 03/19/2015                     | 03/19-04/18/15 SVC - GENERATOR SITE-TELEMETRY | \$0.08            |
| <b>61319</b>                                  | 04/09/2015    | <b>ABORTA-BUG PEST CONTROL</b> |                                               | <b>\$95.00</b>    |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | 15635         | 03/27/2015                     | QTRLY SVC-TRES HERMANOS                       | \$95.00           |
| <b>61320</b>                                  | 04/09/2015    | <b>ADAMS, MERCYLYN, ALICE</b>  |                                               | <b>\$125.00</b>   |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | MARCH 2015    | 03/24/2015                     | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015      | \$125.00          |
| <b>61321</b>                                  | 04/09/2015    | <b>ADMIN SURE</b>              |                                               | <b>\$1,900.00</b> |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | 8511          | 03/15/2015                     | CLAIM ADMIN-APR 2015                          | \$1,900.00        |
| <b>61322</b>                                  | 04/09/2015    | <b>ALVAKA NETWORKS</b>         |                                               | <b>\$5,800.00</b> |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | 154274        | 03/26/2015                     | ADD'L NET HOURS FOR MARCH                     | \$5,800.00        |
| <b>61323</b>                                  | 04/09/2015    | <b>AMADOR, ROSE M.</b>         |                                               | <b>\$125.00</b>   |
|                                               | Invoice       | Date                           | Description                                   | Amount            |
|                                               | MARCH 2015    | 03/24/2015                     | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015      | \$125.00          |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |                    |
| <b>61324</b>                                  | 04/09/2015 |            | <b>ARAMARK REFRESHMENT SERVICE,</b>      | <b>\$79.00</b>     |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | 1298985    | 03/18/2015 | COFFEE/OFFICE SUPPLIES                   | \$79.00            |
| <b>61325</b>                                  | 04/09/2015 |            | <b>AT &amp; T</b>                        | <b>\$176.00</b>    |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | 7243217202 | 03/23/2015 | 02/19-03/18/15 SVC - METROLINK           | \$176.00           |
| <b>61326</b>                                  | 04/09/2015 |            | <b>BRYAN PRESS</b>                       | <b>\$1,195.74</b>  |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | 723640     | 03/19/2015 | LASER CHECKS                             | \$1,195.74         |
| <b>61327</b>                                  | 04/09/2015 |            | <b>BURKE, WILLIAMS &amp; SORENSEN,</b>   | <b>\$91,649.50</b> |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | 03/19/15   | 03/19/2015 | PROF SVC-FEB 2015                        | \$69.50            |
|                                               | 03/20/15   | 03/20/2015 | PROF SVC-JAN/FEB2015                     | \$91,580.00        |
| <b>61328</b>                                  | 04/09/2015 |            | <b>CALICO BUILDING SERVICES, INC</b>     | <b>\$946.94</b>    |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | 1006241    | 02/17/2015 | RELOCATE FURNITURE-CITY HALL             | \$130.00           |
|                                               | 1006276    | 02/20/2015 | REPLACED BALLAST-CITY HALL               | \$123.03           |
|                                               | 1006277    | 02/24/2015 | REPAIR DRAIN-IMC                         | \$170.00           |
|                                               | 1006278    | 02/20/2015 | REPLACED BALLAST-IMC                     | \$523.91           |
| <b>61329</b>                                  | 04/09/2015 |            | <b>CARGILE, NAN</b>                      | <b>\$125.00</b>    |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |
| <b>61330</b>                                  | 04/09/2015 |            | <b>CHANG, JESSICA</b>                    | <b>\$125.00</b>    |
|                                               | Invoice    | Date       | Description                              | Amount             |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |              |
| 61331                                         | 04/09/2015 |            | CHANG, PEI , LIU                         | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61332                                         | 04/09/2015 |            | CHAO, SHIN M.                            | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61333                                         | 04/09/2015 |            | CHENG, HAO                               | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61334                                         | 04/09/2015 |            | CHENG, TIEN-TSU                          | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61335                                         | 04/09/2015 |            | CHEW, CLINTON                            | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61336                                         | 04/09/2015 |            | CHOU, TERESA                             | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61337                                         | 04/09/2015 |            | CHOW, ALICE                              | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61338                                         | 04/09/2015 |            | CHUNG, PETER C.                          | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |             |            |                                          |                     |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00            |
| <b>61339</b>                                  | 04/09/2015  |            | <b>CITY OF INDUSTRY-MEDICAL</b>          | <b>\$150,000.00</b> |
|                                               | Invoice     | Date       | Description                              | Amount              |
|                                               | REG 4/9/15  | 03/26/2015 | TRANSFER FUNDS-MEDICAL                   | \$150,000.00        |
| <b>61340</b>                                  | 04/09/2015  |            | <b>CITY OF INDUSTRY-PAYROLL ACCT</b>     | <b>\$25,000.00</b>  |
|                                               | Invoice     | Date       | Description                              | Amount              |
|                                               | P/R 3/31/15 | 03/30/2015 | PAYROLL REIMBURSEMENT 3/31/15            | \$25,000.00         |
| <b>61341</b>                                  | 04/09/2015  |            | <b>CNC ENGINEERING</b>                   | <b>\$213,546.83</b> |
|                                               | Invoice     | Date       | Description                              | Amount              |
|                                               | 43141       | 03/26/2015 | 66KV ELECTRICAL STN FACILITY             | \$976.26            |
|                                               | 43142       | 03/26/2015 | ADVANCED TRAFFIC MGMT                    | \$325.42            |
|                                               | 43143       | 03/26/2015 | WALNUT DR SOUTH WIDENING                 | \$976.26            |
|                                               | 43144       | 03/26/2015 | CLARK AVE WIDENING                       | \$976.26            |
|                                               | 43145       | 03/26/2015 | CITY OF INDUSTRY STREET SWEEPING         | \$2,115.23          |
|                                               | 43146       | 03/26/2015 | GENERAL ENGINEERING SVC-CIP              | \$3,254.20          |
|                                               | 43147       | 03/26/2015 | CITY ELECTRICAL FACILITIES               | \$650.84            |
|                                               | 43154       | 03/26/2015 | 66KV ELECTRICAL STN FACILITY             | \$2,068.59          |
|                                               | 43155       | 03/26/2015 | GRAND AVE RECONSTRUCTION                 | \$313.76            |
|                                               | 43156       | 03/26/2015 | FAIRWAY DR AND WALNUT DR WIDENING        | \$39.22             |
|                                               | 43157       | 03/26/2015 | 2012 CLEAN OUT OF STORM WATER SVC        | \$3,230.11          |
|                                               | 43158       | 03/26/2015 | 2013-2014 SLURRY SEAL                    | \$2,425.28          |
|                                               | 43159       | 03/26/2015 | ON-CALL STREET MAINT PROGRAM             | \$3,195.90          |
|                                               | 43160       | 03/26/2015 | SAN JOSE AVE WIDENING                    | \$458.45            |
|                                               | 43161       | 03/26/2015 | GALE AVE STREET IMPROVEMENTS             | \$1,199.92          |
|                                               | 43162       | 03/26/2015 | WALNUT DR SOUTH WIDENING                 | \$15,443.95         |
|                                               | 43163       | 03/26/2015 | CLARK AVE WIDENING                       | \$7,779.90          |
|                                               | 43164       | 03/26/2015 | CITY OF INDUSTRY STREET SWEEPING         | \$4,713.82          |
|                                               | 43166       | 03/26/2015 | GENERAL ENGINEERING SVC-CIP              | \$46,450.33         |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |                                            |              |
| 43167                                         | 03/26/2015 | GENERAL ENGINEERING SVC-3/9-3/22/15        | \$51,972.80  |
| 43168                                         | 03/26/2015 | TONNER CYN PROPERTY                        | \$2,337.57   |
| 43169                                         | 03/26/2015 | PUENTE VALLEY OPERABLE UNIT                | \$470.64     |
| 43170                                         | 03/26/2015 | TRES HERMANOS GENERAL ENGINEERING          | \$488.66     |
| 43171                                         | 03/26/2015 | CITY ADMIN OFFCES-15625 STAFFORD ST        | \$1,103.99   |
| 43172                                         | 03/26/2015 | IMC BUILDING                               | \$313.76     |
| 43173                                         | 03/26/2015 | HOMESTEAD MUSEUM MAINT                     | \$567.10     |
| 43174                                         | 03/26/2015 | RESURFACING-VARIOUS STREETS                | \$7,059.60   |
| 43175                                         | 03/26/2015 | VALLEY BLVD RESURAFACING                   | \$403.86     |
| 43176                                         | 03/26/2015 | TRAFFIC SIGNAL-DON JULAIN/SIXTH AVE        | \$488.13     |
| 43177                                         | 03/26/2015 | SANITATION DISTRICT INTERMODEL FACILITY    | \$569.49     |
| 43178                                         | 03/26/2015 | LAUNDRY BLDG SETTLEMENT ISSUES             | \$1,673.49   |
| 43179                                         | 03/26/2015 | INDUSTRY HILLS FUEL TANK DISPENSING        | \$1,098.16   |
| 43180                                         | 03/26/2015 | PROPERTY MGMT-CITY OWNED PROPERTIES        | \$2,423.08   |
| 43181                                         | 03/26/2015 | HWY BRIDGE PROGRAM INSPECTIONS             | \$156.88     |
| 43182                                         | 03/26/2015 | FISCAL YEAR BUDGET                         | \$2,026.11   |
| 43183                                         | 03/26/2015 | FOLLOW'S CAMP PROPERTY                     | \$2,370.17   |
| 43184                                         | 03/26/2015 | VARIOUS ASSIGNMENTS-SA TO THE IUDA         | \$14,751.78  |
| 43185                                         | 03/26/2015 | CITY PROPERTY-110 ACRES SOUTH OF           | \$39.22      |
| 43187                                         | 03/26/2015 | FOOTHILL TRANSIT PARKING STRUCTURE         | \$235.32     |
| 43188                                         | 03/26/2015 | NELSON AVE/PUENTE AVE WIDENING             | \$156.88     |
| 43190                                         | 03/26/2015 | NEW TRAFFIC SIGNAL AT VALLEY/ALDERTON      | \$3,412.14   |
| 43191                                         | 03/26/2015 | GATEWAY CITIES COUNCIL OF GOVERNMENTS      | \$569.49     |
| 43192                                         | 03/26/2015 | CITY MAINTAINED LANDSCAPE AREAS            | \$941.28     |
| 43193                                         | 03/26/2015 | CIVIC-FINANCIAL CENTER LANDSCAPING         | \$554.91     |
| 43194                                         | 03/26/2015 | BICYCLE MASTER PLAN                        | \$663.56     |
| 43195                                         | 03/26/2015 | BIXBY DR SIDEWALK                          | \$2,111.00   |
| 43196                                         | 03/26/2015 | CITY OWNED PROPERTY MISC MAINT             | \$1,484.00   |
| 43197                                         | 03/26/2015 | CITY MAINT YARD-1123 HATCHER AVE           | \$470.64     |
| 43198                                         | 03/26/2015 | ARENTH AVE RECONSTRUCTION                  | \$1,598.48   |
| 43199                                         | 03/26/2015 | CITY OF INDUSTRY MUNICIPAL CODE COMPLIANCE | \$980.50     |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |                  |            |                                          |                    |
|                                               | 43200            | 03/26/2015 | CITY OF INDUSTRY PAVEMENT MGMT SYSTEM    | \$3,416.65         |
|                                               | 43201            | 03/26/2015 | ANNEXATION TO CENTERLINE OF VALLEY BLVD  | \$894.91           |
|                                               | 43202            | 03/26/2015 | ALAMEDA CORRIDOR EAST RELATED PROJECTS   | \$313.76           |
|                                               | 43203            | 03/26/2015 | FAIRWAY DR GRADE SEPARATION              | \$476.47           |
|                                               | 43204            | 03/26/2015 | NOGALES GRADE SEPARATION                 | \$2,902.28         |
|                                               | 43186            | 03/26/2015 | COMMUTER RAIL STATION                    | \$1,013.36         |
|                                               | 43189            | 03/26/2015 | GALE AVE AND JELICK AVE IMPROVEMENTS     | \$627.52           |
|                                               | 43165            | 03/26/2015 | 2014-2015 SLURRY SEAL                    | \$3,815.49         |
| <b>61342</b>                                  | 04/09/2015       |            | <b>CO, JOHN G.</b>                       | <b>\$125.00</b>    |
|                                               | Invoice          | Date       | Description                              | Amount             |
|                                               | MARCH 2015       | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |
| <b>61343</b>                                  | 04/09/2015       |            | <b>COUNTY OF LA DEPT OF PUBLIC</b>       | <b>\$41,054.56</b> |
|                                               | Invoice          | Date       | Description                              | Amount             |
|                                               | PW-15030505951   | 03/05/2015 | BRIDGE REPAIRS-VALLEY BLVD               | \$1,254.88         |
|                                               | PW-15030505961   | 03/05/2015 | LITTER & DEBRIS REMOVAL                  | \$527.90           |
|                                               | PW-15030505962   | 03/05/2015 | SIDEWALK INSPECT & REPAIR                | \$4,217.12         |
|                                               | PW-15030505966   | 03/05/2015 | PAVEMENT PATCHING                        | \$400.54           |
|                                               | PW-15030505967   | 03/05/2015 | STORM DRAIN MAINT                        | \$9,076.80         |
|                                               | PW-15030505968   | 03/05/2015 | STORM DAMAGE                             | \$3,307.90         |
|                                               | PW-15030505969   | 03/05/2015 | STREET MAINT                             | \$1,479.30         |
|                                               | PW-15030505974   | 03/05/2015 | TRAFFIC ENGINEERING ADVISORY             | \$686.61           |
|                                               | PW-15030505977   | 03/05/2015 | MAINT OF PUMP PLANTS                     | \$10,382.98        |
|                                               | PW-15030506055   | 03/05/2015 | ROADWAY PERMIT-WALNUT DR                 | \$226.47           |
|                                               | PW-15030506068   | 03/05/2015 | SIGNAL TIMING-TEMPLE/PEREZ PL            | \$1,623.90         |
|                                               | PW-15030506136   | 03/05/2015 | TRAFFIC SIGNAL MAINT                     | \$7,870.16         |
| <b>61344</b>                                  | 04/09/2015       |            | <b>COUNTY SANITATION DISTRICTS OF</b>    | <b>\$11,189.85</b> |
|                                               | Invoice          | Date       | Description                              | Amount             |
|                                               | 218262011900-013 | 03/10/2015 | WASTEWATER SVC-IND HILLS FY 14/15        | \$918.00           |

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| <b>CITY.WF.CHK - City General Wells Fargo</b> |                  |            |                                         |                    |
|                                               | 158208027901-013 | 03/10/2015 | WASTEWATER SVC-EL ENCANTO FY 14/15      | \$10,271.85        |
| <b>61345</b>                                  | 04/09/2015       |            | <b>DRAGON FIRE PROTECTION</b>           | <b>\$156.00</b>    |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 35854            | 02/25/2015 | SVC-HOMESTEAD                           | \$156.00           |
| <b>61346</b>                                  | 04/09/2015       |            | <b>ELECTRA-MEDIA, INC</b>               | <b>\$1,763.00</b>  |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 3173             | 03/15/2015 | PH AUTO DISPLAY-APR 2015                | \$1,763.00         |
| <b>61347</b>                                  | 04/09/2015       |            | <b>ELLISON, SCHNEIDER &amp; HARRIS,</b> | <b>\$99.00</b>     |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 25382            | 01/31/2015 | PROF SVC-JAN 2015                       | \$99.00            |
| <b>61348</b>                                  | 04/09/2015       |            | <b>ENVIRONS, INC.</b>                   | <b>\$2,460.00</b>  |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 2773             | 03/06/2015 | LANDSCAPE PLANS-BIXBY DR                | \$2,460.00         |
| <b>61349</b>                                  | 04/09/2015       |            | <b>FRAZER, LLP</b>                      | <b>\$46,415.00</b> |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 136314           | 03/31/2015 | COI-ACCTG SVC 3/16-3/31/15              | \$46,415.00        |
| <b>61350</b>                                  | 04/09/2015       |            | <b>FUEL PROS, INC.</b>                  | <b>\$150.00</b>    |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 0000020272       | 02/25/2015 | INDUSTRY HILLS FUEL STN MAINT-FEB 2015  | \$150.00           |
| <b>61351</b>                                  | 04/09/2015       |            | <b>G.M. SAGER CONSTRUCTION CO.,</b>     | <b>\$13,500.00</b> |
|                                               | Invoice          | Date       | Description                             | Amount             |
|                                               | 33490            | 02/27/2015 | DEBRIS REMOVAL-TONNER CYN               | \$13,000.00        |
|                                               | 33491            | 02/27/2015 | DEBRIS REMOVAL-TONNER CYN               | \$500.00           |



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| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |                                    |                   |
| <b>61352</b>                                  | 04/09/2015 |            |                                          | <b>GONSALVES &amp; SON, JOE A.</b> | <b>\$5,000.00</b> |
|                                               | Invoice    | Date       | Description                              | Amount                             |                   |
|                                               | 25139      | 03/19/2015 | LEGISLATIVE SVC-APR 2015                 | \$5,000.00                         |                   |
| <b>61353</b>                                  | 04/09/2015 |            |                                          | <b>HA, HUAN Q.</b>                 | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount                             |                   |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00                           |                   |
| <b>61354</b>                                  | 04/09/2015 |            |                                          | <b>HADDICK'S AUTO BODY</b>         | <b>\$3,781.34</b> |
|                                               | Invoice    | Date       | Description                              | Amount                             |                   |
|                                               | H-69037    | 03/03/2015 | TOWING SVC-LIC 6UBX655                   | \$30.00                            |                   |
|                                               | 145000     | 03/18/2015 | CONTAINER STORAGE                        | \$20.00                            |                   |
|                                               | 047321     | 03/18/2015 | AUTO MAINT-VIN3211 2015 DODGE CARAVAN    | \$490.70                           |                   |
|                                               | 047318     | 03/18/2015 | AUTO MAINT-LIC 1198606                   | \$104.15                           |                   |
|                                               | 047319     | 03/18/2015 | AUTO MAINT-LIC 6UBX655                   | \$45.00                            |                   |
|                                               | 047320     | 03/18/2015 | AUTO MAINT-LIC 98407C1                   | \$105.38                           |                   |
|                                               | 047322     | 03/18/2015 | AUTO MAINT-LIC 6UQX922                   | \$86.00                            |                   |
|                                               | 047356     | 03/18/2015 | AUTO MAINT-LIC 1379549                   | \$40.00                            |                   |
|                                               | 047357     | 03/18/2015 | AUTO MAINT-LIC 8G22464                   | \$40.00                            |                   |
|                                               | 047363     | 03/18/2015 | AUTO MAINT-LIC 1166174                   | \$125.27                           |                   |
|                                               | 047373     | 03/18/2015 | AUTO MAINT-LIC 29260E1                   | \$361.00                           |                   |
|                                               | 047383     | 03/18/2015 | AUTO MAINT-LIC 1279616                   | \$2,313.84                         |                   |
|                                               | 047386     | 03/18/2015 | AUTO MAINT-LIC 7W20338                   | \$20.00                            |                   |
| <b>61355</b>                                  | 04/09/2015 |            |                                          | <b>HO, TONY C.</b>                 | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount                             |                   |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00                           |                   |
| <b>61356</b>                                  | 04/09/2015 |            |                                          | <b>HOANG, FRANKLIN</b>             | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount                             |                   |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00                           |                   |

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| Check                                         | Date       |            | Payee Name                               | Check Amount |
|-----------------------------------------------|------------|------------|------------------------------------------|--------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |              |
| <b>61357</b>                                  | 04/09/2015 |            | <b>HONG, ELIZABETH</b>                   | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61358</b>                                  | 04/09/2015 |            | <b>HU, LISA</b>                          | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61359</b>                                  | 04/09/2015 |            | <b>HUANG, YUNG JU</b>                    | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61360</b>                                  | 04/09/2015 |            | <b>HUYNH, NAM</b>                        | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61361</b>                                  | 04/09/2015 |            | <b>INDUSTRY SECURITY SERVICES</b>        | \$33,184.80  |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | 14-13747   | 03/20/2015 | SECURITY SVC 3/13-3/19/15                | \$13,209.20  |
|                                               | 14-13757   | 03/20/2015 | SECURITY SVC 3/13-3/19/15                | \$3,364.80   |
|                                               | 14-13806   | 03/27/2015 | SECURITY SVC 3/20-3/26/15                | \$13,246.00  |
|                                               | 14-13816   | 03/27/2015 | SECURITY SVC 3/20-3/26/15                | \$3,364.80   |
| <b>61362</b>                                  | 04/09/2015 |            | <b>KIM, CHONG H.</b>                     | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61363</b>                                  | 04/09/2015 |            | <b>KLEINFELDER, INC.</b>                 | \$33,104.10  |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | 001050617  | 03/02/2015 | GRAND ARENA PAVEMENT ANALYSIS            | \$1,250.00   |

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| Check                                         | Date        |            | Payee Name                               | Check Amount       |
|-----------------------------------------------|-------------|------------|------------------------------------------|--------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |             |            |                                          |                    |
|                                               | 001050680   | 03/03/2015 | SOIL TESTING-VARIOUS                     | \$6,743.12         |
|                                               | 001050823   | 03/04/2015 | PAVEMENT EVALUATION-ARENTH AVE           | \$25,110.98        |
| <b>61364</b>                                  | 04/09/2015  |            | <b>KONANUR, VEENA</b>                    | <b>\$125.00</b>    |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |
| <b>61365</b>                                  | 04/09/2015  |            | <b>KOO, DAVID</b>                        | <b>\$125.00</b>    |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |
| <b>61366</b>                                  | 04/09/2015  |            | <b>KUO, JACKSON</b>                      | <b>\$125.00</b>    |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00           |
| <b>61367</b>                                  | 04/09/2015  |            | <b>L A COUNTY DEPT OF PUBLIC</b>         | <b>\$16,325.44</b> |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | IN150000674 | 02/28/2015 | ACCID-NELSON @ SUNSET                    | \$2,232.20         |
|                                               | IN150000752 | 03/05/2015 | PILOT ROUTINE MAINT                      | \$6,119.47         |
|                                               | IN150000682 | 03/12/2015 | ACCIDENT-AZUSA @ RAILROAD ST             | \$4,417.41         |
|                                               | IN150000820 | 03/12/2015 | ACCIDENT-FULLERTON @ MESCAL ST           | \$3,556.36         |
| <b>61368</b>                                  | 04/09/2015  |            | <b>L A COUNTY REGISTRAR-</b>             | <b>\$75.00</b>     |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | CUP14-11-A  | 03/27/2015 | FEE-NOTICE OF DETERMINATION              | \$75.00            |
| <b>61369</b>                                  | 04/09/2015  |            | <b>L A COUNTY REGISTRAR-</b>             | <b>\$2,210.00</b>  |
|                                               | Invoice     | Date       | Description                              | Amount             |
|                                               | CUP14-11-B  | 03/27/2015 | FEE-DEPT OF FISH AND GAME                | \$2,210.00         |
| <b>61370</b>                                  | 04/09/2015  |            | <b>L A COUNTY SHERIFF'S</b>              | <b>\$20,428.12</b> |

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|-----------------------------------------------|------------|---------------------------------|------------------------------------------|-------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |                                 |                                          |                   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | 153446NH   | 03/17/2015                      | SPECIAL EVENT-DIRECTED PATROL            | \$19,099.43       |
|                                               | 153581NH   | 03/25/2015                      | SPECIAL EVENT-K2 MOTOR                   | \$853.65          |
|                                               | 153607WM   | 03/24/2015                      | PRISONER MAINT-FEB 2015                  | \$475.04          |
| <b>61371</b>                                  | 04/09/2015 | <b>LARRACAS, ARIEL</b>          |                                          | <b>\$125.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015                      | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61372</b>                                  | 04/09/2015 | <b>LAU, CHICHEUNG</b>           |                                          | <b>\$125.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015                      | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61373</b>                                  | 04/09/2015 | <b>LEE, JOE F.</b>              |                                          | <b>\$125.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015                      | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61374</b>                                  | 04/09/2015 | <b>LEE, MIKE</b>                |                                          | <b>\$125.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015                      | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61375</b>                                  | 04/09/2015 | <b>LEIGHTON CONSULTING INC</b>  |                                          | <b>\$728.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | 18469      | 03/11/2015                      | ENVIRONMENTAL TESTING-WALNUT DR          | \$728.00          |
| <b>61376</b>                                  | 04/09/2015 | <b>LIN, PEI , RONG</b>          |                                          | <b>\$125.00</b>   |
|                                               | Invoice    | Date                            | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015                      | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61377</b>                                  | 04/09/2015 | <b>LOS ANGELES AREA COUNCIL</b> |                                          | <b>\$1,468.62</b> |
|                                               | Invoice    | Date                            | Description                              | Amount            |

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| Check                                         | Date        |            | Payee Name                               | Check Amount |
|-----------------------------------------------|-------------|------------|------------------------------------------|--------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |             |            |                                          |              |
|                                               | #02/28/2015 | 02/28/2015 | TONNER CYN WATER CHARGES FOR FEB 2015    | \$1,468.62   |
| <b>61378</b>                                  | 04/09/2015  |            | <b>MARTINEZ, ANDREA , MEDINA</b>         | \$125.00     |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61379</b>                                  | 04/09/2015  |            | <b>MAYET, YUSUF</b>                      | \$125.00     |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61380</b>                                  | 04/09/2015  |            | <b>MERRITT'S ACE HARDWARE</b>            | \$28.19      |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | 085077      | 03/25/2015 | MISC SUPPLIES-CITY HALL                  | \$14.60      |
|                                               | 085161      | 03/31/2015 | MISC SUPPLIES-IND HILLS                  | \$13.59      |
| <b>61381</b>                                  | 04/09/2015  |            | <b>METHOD TECHNOLOGIES</b>               | \$23.75      |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | 20055       | 03/12/2015 | CITY WEBSITE UPDATE                      | \$23.75      |
| <b>61382</b>                                  | 04/09/2015  |            | <b>MOFFITT, ROBERT</b>                   | \$125.00     |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61383</b>                                  | 04/09/2015  |            | <b>MR PLANT &amp; INTERIOR BOTANICAL</b> | \$710.00     |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | APR 30609   | 04/01/2015 | PLANT MAINT-APR 2015                     | \$122.00     |
|                                               | APR 30610   | 04/01/2015 | PLANT MAINT-APR 2015                     | \$588.00     |
| <b>61384</b>                                  | 04/09/2015  |            | <b>MUNSON , JULI D.</b>                  | \$125.00     |
|                                               | Invoice     | Date       | Description                              | Amount       |
|                                               | MARCH 2015  | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |

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|-----------------------------------------------|------------|------------|------------------------------------------|-------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |                   |
| <b>61385</b>                                  | 04/09/2015 |            | <b>MX GRAPHICS, INC.</b>                 | <b>\$1,188.32</b> |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | 6395       | 03/06/2015 | BLUEPRINT SVC-JN 6201                    | \$26.16           |
|                                               | 6413       | 03/06/2015 | BLUEPRINT SVC-JN 6201                    | \$1,046.40        |
|                                               | 6426       | 03/09/2015 | BLUEPRINT SVC-JN 6201                    | \$69.76           |
|                                               | 6461       | 03/12/2015 | BLUEPRINT SVC-JN 6201                    | \$46.00           |
| <b>61386</b>                                  | 04/09/2015 |            | <b>MYERS &amp; SONS HI-WAY SAFETY,</b>   | <b>\$141.75</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | 28414      | 03/24/2015 | CUSTOM SIGN-SHERIFF STN                  | \$141.75          |
| <b>61387</b>                                  | 04/09/2015 |            | <b>OLMOS PROFESSIONAL SERVICES</b>       | <b>\$8,782.00</b> |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | 169        | 03/31/2015 | JANITORIAL SVC-IMC                       | \$1,467.00        |
|                                               | 170        | 03/31/2015 | JANITORIAL SVC-FIRE STN                  | \$1,815.00        |
|                                               | 171        | 03/31/2015 | JANITORIAL SC-CITY HALL                  | \$5,500.00        |
| <b>61388</b>                                  | 04/09/2015 |            | <b>OTAKY, SAMIA S.</b>                   | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61389</b>                                  | 04/09/2015 |            | <b>PARK, JOHNNY</b>                      | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61390</b>                                  | 04/09/2015 |            | <b>PENG, DEREK K.</b>                    | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61391</b>                                  | 04/09/2015 |            | <b>PHAN, DANIEL</b>                      | <b>\$125.00</b>   |

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|-----------------------------------------------|------------|------------|------------------------------------------|--------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |              |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61392</b>                                  | 04/09/2015 |            | <b>PHAN, SEAN H.</b>                     | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61393</b>                                  | 04/09/2015 |            | <b>PLACEWORKS</b>                        | \$5,518.98   |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | 55915      | 02/28/2015 | INDUSTRY CLIMATE ACTION PLAN             | \$5,518.98   |
| <b>61394</b>                                  | 04/09/2015 |            | <b>PUENTE HILLS CHEVROLET</b>            | \$1,171.86   |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | 42263      | 03/20/2015 | AUTO MAINT-LIC 6UQX922                   | \$1,171.86   |
| <b>61395</b>                                  | 04/09/2015 |            | <b>QUAN, PUSHUANG</b>                    | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61396</b>                                  | 04/09/2015 |            | <b>QUON, CATALINA</b>                    | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| <b>61397</b>                                  | 04/09/2015 |            | <b>R.F. DICKSON CO., INC.</b>            | \$19,749.16  |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | 2507255    | 02/28/2015 | STREET SWEEPING-FEB 2015                 | \$19,749.16  |
| <b>61398</b>                                  | 04/09/2015 |            | <b>REN, MICHELLE</b>                     | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |

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| Check                                         | Date             | Payee Name                       |                                            | Check Amount      |
|-----------------------------------------------|------------------|----------------------------------|--------------------------------------------|-------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |                  |                                  |                                            |                   |
| <b>61399</b>                                  | 04/09/2015       | <b>RENFRO, REBECCA</b>           |                                            | <b>\$125.00</b>   |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | MARCH 2015       | 03/24/2015                       | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00          |
| <b>61400</b>                                  | 04/09/2015       | <b>RESERVE ACCOUNT</b>           |                                            | <b>\$1,000.00</b> |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | 03/24/15         | 03/24/2015                       | POSTAGE FOR ACCOUNT #15775679              | \$1,000.00        |
| <b>61401</b>                                  | 04/09/2015       | <b>RICOH USA, INC.</b>           |                                            | <b>\$686.23</b>   |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | 5035140050       | 03/18/2015                       | METER READING                              | \$671.86          |
|                                               | 5035068489       | 03/12/2015                       | METER READING                              | \$14.37           |
| <b>61402</b>                                  | 04/09/2015       | <b>RODRIGUEZ, MARTHA, ALFARO</b> |                                            | <b>\$125.00</b>   |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | MARCH 2015       | 03/24/2015                       | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00          |
| <b>61403</b>                                  | 04/09/2015       | <b>ROMAN, DEMETRIUS</b>          |                                            | <b>\$125.00</b>   |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | MARCH 2015       | 03/24/2015                       | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00          |
| <b>61404</b>                                  | 04/09/2015       | <b>ROWLAND WATER DISTRICT</b>    |                                            | <b>\$1,868.26</b> |
|                                               | Invoice          | Date                             | Description                                | Amount            |
|                                               | 2015-00001216    | 03/25/2015                       | 02/13-03/17/15 SVC - 1100 AZUSA AVE        | \$152.66          |
|                                               | 17370GALE-MAR15  | 03/25/2015                       | 02/13-03/17/15 SVC - 17370 GALE AVE        | \$320.50          |
|                                               | 17370GALE8-MAR15 | 03/25/2015                       | 02/13-03/17/15 SVC - 17370 GALE AVE 839995 | \$36.75           |
|                                               | 2015-00001217    | 03/25/2015                       | 02/13-03/17/15 SVC - AZUSA AVE - CENTER    | \$61.76           |
|                                               | 2015-00001218    | 03/25/2015                       | 02/13-03/17/15 SVC - AZUSA AVE 205597      | \$50.16           |
|                                               | 2015-00001219    | 03/25/2015                       | 02/18-03/18/15 SVC - 755 NOGALES (RC)      | \$120.88          |
|                                               | 2015-00001220    | 03/25/2015                       | 02/18-03/18/15 SVC - AZUSA AVE (RC)        | \$77.98           |
|                                               | 1123DHATCH-MAR15 | 03/25/2015                       | 02/18-03/18/15 SVC - 1123D HATCHER ST      | \$58.86           |



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| <b>CITY.WF.CHK - City General Wells Fargo</b> |                 |            |                                             |                     |
|                                               | 2015-00001221   | 03/25/2015 | 02/18-03/18/15 SVC - HURLEY ST & VALLEY     | \$198.89            |
|                                               | 2015-00001222   | 03/25/2015 | 02/18-03/18/15 SVC - 18044 ROWLAND-LAWSON   | \$108.16            |
|                                               | 2015-00001223   | 03/25/2015 | 02/18-03/18/15 SVC - 17401 VALLEY BLVD      | \$230.79            |
|                                               | 2015-00001224   | 03/25/2015 | 02/18-03/18/15 SVC - 930 AZUSA AVE          | \$207.59            |
|                                               | 1123HATCH-MAR15 | 03/25/2015 | 02/18-03/18/15 SVC - 1123C HATCHER ST       | \$76.26             |
|                                               | 1135HATCH-MAR15 | 03/25/2015 | 02/18-03/18/15 SVC - 1135 HATCHER ST        | \$61.76             |
|                                               | 2015-00001225   | 03/25/2015 | 02/18-03/18/15 SVC - 17217 & 17229 CHESTNUT | \$105.26            |
| <b>61405</b>                                  | 04/09/2015      |            | <b>RUIZ, JOSEPH, P</b>                      | <b>\$4,000.00</b>   |
|                                               | Invoice         | Date       | Description                                 | Amount              |
|                                               | APRIL 2015      | 03/30/2015 | CONSULTING SVC-APR 2015                     | \$4,000.00          |
| <b>61406</b>                                  | 04/09/2015      |            | <b>SAN GABRIEL VALLEY NEWSPAPER</b>         | <b>\$313.60</b>     |
|                                               | Invoice         | Date       | Description                                 | Amount              |
|                                               | 0010641836      | 03/13/2015 | NOTICE OF PUBLIC HEARING                    | \$313.60            |
| <b>61407</b>                                  | 04/09/2015      |            | <b>SANTOS, VIRGINIA</b>                     | <b>\$125.00</b>     |
|                                               | Invoice         | Date       | Description                                 | Amount              |
|                                               | MARCH 2015      | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015    | \$125.00            |
| <b>61408</b>                                  | 04/09/2015      |            | <b>SATSUMA LANDSCAPE &amp; MAINT.</b>       | <b>\$165,812.36</b> |
|                                               | Invoice         | Date       | Description                                 | Amount              |
|                                               | 0315CITY        | 03/31/2015 | TREE PRUNING                                | \$17,205.00         |
|                                               | 0315TACH        | 03/31/2015 | LANDSCAPE SVC-MAR 2015                      | \$110,870.36        |
|                                               | 0315CHTA        | 03/31/2015 | LANDSCAPE MAINT-VARIOUS SITES               | \$37,737.00         |
| <b>61409</b>                                  | 04/09/2015      |            | <b>SCS ENERGY</b>                           | <b>\$76.04</b>      |
|                                               | Invoice         | Date       | Description                                 | Amount              |
|                                               | 0250872         | 02/28/2015 | RECIPROCATING ENG-INDUSTRY HILLS            | \$76.04             |
| <b>61410</b>                                  | 04/09/2015      |            | <b>SEQUOIA FINANCIAL SERVICES</b>           | <b>\$11,968.33</b>  |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date       |            | Payee Name                                 | Check Amount        |
|-----------------------------------------------|------------|------------|--------------------------------------------|---------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                            |                     |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | 170899     | 03/15/2015 | COLLECTION SVC FOR ENVIRONMENTAL REVIEW    | \$11,968.33         |
| <b>61411</b>                                  | 04/09/2015 |            | <b>SETO, MITCHELL</b>                      | <b>\$125.00</b>     |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00            |
| <b>61412</b>                                  | 04/09/2015 |            | <b>SHAO, CHUN KAI</b>                      | <b>\$125.00</b>     |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00            |
| <b>61413</b>                                  | 04/09/2015 |            | <b>SHIH, HUNG SHEUNG</b>                   | <b>\$125.00</b>     |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015   | \$125.00            |
| <b>61414</b>                                  | 04/09/2015 |            | <b>SO CALIFORNIA EDISON COMPANY</b>        | <b>\$10,317.99</b>  |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | 7500530487 | 03/20/2015 | 02/01-02/28/15 SVC - OLD RANCH RD/MAYO AVE | \$5,623.22          |
|                                               | 7500530488 | 03/20/2015 | 02/01-02/28/15 SVC - 208 S. WADDINGHAM WAY | \$3,667.31          |
|                                               | 7500530489 | 03/20/2015 | 02/01-02/28/15 SVC - 745 ANAHEIM-PUENTE RD | \$1,027.46          |
| <b>61415</b>                                  | 04/09/2015 |            | <b>SQUARE ROOT GOLF &amp;</b>              | <b>\$197,596.24</b> |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | 1171CITY   | 03/31/2015 | LANDSCAPE SVC-MAR 2015                     | \$9,800.00          |
|                                               | 1167ELHM   | 03/31/2015 | LANDSCAPE SVC-MAR 2015                     | \$19,778.00         |
|                                               | 1169H      | 03/30/2015 | LANDSCAPE SVC-MAR 2015                     | \$124,152.88        |
|                                               | 1168ELHM   | 03/30/2015 | LANDSCAPE SVC-MAR 2015                     | \$43,865.36         |
| <b>61416</b>                                  | 04/09/2015 |            | <b>STAPLES BUSINESS ADVANTAGE</b>          | <b>\$154.29</b>     |
|                                               | Invoice    | Date       | Description                                | Amount              |
|                                               | 8033721048 | 03/21/2015 | OFFICE SUPPLIES                            | \$154.29            |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date       |            | Payee Name                               | Check Amount |
|-----------------------------------------------|------------|------------|------------------------------------------|--------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |              |
| 61417                                         | 04/09/2015 |            | STATE COMPENSATION INS. FUND             | \$1,797.58   |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | APRIL 2015 | 04/01/2015 | PREMIUM FOR 4/1-5/1/15                   | \$1,797.58   |
| 61418                                         | 04/09/2015 |            | STOTZ EQUIPMENT                          | \$4,833.02   |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | W08294     | 03/16/2015 | REPAIR OF JOHN DEERE                     | \$4,833.02   |
| 61419                                         | 04/09/2015 |            | TAKATA, DAVID T.                         | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61420                                         | 04/09/2015 |            | TAN, KELLY K.                            | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61421                                         | 04/09/2015 |            | TANG, JOSEPH                             | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61422                                         | 04/09/2015 |            | TONG, WEIXING                            | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61423                                         | 04/09/2015 |            | WANG, DAPHNE                             | \$125.00     |
|                                               | Invoice    | Date       | Description                              | Amount       |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00     |
| 61424                                         | 04/09/2015 |            | WASTE SYSTEMS TECHNOLOGY,                | \$15,340.00  |
|                                               | Invoice    | Date       | Description                              | Amount       |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date       |            | Payee Name                               | Check Amount      |
|-----------------------------------------------|------------|------------|------------------------------------------|-------------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |                   |
|                                               | COI-30215  | 03/02/2015 | COMMERCIAL WASTE PROGRAM                 | \$15,340.00       |
| <b>61425</b>                                  | 04/09/2015 |            | <b>WEATHERITE SERVICE</b>                | <b>\$1,645.98</b> |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | L162169    | 03/17/2015 | A/C MAINT-IMC                            | \$468.00          |
|                                               | L162125    | 03/12/2015 | A/C MAINT-HOMESTEAD                      | \$401.98          |
|                                               | L162087    | 03/11/2015 | A/C MAINT-IMC                            | \$152.00          |
|                                               | L162210    | 03/20/2015 | A/C MAINT-15716 RAUSCH RD                | \$232.00          |
|                                               | L162209    | 03/20/2015 | A/C MAINT-IMC                            | \$392.00          |
| <b>61426</b>                                  | 04/09/2015 |            | <b>WEEKS, WILLIAM</b>                    | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61427</b>                                  | 04/09/2015 |            | <b>WEISS, STEPHANIE G.</b>               | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61428</b>                                  | 04/09/2015 |            | <b>WONG, JACKY</b>                       | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61429</b>                                  | 04/09/2015 |            | <b>YOUNG, PAUL, C.</b>                   | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61430</b>                                  | 04/09/2015 |            | <b>YU, HUI-I</b>                         | <b>\$125.00</b>   |
|                                               | Invoice    | Date       | Description                              | Amount            |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 | \$125.00          |
| <b>61431</b>                                  | 04/09/2015 |            | <b>ZHANG, MUWEN</b>                      | <b>\$125.00</b>   |

**CITY OF INDUSTRY  
WELLS FARGO BANK  
April 9, 2015**

| Check                                         | Date       |            | Payee Name                               | Check             | Amount          |
|-----------------------------------------------|------------|------------|------------------------------------------|-------------------|-----------------|
| <b>CITY.WF.CHK - City General Wells Fargo</b> |            |            |                                          |                   |                 |
|                                               | Invoice    | Date       | Description                              |                   | Amount          |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 |                   | \$125.00        |
| <b>61432</b>                                  | 04/09/2015 |            |                                          | <b>ZHOU, YING</b> | <b>\$125.00</b> |
|                                               | Invoice    | Date       | Description                              |                   | Amount          |
|                                               | MARCH 2015 | 03/24/2015 | REBATE FOR ELEC VEHICLE PROGRAM-MAR 2015 |                   | \$125.00        |

| Checks | Status | Count | Transaction Amount |
|--------|--------|-------|--------------------|
|        | Total  | 135   | \$2,228,190.85     |

*CITY COUNCIL*

ITEM NO. 6.1

# CITY OF INDUSTRY



**TO:** Honorable Mayor and Members of the City Council

**FROM:** Gregory M. Murphy, Esq.

**SUBJECT:** Amendments to Title 2 of the Industry Municipal Code Regarding Temporary Restraint on Termination of Appointed Officers Following Municipal Election

**DATE:** April 9, 2015

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## **SUMMARY**

The proposed ordinance would amend Title 2 of the Industry Municipal Code by extending, by an additional 90 days, the temporary restraint on the Council's ability to terminate the City Manager following a municipal election where a new member is elected to the Council, and also establishing similar provisions that would extend to the other City officials who are appointed by and serve at the pleasure of the City Council.

## **DISCUSSION**

Industry Municipal Code section 2.08.010 provides that the City Manager for the City will be appointed by and hold office during the pleasure of the City Council. However, following a general municipal election where a new member is elected to the Council, Municipal Code section 2.08.010 provides that for 90 days thereafter, the Council may not remove the City Manager from office. The purpose of this temporary restriction is to allow newly elected members of the City Council or a reorganized City Council to observe the actions and ability of the City Manager in the performance of the powers and duties of office.

Numerous cities throughout California impose similar temporary restrictions on the removal power of their local legislative bodies, following municipal elections where new members are elected to the body. The temporary restrictions appear to continue for various periods of time, with at least several jurisdictions imposing 180-day restrictions following local elections.

Such provisions help to ensure that new Council members are given the opportunity to work with appointed officials and employees and observe their performance over a meaningful period of time prior to making any decisions regarding an official's future employment with the city. In addition, such provisions promote continued high levels of city services to the public.

The City of Industry is a unique municipal operation, as the City is primarily a job center with a small resident population. Over the course of the City's history, the City Staff has

focused on the special needs of the City and has become particularly adept in handling complex issues that are not often faced by other cities. In particular, the high level Staff members have accumulated institutional knowledge about the financial workings of the City, its legal workings, and the overall structure and daily functioning of the City that would be lost if those persons were to be removed from office en masse or without proper planning. Further, the institutional knowledge would be unable to be easily replicated by persons brought to the City from other municipalities or from outside public service in such a circumstance, due to the unique nature of the City of Industry. It is vital to the ongoing health of the City that a sufficient period of time be given for those key staff members to transfer their institutional knowledge in any transition.

Because of these City of Industry-specific complexities, the proposed ordinance would extend the current 90-day temporary restriction on the Council's ability to remove the City Manager following a municipal election where a new Council member is elected to 180-days, and would make the restriction applicable to all municipal elections and not just general elections. This is, as stated above, the longest period of time that any other city in California generally provides for its City Manager. The Council is asked that, in light of the unique characteristics of the City of Industry, the same protection be provided to the City Manager to ensure continuity of service and a sufficient time to transfer institutional knowledge. In addition, and for the same reasons, the proposed ordinance would establish a similar 180-day temporary restriction on the Council's ability to remove the City Clerk, City Treasurer, or City Attorney following a general municipal election where a new member is elected to the Council.

The provisions of the ordinance have an exception where there has been presented evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the individual unfit to serve the City. This will serve as a protection for the City in the event that an ongoing investigation results in indictment or conviction during the 180-day temporary restriction period, and despite what would be the loss of institutional knowledge via the termination of one or more of the four officers, it is an important retained right for the City Council.

### **FISCAL IMPACT**

None

### **RECOMMENDATION**

It is recommended that the City Council introduce for adoption Ordinance No. 788.

### **Attachments:**

Ordinance No. 788.



**ORDINANCE NO. 788**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, AMENDING CHAPTERS 2.08 (CITY MANAGER) AND 2.12 (CITY CLERK AND CITY TREASURER-BONDS) OF TITLE 2 OF THE INDUSTRY MUNICIPAL CODE, AND ADDING CHAPTER 2.14 (CITY ATTORNEY) TO TITLE 2 OF THE INDUSTRY MUNICIPAL CODE**

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

**SECTION 1. Findings.**

- A. Pursuant to the Industry City Charter, the City Clerk, City Treasurer, and City Attorney are all appointed by and serve at the pleasure of the City Council. (See City Charter §§ 500, 502, 600).
- B. Industry Municipal Code section 2.08.010 provides that the City Manager for the City will be appointed by and hold office during the pleasure of the City Council.
- C. Industry Municipal Code section 2.08.120 provides that the City Manager may not be removed from office within 90 days following any general municipal election where a member of the City Council is elected. This provision was adopted to allow newly elected members of the City Council or a reorganized City Council to observe the actions and ability of the City Manager in the performance of the powers and duties of office.
- D. Numerous cities throughout California implement similar temporary restrictions on the council's ability to remove officials who are appointed by the council, following local elections where new council members are elected. The temporary restrictions appear to continue for various periods of time, with at least several jurisdictions imposing 180-day restrictions following local elections.
- E. The City Council finds that such temporary restrictions on the removal of appointed officials and employees following local elections where new council members are elected serve important public interests in maintaining high levels of government service to the public and ensuring that new Council Members have a meaningful opportunity to work with and observe the performance of high level staff members prior to making any decisions regarding an appointed officer's future employment with the city.
- F. The City of Industry is a unique municipal operation and its high level staff members retain a great deal of institutional knowledge that would be lost, and unable to be easily replicated by persons brought to the City from other municipalities or from outside public service, and it is the intent of the City Council that a sufficient period of time be given both for new Council Members to review high level staff members and for those staff members to transfer their institutional knowledge if they are to be removed from office.
- G. The City Council desires to extend the temporary restriction on removal of the City Manager by an additional 90 days, to extend the restriction to the circumstance where a

new member of the City Council is elected at a special election, and to establish similar provisions that will apply to all City officials who are appointed by and serve at the pleasure of the City Council.

**SECTION 2. Amendment to Chapter 2.08.** Section 2.08.120 (Removal after municipal election) of Chapter 2.08 (City Manager) of Title 2 (Administration and Personnel) of the Industry Municipal Code is amended to read in whole as follows:

**“2.08.120 Removal after municipal election.**

Notwithstanding the provisions of Section 2.08.110 the city manager may not be removed from office during or within a period of 180 days immediately following any general or special election held in the city at which a new member of the city council is elected. After the expiration of the 180-day period, the provisions of Section 2.08.110 as to the removal of the city manager will apply and be effective. The foregoing will not be construed to limit the city council’s ability to remove the city manager upon evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the city manager unfit to serve the city.”

**SECTION 3. Amendment to Chapter 2.12.** Chapter 2.12 (City Clerk and City Treasurer – Bonds) of Title 2 (Administration and Personnel) of the Industry Municipal Code is amended as follows:

- A. Chapter 2.12 is renamed as follows:

**“Chapter 2.12 CITY CLERK AND CITY TREASURER”**

- B. Section 2.12.020 (Removal after municipal election) is added to read as follows:

**“2.12.020 Removal after municipal election.**

Neither the city clerk nor the city treasurer may be removed from office during or within a period of 180-days immediately following any general or special election held in the city at which a new member of the city council is elected. The purpose of this provision is to allow any newly elected member of the city council or a reorganized city council to observe the actions and ability of the city clerk and the city treasurer in the performance of the powers and duties of his or her office. After the expiration of the 180-day period, the city clerk and the city treasurer may be removed from office at the pleasure of the city council. The foregoing will not be construed to limit the city council’s ability to remove the city clerk or city treasurer upon evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the city clerk or city treasurer unfit to serve the city.”

**SECTION 4. Addition of Chapter 2.14.** Chapter 2.14 (City Attorney) is added to Title 2 (Administration and Personnel) of the Industry Municipal Code to read as follows:

**“Chapter 2.14 CITY ATTORNEY**

**2.14.010 Removal after municipal election.**

The city attorney may not be removed from office during or within a period of 180-days immediately following any general or special election held in the city at which a new member of the city council is elected. The purpose of this provision is to allow any newly elected member of the city council or a reorganized city council to observe the actions and ability of the city attorney in the performance of the powers and duties of his or her office. After the expiration of the 180-day period, the city attorney may be removed from office at the pleasure of the city council. The foregoing will not be construed to limit the city council's ability to remove the city attorney upon evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the city attorney unfit to serve the city."

**SECTION 5. Severability.** If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

**SECTION 6. Effective Date.** This ordinance will become effective 30 days after its final passage.

**SECTION 7. Publication.** The City Clerk will certify to the adoption of this Ordinance and is directed to cause this ordinance to be published in the manner required by law.

**PASSED, APPROVED, AND ADOPTED** this 23<sup>rd</sup> day of April, 2015.

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Tim Spohn, Mayor

**ATTEST:**

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Cecelia Dunlap, Deputy City Clerk

**APPROVED AS TO FORM:**

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Michele R. Vadon, City Attorney

*CITY COUNCIL*

ITEM NO. 6.2

# CITY OF INDUSTRY



**TO:** Honorable Mayor and Members of the City Council

**FROM:** Gregory M. Murphy, Esq.

**SUBJECT:** Proposed Resolution Adopting City Manager Policy Regarding Termination of Officers and Employees Following General Municipal Election

**DATE:** April 9, 2015

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## **SUMMARY**

The proposed resolution will enact a City Manager Policy that establishes a 180-day temporary restriction on the City Manager's ability to remove any officer or employee following a municipal election where a new member is elected to the City Council.

## **DISCUSSION**

The Industry Municipal Code establishes a temporary restriction on the City Council's ability to terminate the City Manager following any municipal election where a new member is elected to the City Council. This provision was adopted so that newly elected Council members could observe the actions and ability of the City Manager in the performance of the powers and duties of office. As a result, new Council members are provided with a meaningful opportunity to evaluate the City Manager's performance prior to making decisions regarding the City Manager's future employment with the City, and the public is provided with ongoing high levels of City service. The City Council is in the process of considering whether to extend this evaluation period to the City Attorney, City Clerk, and City Treasurer, all of whom are appointed by the City Council.

As part of the City Manager's powers and duties, the City Manager is authorized to appoint, promote, discipline, demote and remove any officers and employees of the City, except those officials who are appointed by the City Council.

The proposed policy establishes a temporary restriction on the City Manager's ability to terminate City employees and officials during the time when the City Manager is protected from termination. Such a policy will allow the City to continue providing high levels of government services following changes to or reorganizations of the City Council as well as ensure that new City Council members are provided with a meaningful opportunity to observe the performance of City staff prior to making termination decisions that may affect management-level services.

The policy will not be construed to limit the City Manager's ability to remove any officer or employee upon evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the individual unfit to serve the City. This will serve as a protection for the City in the event that an ongoing investigation results in indictments during the 180-day temporary restriction period.

**FISCAL IMPACT**

None

**RECOMMENDATION**

It is recommended that the City Council approve the proposed resolution.

**Attachments:**

Proposed Resolution No. CC 2015-04.

**RESOLUTION NO. CC 2015-04**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
INDUSTRY, CALIFORNIA, ADOPTING A CITY MANAGER  
POLICY REGARDING TERMINATION OF MANAGEMENT-  
LEVEL CITY OFFICIALS OR EMPLOYEES FOLLOWING A  
MUNICIPAL ELECTION**

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

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

- A. The Industry Municipal Code establishes a temporary restriction on the City Council's ability to terminate the City Manager following any municipal election where a new member is elected to the City Council. This policy serves the important goals of allowing newly elected Council members to observe the actions and ability of the City Manager in the performance of the powers and duties of office prior to making decisions regarding the City Manager's future employment with the City, while also allowing sufficient time for management-level staff members to transfer institutional knowledge prior to any anticipated transition in employment.
- B. As part of the City Manager's powers and duties, the City Manager is authorized to appoint, promote, discipline, demote and remove any officers and employees of the City, except officials who are appointed by the City Council.
- C. The City now desires to adopt a policy to temporarily restrict the City Manager's ability to terminate management-level City employees and officials during the same period of time that the City Manager is protected from termination. Such a policy will help to maintain high levels of government services following changes to the City Council, provide ample time for transfer of institutional knowledge if a change is ultimately to be made, and ensure that new City Council members are provided with a meaningful opportunity to observe the performance of City staff prior to making recommendations to the City Manager that may affect management-level services.

**SECTION 2.** The City Council hereby adopts the City Manager Termination Policy, attached as Exhibit A and incorporated by this reference.

**SECTION 3.** The City Clerk is directed to certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 9<sup>th</sup> day of April, 2015.

\_\_\_\_\_  
Tim Spohn, Mayor

**ATTEST:**

\_\_\_\_\_  
Cecelia Dunlap, Deputy City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Michele R. Vadon, City Attorney



**EXHIBIT A**

**City Manager Termination Policy**

# CITY OF INDUSTRY

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Section: City Manager

Date Adopted:

Last Amended:

Subject: **Termination Policy**

Number:

Page 1 of 2

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## SECTION 1. BACKGROUND AND PURPOSE

The Industry Municipal Code establishes a temporary restriction on the City Council's ability to terminate the City Manager following any municipal election where a new member is elected to the City Council. This provision is important for two reasons.

First, it allows newly elected Council members to observe the actions and ability of the City Manager in the performance of the powers and duties of office. As a result, new Council members are provided with a meaningful opportunity to evaluate the City Manager's performance prior to making decisions regarding the City Manager's future employment with the City, and the public is provided with ongoing high levels of City service.

Second, because the City of Industry is a unique municipal operation, over the course of the time high-level City Staff has focused on the special needs of the City and has become particularly adept in handling complex issues that are not often faced by other cities. Just as the special knowledge of the City Manager and other appointed officials has been tailored to the special functioning of the City of Industry, the institutional knowledge commanded by management-level City Staff would be unable to be easily replicated by persons brought to the City from other municipalities or from outside public service. It is vital to the ongoing health of the City that a sufficient period of time be given for those management-level staff members to transfer their institutional knowledge in any transition.

As part of the City Manager's powers and duties, the City Manager is authorized to appoint, promote, discipline, demote and remove any officers and employees of the City, except officials who are appointed by the City Council.

The purpose of this policy is to establish a temporary restriction on the City Manager's ability to terminate management-level City employees and officials during same period of time that the City Manager is protected from termination, in order to maintain high levels of government services following changes to the City Council, to give ample time for transfer of institutional knowledge if a change is ultimately to be made, and to ensure that new City Council members are provided with a meaningful opportunity to observe the performance of City staff prior to making recommendations to the City Manager that may affect management-level services.

## **SECTION 2. TERMINATION POLICY FOLLOWING GENERAL MUNICIPAL ELECTION**

Notwithstanding Industry Municipal Code section 2.08.070(C), the City Manager may not terminate any management-level City officials or employees during or within a period of 180-days following any general or special election held in the City at which a new member of the City Council is elected. After the expiration of the 180-day period, the provisions of Municipal Code section 2.08.070(C) as to the removal of officers and employees by the City Manager will apply and be effective. The foregoing will not be construed to limit the City Manager's ability to remove any officer or employee upon evidence of indictment on or conviction for fraud, deceit, or other crimes that would render the individual unfit to serve the City.

*CITY COUNCIL*

ITEM NO. 7.1

# CITY OF INDUSTRY



**TO:** Honorable Mayor and Members of the City Council

**FROM:** Michele R. Vadon, City Attorney

**SUBJECT:** Enactment of Ordinance Amending Section 2.08.070 of the Municipal Code Pertaining to the Powers and Duties of the City Manager

**DATE:** April 2, 2015

---

## **SUMMARY**

The attached Ordinance No. 789 amends Subsection G of Section 2.08.070 of the Industry Municipal Code pertaining to the powers and duties of the City Manager.

## **DISCUSSION**

Section 2.08.070 of the Industry Municipal Code establishes the powers and duties of the City Manager. On August 13, 2009, the City Council amended subsection G of Section 2.08.070 of the Industry Municipal Code to allow the City Manager: "To pay or cause to be paid any and all bills or invoices for city goods and services, and to keep the city council apprised of the same, and to keep the city council fully advised as to the financial conditions and needs of the city." As a result of the August 13, 2009 amendment, the City Council no longer had to approve every bill and invoice of the City, but rather was advised of bills paid by the City Manager after the fact. This was a departure from the previous functioning of the City, and from the functioning of the majority of cities in the State of California, which generally require the City Council to approve most bills and invoices before they are paid.

Ordinance No. 789 would amend Subsection G of Section 2.08.070 by returning the City's payment of bills to the process used by that majority of cities and by the City of Industry prior to 2009. Under Ordinance No. 789, the City Manager's duty in subsection G of Section 2.08.070 would return to the language found in the City's Municipal Code prior to 2009, namely: "To keep the city council at all times fully advised as to the financial conditions and needs of the city." Such an amendment would no longer empower the City Manager to pay bills and merely advised the City Council of those payments after the fact. As such, it will allow the City to function in a more traditional manner by having the City Council approve every bill and invoice and direct their payment.

## **FISCAL IMPACT**

None

**RECOMMENDATION**

It is recommended that the City Council introduce for adoption Ordinance No.789.

**Attachments:**

Ordinance No. 789.

**ORDINANCE NO. 789**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY,  
CALIFORNIA, AMENDING SECTION 2.08.070 OF THE INDUSTRY  
MUNICIPAL CODE PERTAINING TO THE POWERS AND DUTIES OF  
THE CITY MANAGER**

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

**SECTION 1.** Section 2.08.070 (G) of the Industry Municipal Code is hereby amended to read, as follows:

“G. To keep the city council at all times fully advised as to the financial conditions and needs of the city;”

**SECTION 2.** If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 3.** The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of the adoption and shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

**PASSED, APPROVED, AND ADOPTED** this 23<sup>rd</sup> day of April, 2015.

---

Tim Spohn, Mayor

**ATTEST:**

---

Cecelia Dunlap, Deputy City Clerk

**APPROVED AS TO FORM:**

---

Michele R. Vadon, City Attorney



*CITY COUNCIL*

ITEM NO. 8.1



# CITY OF INDUSTRY

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

## MEMORANDUM

To: City Council

April 2, 2015

From: Brian James

**Subject: Development Plan 14-10 – 18639 Railroad Street**

### Proposal

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction. Development Plan application 14-10 (Attachment 1) is being proposed by CEG Construction a new 107,000 square foot industrial building on an existing 4.96 acre lot (216,057 square foot) at 18639 Railroad Street.

As shown on the attached site plan (Attachment 2), the building would contain two units: Unit A, on the east side of the building, would total 59,600 square feet and include a 10,000-square-foot mezzanine and Unit B, on the west side of the building, would total 47,400 square feet including 4,000 square feet of office space.

The project would accommodate 14 dock-high loading doors (seven per unit) and two grade-level loading doors on the northern side of the building and one grade-level door on the eastern side of the building. The loading area is oriented to the rear of the site and screened from Railroad Street views by the building itself. The loading area would be located within an enclosed area secured by an eight-foot tall chain-link fence and two eight-foot tall, wrought-iron sliding gates.

The site would be accessed from Railroad Street via two driveways on the east and west sides of the building. The project would provide 160 parking spaces spread on the north, west, and east sides of the building as follows:

- 122 standard spaces
- 32 compact spaces
- 6 accessible spaces

In addition, there would be eight bicycle parking spaces located near the eastern office and 25,926 square feet of landscaping (12 percent of the total site) concentrated on the Railroad Street frontage. As shown on the elevations (Attachment 3), the new warehouse would be a concrete, tilt-up building with leveled rooflines, recessed score lines, and a maximum building height of 43 feet. The offices would be designed with glazing, increased roof heights, and architectural pop-outs to differentiate it from the warehouse area.

Given that there are three existing lots on the site and a building cannot be constructed across parcel lines, a covenant and agreement to hold the three existing parcels as one will be

processed concurrently to bind all three parcels under a single ownership and ensure that the lots cannot be sold separately.

The two existing cellular tower installations on the southwest and northeast corners of the site would remain.

#### *Previous Entitlements*

There have been several previous entitlements on this site, which would be replaced by the current proposal, including:

- In May 2008, Minor Lot Line Adjustment No. 72 was approved by the City Council to create three parcels, including two parcels on the subject site and one parcel on the southwest corner of Charlie Road and San Jose Avenue that has subsequently been developed.
- In May 2009, the Planning Commission approved Parcel Map 340 creating three parcels on the subject site (1.73, 1.84, and 1.38 acres).
- In May 2009, the City Council certified a mitigated negative declaration and approved three separate Development Plan applications for three buildings totaling 92,467 square feet (39,985, 26,456, and 26,026 square feet).

### **Location and Surroundings**

As shown on the attached location map (Attachment 4), the 4.96 acre project site is located at 18639 Railroad Street and consists of three parcels (Assessor's Parcel numbers 8264-020-050, -051, and -052). The site is surrounded by industrial uses to the east, west, and north; and to the south by Railroad Street, with the Union Pacific railroad tracks and industrial uses beyond.

### **Staff Analysis**

#### *Development Plan*

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

- Meets design guidelines. Section 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping.
- Meets access requirements. Section 17.36.060.K and N of the Municipal Code requires a minimum driveway and drive-aisle width of 26 feet. Two driveways of 30 and 28 feet in width are proposed on Railroad Street and drive-aisles ranging from 26 feet to 32 feet are proposed for internal circulation.
- Meets setback and screening requirements. Section 17.36.060.L of the Municipal Code requires that all buildings and structures be set back a minimum of 30 feet from the curb. As proposed, the building would be setback 30 feet from the curb.
- 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 for each additional 50,000 square feet. Based on this formula, parking for five bicycles must be provided and parking for eight bicycles is proposed.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings over 100,000 square feet provide 150 parking spaces plus one space per 1,000 square feet of floor area over 100,000 square feet. Based on this

formula, the project is required to provide 157 parking spaces and 160 parking spaces are proposed.

- Meets landscaping requirements. Section 17.36.060.Q of the Municipal Code requires that a minimum of 12 percent of the site be devoted to landscaping and 12 percent (25,926 square feet) is proposed.

## **Environmental Analysis**

An Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the proposed development project could have a significant impact on the environment (Attachment 5). The Initial Study determined that the proposed project would not have a significant effect on the environment with the implementation of mitigation measures. The mitigation measures are contained in a Mitigation Monitoring and Reporting Program, which has been prepared in conformance with Section 21081.6 of the Public Resources Code and which provides a vehicle to monitor compliance with the mitigation measures (Attachment 5). Resolution CC 2015-05 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program accompany this application for adoption by the City Council. The mitigation measures address air quality impacts related to soil hauling activities and the use of electric-powered forklifts in daily operations.

The Notice of Availability of a Mitigated Negative Declaration (Attachment 5) was posted at the City Hall, Gale Avenue fire station, Industry Manufactures Council/City Council Chambers, and the project site and published in the San Gabriel Tribune by Friday March 20, 2015.

## **Findings**

Staff recommends that the City Council find that:

- The proposed improvement is consistent with the General Plan designation of Employment and conforms with the zoning designation of Industrial for the subject property in the City of Industry because the land use designations permit industrial uses as well as industrial development under certain standards, with which the proposed development complies;
- The proposed industrial warehouse development is compatible with the surrounding industrial uses because it would accommodate similar uses and would be developed in a similar character and under similar standards as those surrounding uses;
- There is adequate street access and traffic capacity for the proposed development on Nelson Avenue, which serves the project site because, as indicated in the accompanying Initial Study, the project is estimated to generate a maximum of 45 trips during weekday peak hours, which falls below the thresholds established in the Congestion Management Program for the County of Los Angeles;
- The proposed development will have no significant impact on the environment with the implementation of two mitigation measures as indicated in the accompanying Initial Study prepared for the proposed project, and a Mitigated Negative Declaration has been prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended; and
- The proposed project will not be a menace to or endanger the public health, safety or general welfare to the City due to the forgoing findings and that the project has been designed to comply with requirements of the Municipal Code.

## **Recommendation**

Because the proposed project complies with the development standards of the Municipal Code, mitigates environmental concerns, and satisfies the above-mentioned findings, Staff recommends that the City Council:

1. Adopt Resolution No. CC 2015-05 (Attachment 6) approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the proposed project, and;
2. Adopt Resolution No. CC 2015-06 (Attachment 7) approving Development Plan 14-10.

## **Attachments**

- Attachment 1: Application
- Attachment 2: Site Plan
- Attachment 3: Elevations
- Attachment 4: Location Map
- Attachment 5: Environmental Background: a) Notice of Availability of a Mitigated Negative Declaration, b) Mitigation Monitoring and Reporting Program, and c) Initial Study for Chalmers Equity Group Development Plan 14-10, February 2015, PlaceWorks
- Attachment 6: Resolution No. CC 2015-05 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Attachment 7: Resolution No. CC 2015-06 approving Development Plan 14-10

# **Attachment 1**

## **Application**



DP 14-10  
JN 9149



### City of Industry Development Plan Application (Long Form)

15625 East Stafford Street • Suite 101 • City of Industry • CA • 91744  
Phone: (626) 333-2211 • Fax: (626) 961-6795  
www.cityofindustry.org

The Development Plan – Long Form – is used for most new construction, major exterior modifications and addition of exterior equipment, which cannot be exempted from Environmental Review. Please contact the Planning Department to determine if this application applies to your project.

Please type or print clearly

Project Location: 18639 Railroad St. 91748 Assessor's Parcel Number 8264-020-050,051 & 052  
Street Zip

Zoning Designation: "I" Industrial General Plan Designation: \_\_\_\_\_

Project Contact Person: Ignacio Crespo Phone Number: (562)942-9804 Email Address: icrespo@engineering.net

Address: 7901 Crossway Drive Pico Rivera 90660  
Street City Zip

Applicant:  Property Owner  Tenant  Architect  Engineer  Builder

Name: OC Engineering Phone Number: (562)942-9804

Address: 7901 Crossway Drive Pico Rivera 90660  
Street City Zip

Property Owner Information:

Name: Great Dragon LLC Phone Number: (626)839-9899

Address: 18738 San Jose Avenue, City of Industry, CA 91748  
Street City Zip

Project Description (describe in detail): \_\_\_\_\_  
(1) New 107,000 SF concrete tilt up office / warehouse building  
with a 97,000 SF footprint and an 10,000 SF mezzanine  
\_\_\_\_\_  
\_\_\_\_\_

Project Valuation: \$3,210,000

|                | Existing   | Proposed   |
|----------------|------------|------------|
| Building Area  | 0 SF       | 107,000 SF |
| Landscape Area | 0 SF       | 25,926 SF  |
| Parking Spaces | 0          | 160        |
| Land Area      | 216,057 SF | 216,057 SF |

Applicant Name: Ignacio Crespo

Applicant Signature:

Date: 11/6/2014

14 NOV 6 PM 5:31:14





# CITY OF INDUSTRY

15625 East Stafford Street Suite 101 City of Industry CA 91744  
(626) 333-2211 FAX (626) 981-6795  
www.cityofindustry.org  
planning@cityofindustry.org

PROPERTY OWNER  
CONSENT AFFIDAVIT FOR  
DEVELOPMENT PLAN  
APPLICATION - LONG

**\*\*THIS FORM MUST BE NOTARIZED\*\***

**BUSINESS DESCRIPTION** New 107,000 SF concrete tilt up building  
**BUSINESS LOCATION** 18639 Railroad St, City of Industry, CA 91748

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

DATE: 11/25/14

I/We, CHARLES HAILONG CUI, the OWNER(s) of the Real Property involved in this application, do hereby consent to the filing of this application. I/We do hereby appoint the following person(s) as my agent(s) to act on my behalf on the foregoing application:

**OWNER'S AGENT:** Ignacio Crespo Phone No. 562 942-9804  
(e.g. Property Manager) (Printed Name of Agent)

**Address of Owner's Agent:** 7901 Crossway Dr. Pico Rivera CA 90660  
(Number) (Street) (City) (State) (Zip)

**OWNER:** [Signature] **OWNER:** [Signature]  
(Signature) (Signature)

**Address:** 18738 San Jose Avenue **Address:** [Blank]  
(Number) (Street) (Number) (Street)  
City of Industry CA 91748 (City) (State) (Zip) (City) (State) (Zip)

**NOTE:** A NOTARIZED OWNER'S AFFIDAVIT IS REQUIRED AS PARTY OF ALL APPLICATIONS. IF OWNERSHIP IS HELD OTHER THAN BY AND INDIVIDUAL, PROOF, IN THE FORM OF A SPECIAL POWER OF ATTORNEY, AUTHORIZED CORPORATE RESOLUTION, PARTNERSHIP AGREEMENT OR OTHER ACCEPTABLE DOCUMENT(S) SHALL BE SUBMITTED TO THE CITY ALONG WITH THE NOTARIZED SIGNATURES OF THOSE OFFICERS AUTHORIZED TO SIGN ON BEHALF OF THE CORPORATION OR PARTNERSHIP. PLEASE NOTE THAT OUR APPLICATION MAY NOT BE DETERMINED TO BE COMPLETE UNTIL OWNERSHIP CAN BE VERIFIED.

### FOR NOTARY USE ONLY

STATE OF California )  
COUNTY OF LOS ANGELES )  
Subscribed and sworn to (or affirmed) before me this 25 day of NOVEMBER 20 14  
by Charles Hailong Cui by [Signature]  
(Printed Name of Owner As Signed Above) (Printed Name of Owner As Signed Above)

*proved to me on the basis of satisfactory evidence to be the person(s) who appeared to me.*  
[Signature] SEAL  
NOTARY PUBLIC



## Environmental Information Form

The Environmental Information Form is intended to provide the basic information necessary for the evaluation of your project to determine its potential environmental impacts. This review provides the basis for determining whether the project may have a significant impact on the environment, as required by state law, or more specifically, the California Environmental Quality Act (CEQA). After this information has been evaluated by the Planning Department, a determination will be made regarding the appropriate environmental documentation for your project, in accordance with the CEQA Guidelines.

If no significant environmental impacts are anticipated, or if impacts can be mitigated or avoided by a change or specific requirement in the project's design or operation, a Negative Declaration or Mitigated Negative Declaration will be prepared. If potential significant environmental impacts are identified, an Environmental Impact Report must be prepared, which focuses on the areas of concern identified by the Initial Study.

The City of Industry, as Lead Agency, is required to comply with CEQA. In order to assist us in completing this required environmental review, please provide us with the information outlined below. Please note that upon review of the submitted information, City staff may request additional supporting documentation to assist in the environmental analysis of your project to ensure compliance with CEQA.

This Environmental Information Form works in concert with the other applications. Both need to be completed in order for your application to be accepted as complete. If you need assistance in completing the Environmental Information Form, or have questions regarding the environmental review procedures, please contact the Planning Department at (626) 333-2211.

**General Information**

1. Name developer, agent, or project sponsor: CEG Construction Phone Number: (562)948-4850  
 Address: 7901 Crossway Drive, Pico Rivera, CA 90660  
Street City Zip
  
2. Project name: Railroad Industrial Assessor's Parcel Number: 8264-020-050,051 & 052  
 Address: 18639 Railroad St. 91748  
Street Zip

**Environmental Setting (Attach additional sheets and photos as necessary)**

1. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects:  
Vacant lot surrounded by industrial buildings  
Fairly flat and with stable soil, no plants or animals observed and no cultural, historical or scenic relevance  


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2. Provide photographs of the site and describe any existing structures onsite and the use of the structures:  
See sheet PH-1, there are no existing structures in the property  


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3. Describe the surrounding properties (north, east, south, and west of the project site), including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (industrial, commercial, etc.), intensity of land use (warehousing, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.):

North: Industrial Building

West: 2 Industrial Buildings

East: 2 Industrial Buildings

South: Railroad Street, railroad tracks across the street and industrial buildings across the railroad tracks

4. Provide photographs of the surrounding uses and adjoining properties.

**Project Description (attach additional sheets as necessary)**

1. List and describe any other permits and approvals required for project implementation, including those required by local, regional, state, and/or federal agencies:

City of Industry Site Plan review and approval, lot tie.

Los Angeles County department of public works building and safety; construction documents

Los Angeles County fire department

2. List any other development proposals associated with the project and its relationship to a larger project or series of projects, if any:

N/A

3. Demolition proposed: No:  Yes: \_\_\_\_\_ Square feet: N/A

4. Tentative development schedule including start and completion dates, and phasing if proposed:

Construction start: 04/01/2015

Construction completion: 11/01/2014

5. If commercial or office, indicate the type, whether neighborhood, city or regionally oriented, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

Warehouse / office spec building, operation information unknown at this time

6. If industrial, manufacturing or warehouse, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, and location of loading facilities and anticipated hours of loading/delivery operations:

Warehouse / office spec building, operation information unknown at this time

7. If institutional, indicate the type and major function, square footage, anticipated hours of operation, estimated employees per shift and number of shifts, location of loading facilities and anticipated hours of loading/delivery operations, and community benefits to be derived from project:

N/A

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8. If the project involves an exception, conditional use permit, or re-zoning application, state this and indicate clearly why the application is required:

N/A

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**Potential Environmental Impacts**

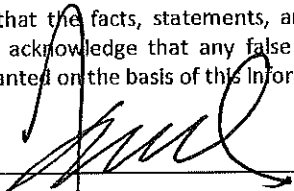
If any of the following items are applicable to your project please discuss (use a separate sheet as necessary).

|                                                                                                                                                               | Yes                      | No                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|
| 1. Change in existing features of any drainage ways or hills, or substantial alteration of any ground contours.                                               | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Change in scenic views or vistas from existing residential areas or public lands or roads.                                                                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Change in pattern, scale, or character of the general area of the project.                                                                                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Result in significant amounts of solid waste or debris.                                                                                                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Change in or introduction of air emissions (e.g., dust, ash, smoke, fumes) or odors in the vicinity during grading and/or construction phases.             | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Change in surface water (e.g., channel, stream) or ground water quality or quantity.                                                                       | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Substantial alteration of existing drainage patterns that could lead to flooding on- or offsite.                                                           | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Substantial change in noise or vibration levels in the project vicinity during grading and/or construction phases.                                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Substantial change in traffic patterns and circulation in the project vicinity.                                                                            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Substantial change in topography of project site and/or vicinity.                                                                                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Site located on filled land or on slopes of 10 percent or more.                                                                                           | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Use or disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives.                                                  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Substantial change in demand for public services and utilities and service systems (police, fire, water, wastewater, solid waste, electricity, gas, etc.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 14. Substantial increase in fossil fuel consumption (electricity, oil, natural gas, etc.)                                                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*What studies have been prepared for this site that might assist the City in reviewing the potential environmental impacts of the project? Some examples of such studies include environmental site assessment, soils and geology study, biological resources study, cultural resources study, hydrology study, etc. These studies may have been prepared for this project or some earlier development project. Supporting documentation or studies may answer questions and facilitate the processing of your application.*

**Certification**

I am the legal owner of the property that is the subject of this application or have been authorized by the owner to act on his/her behalf regarding this application. I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. I further acknowledge that any false statements or information presented herein may result in the revocation of any approval or permit granted on the basis of this information.

Name of preparer: Ignacio Crespo Preparer's signature: 

Date: 10/31/2014



# APPLICATION FOR CONSTRUCTION/DEMOLITION WASTE & RECYCLING SERVICES

Applications will not be accepted without this form signed by Valley Vista Services and attached to the application. City of Industry Municipal Code requires every business to arrange for appropriate solid waste collection service with the City approved collector. The requirement applies to any permanent or temporary businesses operating in the City of Industry.

Valley Vista Services - (800) 442-6454  
17445 RAILROAD STREET  
CITY OF INDUSTRY, CA 91745

### BUSINESS INFORMATION (please type or print clearly)

Business Name/DBA: CEG Construction Phone: \_\_\_\_\_  
Service Address: 18639 Railroad St City of Industry CA 91748  
Street Zip

### CONTRACTOR/PROJECT INFORMATION

Project Start Date: 1/4/2015 Project Completion Date: 1/11/2015 Contact Person: Ed Rose  
Lead Contractor: CEG Construction Contact Phone Number: (562) 948-4880  
Contractor Address (Billing): 7901 Crossway Drive Pico Rivera CA 90660  
Estimate Material Types for Collection: Concrete + Misc C&D waste + New Const waste

Payment of a deposit based on a waste flow projection is required before receiving a signature on this application. The waste flow projection will be based on the actual waste generation (volume) estimated during the course of the project. No Deposit shall be returned if self-hauling or unauthorized haulers are used on Project.

All delinquent charges and penalties imposed are deemed to be civil debts owed to the City by the customer and property owner, and may be collected by any available means, including the filing of a civil action.

Payment for service is the joint obligation of the customer and the property owner (if separate from the customer). In the case of non-payment by the customer, the owner of the property may be held responsible for payment and no new service may be established and no property related permit, approval or entitlement may be issued by the City until all delinquent amounts are paid.

**BILLING DISPUTE PROCEDURES** - Any customer who has been billed for service and desires to contest the extent, degree or reasonableness of the charges billed, must file a written statement of such protest with the collector and the City Manager's office within 30 days of the mailing of the disputed bill. The City Manager will review the accounts of customers who dispute collection charges within 30 days after receiving a written request for review. If an error is found after such review, the City or collector will promptly correct the error and, if required and at the City's sole discretion, the City or collector will either credit the customer's account or give the customer a refund.

### OFFICE USE ONLY

Recycling and solid waste collection services have been reviewed and/or arranged for by the above business.

Project Description: 107,000 Sq Feet Tiltup Commercial Building  
Scope of Services/Comments: Minor Demo - Driveway Approaches 5  
25ft long x 8ft wide x 6in thick -> 100 C&D/27-3.20 cfs x 5 -> 18.56 cfs x 1.25 =  
32.38 Tons -> 4 Loads 8-40yd Boxes Mixed C&D

Approved by: Joel Ann Joel Simonen Date: 11/6/2014  
Account#: \_\_\_\_\_ Deposit Amount: 8257.52



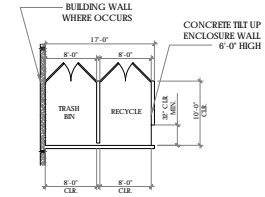
# **Attachment 2**

## **Site Plan**



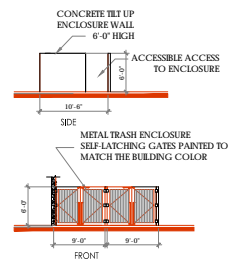


# DP 14-10 Site Plan



### A-TRASH ENCLOSURE PLAN VIEW

SCALE 1/8" = 1'-0"  
NOTE: THE TRASH ENCLOSURE SHALL BE GRADED SO THAT STORAGE CONTAINERS REMAIN AT REST WITHOUT AUXILIARY RESTRAINING DEVICES.



### B-TRASH ENCLOSURE ELEVATIONS

SCALE 1/8" = 1'-0"

**RECYCLING AREA NOTES**  
1. RECYCLING AREA SHALL BE SECURED TO PREVENT THEFT OF RECYCLABLE MATERIALS BY UNAUTHORIZED PERSONS.  
2. PROVIDE A SIGN CLEARLY IDENTIFYING ALL RECYCLING AND SOLID WASTE COLLECTION AND LOADING AREAS AND THE MATERIALS ACCEPTED THEREIN SHALL BE POSTED AND MAINTAINED ADJACENT TO ALL POINTS OF ACCESS TO THE RECYCLING AREAS.

**LEGEND:**  
T/E — DENOTE TRASH ENCLOSURE  
R — DENOTE RECYCLE AREA  
T — DENOTE TRANSFORMER PAD

- KEY NOTES:**
- 1 CONCRETE TILT-UP WALL
  - 2 AC PAVING IN PARKING AREA
  - 3 PARKING STALL STRIPPING (PER CITY OF INDUSTRY SIDS.) TYPICAL
  - 4 LANDSCAPING
  - 5 BUILDING ENTRANCE
  - 6 TRASH ENCLOSURE / RECYCLING AREA (PER CITY OF INDUSTRY SIDS.) TYPICAL CONCRETE TRUCKWELL
  - 7 9' X 10' TRUCK DOOR (DOCK HIGH) TYP.
  - 8 12' X 14' TRUCK DOOR (GRADE LEVEL)
  - 9 42" HIGH CONCRETE TILT UP GUARD WALL PAINTED TO MATCH THE BUILDING
  - 10 8'-0" HIGH CHAIN LINK FENCE
  - 11 FIRE DEPARTMENT FIRE ACCESS LANE AND INTERMEDIATE TURN AROUND
  - 12 8'-0" HIGH WROUGHT IRON SLIDING GATE
  - 13 PROVIDE BULLETIN BOARD FOR TRANSPORTATION DEMAND MANAGEMENT
  - 14 ELECTRICAL TRANSFORMER PAD PROPOSED LOCATION WITH LANDSCAPE SCREENING AS REQUIRED
  - 15 EXISTING SEWER EASEMENT
  - 16 EXISTING STORM DRAIN EASEMENT
  - 17 BIKE RACK PARKING FOR 5 SPACES
  - 18 FILL IN EXISTING DRIVEWAY WITH NEW CONCRETE WALK AND STREET CURB PER CITY OF INDUSTRY STANDARDS
  - 19 PROPOSED LOCATION OF ON-SITE FIRE HYDRANT



VICINITY MAP  
N

### PROJECT DATA

| DESCRIPTION         | AREAS                                                          | BUILDING TOTAL AREA                                                                                                                       | LANDSCAPED AREA | 25,026 S.F. (12.00%)                                                                                                                                                                                                                 |
|---------------------|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ZONING              | INDUSTRIAL B                                                   | BUILDING: REG FLOOR: 10,000 S.F.<br>WAREHOUSE / OFFICE: 10,000 S.F.<br>MEZZANINE OFFICE / STORAGE: 97,600 S.F.                            | 107,000 S.F.    | 12% MINIMUM REQUIRED                                                                                                                                                                                                                 |
| LEGAL DESCRIPTION   | P.M. 365-647 LOT 1<br>P.M. 365-647 LOT 2<br>P.M. 365-647 LOT 3 | TRASH ENCL. AREA PROVIDED: 320 S.F.                                                                                                       | 97,600 S.F.     | AREA JUSTIFICATION: AREA JUSTIFICATION: SINGLE STORY BUILDING (UNIMBTD AREA PER SECTION 507.3)                                                                                                                                       |
| ADDRESS/PARCELS NO. | 4054-4055-020, 4054-4056-001 & 4054-4056-002                   | PARKING PROVIDED:<br>FIRST 25,000 SQ. FEET: 50 CARS<br>NEXT 25,000 SQ. FEET: 100 CARS<br>OVER 100,000 SQ. FEET: 7 CARS<br>TOTAL: 157 CARS | 97,600 S.F.     | SPECIALIZED SINGLE STORY BUILDING FOR OCCUPANCIES 8, 14 & 53 BRONZED AND APPROVED BY PUBLIC WORKS OR YARDS NO LESS THAN 60' WIDE                                                                                                     |
| ADDRESS/PARCELS NO. | 4054-4055-020, 4054-4056-001 & 4054-4056-002                   | RECYCLING PROVIDED:<br>B.R. FULLY SPRINKLERED                                                                                             | 97,600 S.F.     | REDUCED OPEN SPACE PER SECTION 507.2 & 507.5                                                                                                                                                                                         |
| BUILDING CODE       | IBC-2014                                                       | ACCESSIBLE (VAN): 14 X 19 - 2 STALLS<br>STANDARD STALLS: 17 X 19 - 4 STALLS<br>COMPACT STALLS: 9 X 19 - 122 STALLS<br>TOTAL: 146 STALLS   | 97,600 S.F.     | CHIBBIA OF SECTION 507.5:<br>1. TOTAL PERIMETER = 1254' LINEAR LENGTH OF REDUCED WIDTH (40' = 178' LINEAR 14.14% = 25% MAXIMUM ALLOWED)<br>2. REDUCED WIDTH WALLS TO BE 3 HOUR RATED<br>3. REDUCED WIDTH OPENINGS TO BE 3 HOUR RATED |
| BUILDING OCCUPANCY  | B                                                              | RECYCLE RACK: 8                                                                                                                           | 97,600 S.F.     | MAX. HI. OF BUILDING 55' (IBC TABLE 503 TYP. B.F. 1)                                                                                                                                                                                 |
| BUILDING TYPE       | B.R. FULLY SPRINKLERED                                         |                                                                                                                                           | 97,600 S.F.     |                                                                                                                                                                                                                                      |
| LAND AREA           | 476,700 S.F. (4.76 AC)                                         |                                                                                                                                           | 97,600 S.F.     |                                                                                                                                                                                                                                      |
| PARCEL AREA         |                                                                |                                                                                                                                           | 97,600 S.F.     |                                                                                                                                                                                                                                      |
| COVERAGE            | 49.5%                                                          |                                                                                                                                           | 97,600 S.F.     |                                                                                                                                                                                                                                      |
| ALLOWABLE COVERAGE  | 50%                                                            |                                                                                                                                           | 97,600 S.F.     |                                                                                                                                                                                                                                      |

RAILROAD STREET

SITE PLAN SCALE 1" = 30'-0"



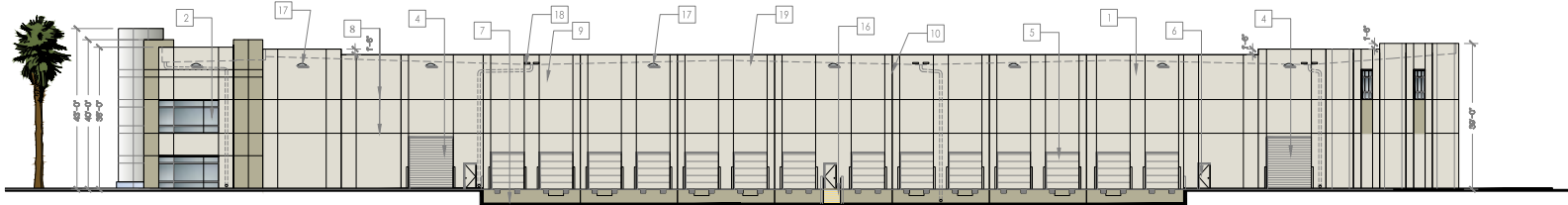


# **Attachment 3**

## **Elevations**

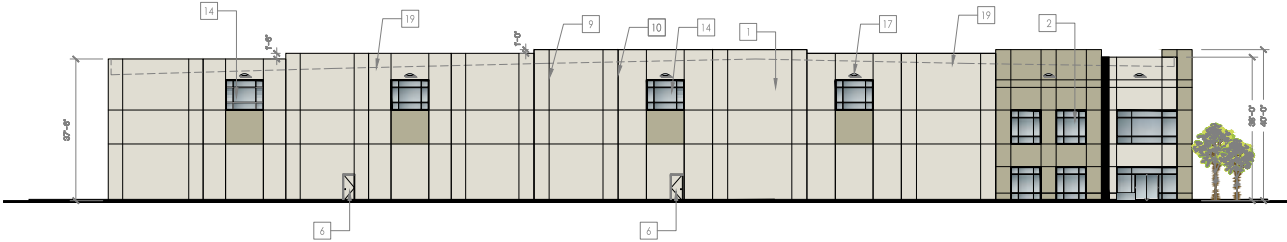


# DP 14-10 Elevations



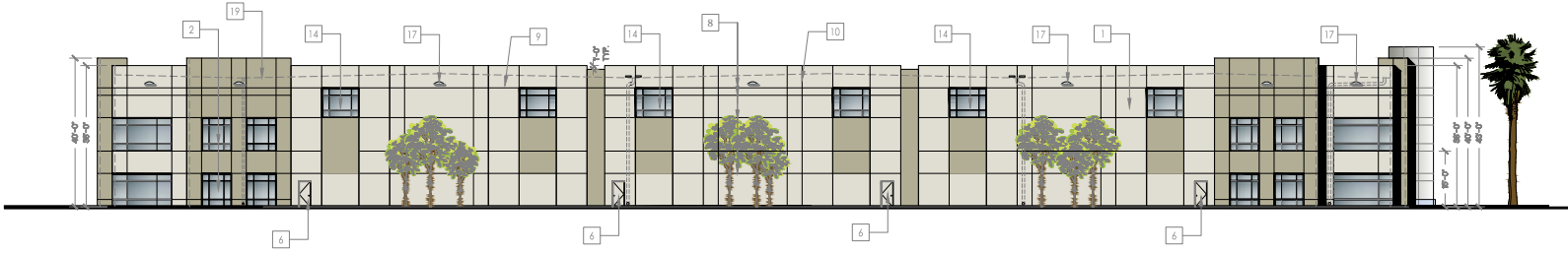
**NORTH ELEVATION**

SCALE 1/16" = 1'-0"



**WEST ELEVATION**

SCALE 1/16" = 1'-0"



**SOUTH ELEVATION**

SCALE 1/16" = 1'-0"



**EAST ELEVATION**

SCALE 1/16" = 1'-0"



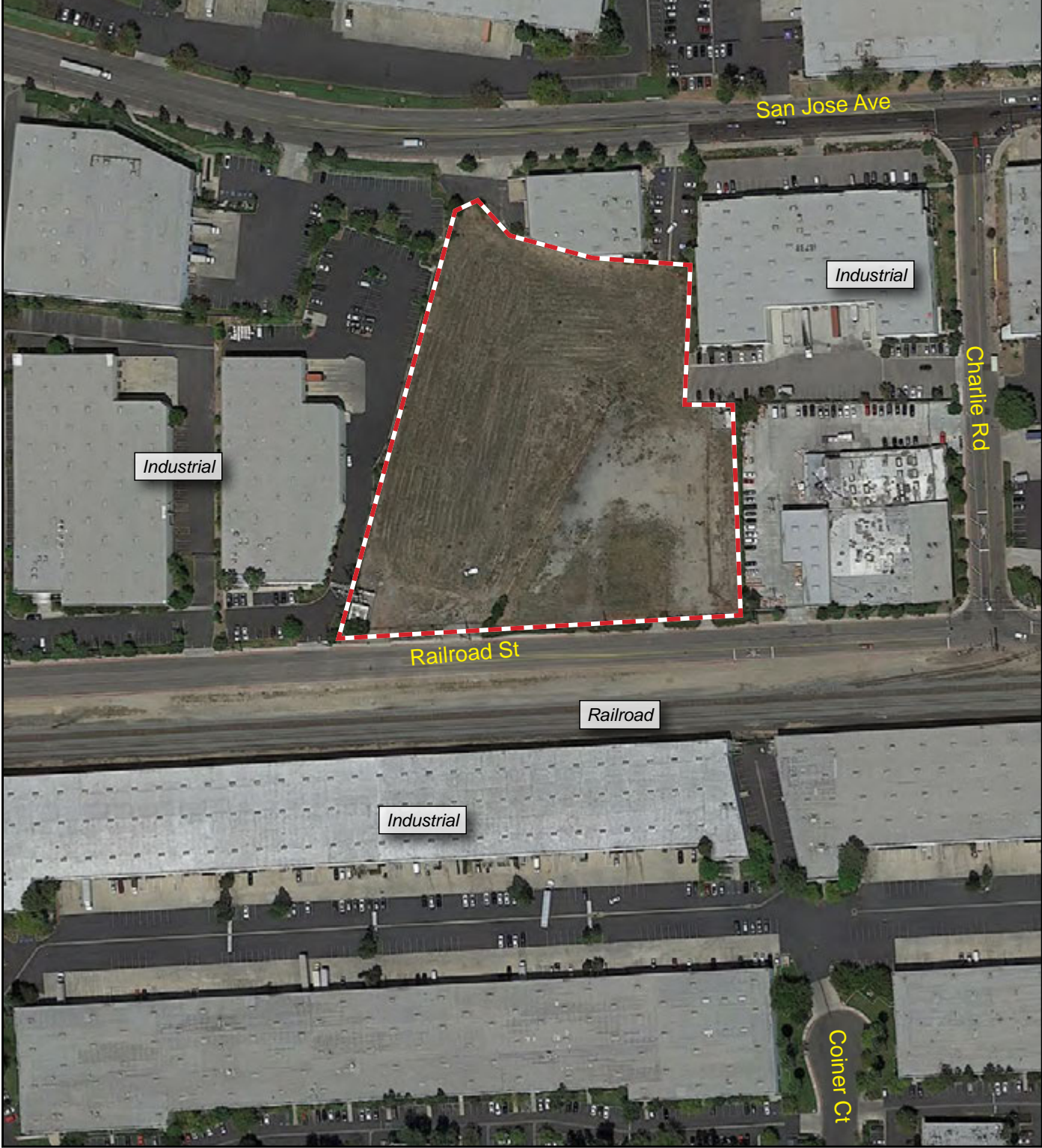
# **Attachment 4**

## **Location Map**





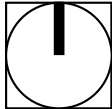
# DP 14-10 Location Map



--- Project Site

--- City Boundary

0 200  
Scale (Feet)



Source: Google Earth Pro 2014



## **Attachment 5**

**Environmental Background: a) Notice of Availability of a Mitigated Negative Declaration, b) Mitigation Monitoring and Reporting Program, and c) Initial Study for Chalmers Equity Group Development Plan 14-10, February 2015, PlaceWorks**

**CITY OF INDUSTRY  
NOTICE OF AVAILABILITY OF A  
MITIGATED NEGATIVE DECLARATION**

**Purpose:** To allow the public review period provided under Section 15072 of California Code of Regulations, notice is hereby given that, pursuant to the authority and criteria contained in the California Environmental Quality Act and Industry Municipal Code, the Planning Director of the City of Industry has analyzed the request for the following project and has made the environmental determination described herein.

**Project and Location:** This project 14-10 is a request to develop a new 107,000 square foot industrial building on an existing 4.96 (216,057 square foot) lot at 18639 Railroad Street in the City of Industry, Los Angeles County.

**Environmental Determination:** After reviewing the Initial Study for the project, the Planning Director has determined that this project will not have a significant effect on the environment with implementation of proposed mitigation measures and a Mitigated Negative Declaration (MND) has been prepared and is recommended for consideration at the public meeting described below. The MND reflects the independent judgment of City staff and considers project design features, site and surrounding environmental conditions, previous environmental evaluations, standard construction/engineering practices, and potential future projects. The project location does not include any sites listed on an Environmental Protection Agency hazardous waste site list compiled pursuant to Government Code Section 65962.5.

**Review Period.** The MND is available for a minimum 20-day public review period beginning March 20, 2015, and ending April 9, 2015. Comments on the adequacy of the document must be received by the City prior to final approval on the date listed below. Copies of all relevant material are on file in the office of the Planning Director, located at the address listed below.

**Public Hearing:** The City Council is tentatively scheduled to consider the MND and Development Plan 14-10 at a regularly scheduled meeting to be held on April 9, 2015, at 9:00 AM in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744.

**Questions and Comments:** Questions and written comments should be directed to Brian James, Planning Director at:

City Administrative Offices  
15625 E. Stafford Street, Suite 100  
P.O. Box 3366  
City of Industry, CA 91744  
(626) 333-2211

March 2015 | MITIGATION MONITORING PROGRAM

# Chalmers Equity Group Development Plan 14-10

For City of Industry

*Prepared for:*

**City of Industry**

Brian James, Planning Director  
15625 East Stafford, Suite 100  
City of Industry, California 91744-0366  
626.333.2211

*Prepared by:*

**PlaceWorks**

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*Project Number: IND-07.134*

# Mitigation Monitoring Program

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## Mitigation Monitoring Program

# 1. Introduction

---

## 1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Mitigated Negative Declaration. The MMP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Industry monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over



## Mitigation Monitoring Program

natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with the construction of the proposed project.

### 1.2 PROJECT SUMMARY

The project consists of construction and operation of a two-unit high-cube warehouse building for warehouse and distribution use. The total square footage of the building would be 107,000 including a 10,000-square-foot mezzanine in Unit A which would occupy the east half of the building. Truck loading docks would be on the north side of the building. Parking would be on the east and west sides of the building and in the northern part of the site and total 160 spaces. Landscaping totaling 25,926 square feet would be installed; the largest single landscaped area would be along the site frontage on Railroad Street.

### 1.3 PROJECT LOCATION

The project site is in the central part of the City of Industry at 18639 Railroad Street, approximately 0.25 mile east of the intersection of Railroad Street with Nogales Street. The project site is 4.96 acres at 18639 Railroad Street, extending north most of the way to San Jose Avenue. The site consists of three parcels, from west to east: 8264-020-050, -051, and -052. Site access is via locked gates along Railroad Avenue on the south site boundary. Regional access to the site is from State Route 60, the Pomona Freeway, via ramps at Nogales Street or Fullerton Street.

### 1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a “Mitigated Negative Declaration,” meaning that at least one impact was found to be potentially significant unless mitigation was incorporated. In this instance, mitigation was required for environmental impacts in one evaluation category, air quality. With adoption of mitigation measures, the Initial Study found that all identified impacts would be reduced to a less than significant level. No impacts were found to be significant and unavoidable.

### 1.5 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the

## Mitigation Monitoring Program

Mitigated Negative Declaration, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared.

Mitigation Monitoring Program

**Table 1 Mitigation Monitoring Requirements**

| Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Timing                              | Responsible Implementing Party | Responsible Monitoring Party | Document Location (Monitoring Record) | Completion Date              |                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------|------------------------------|---------------------------------------|------------------------------|----------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                                |                              |                                       | Responsible Monitoring Party | Project Mitigation Monitor |
| <b>3.3 AIR QUALITY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |                                |                              |                                       |                              |                            |
| 1 The construction contractor(s) shall limit the daily amount of soil haul to a maximum of 53 trucks per day (106 one-way truck trips per day if 14-cubic yard haul trucks are used), assuming a one-way haul distance of 20 miles. If the one-way haul distance is greater than 20 miles, total overall daily haul truck miles traveled shall not exceed 2,120 miles per day. These requirements shall be noted on all construction management plans and verified by the City of Industry prior to issuance of any construction permits and during the soil disturbing activities. | During Site Preparation and Grading | Contractor                     | Planning Department          | Planning Department                   |                              |                            |
| 2 If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric-powered.                                                                            | During Operation                    | Contractor                     | Planning Department          | Planning Department                   |                              |                            |

February 2015 | Initial Study

# Chalmers Equity Group Development Plan 14 -10

for City of Industry

*Prepared for:*

**City of Industry**

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City of Industry, California 91774-0366  
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*Prepared by:*

**PlaceWorks**

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www.placeworks.com

IND-07.134





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# 1. Introduction

---

The project applicant, Chalmers Equity Group, is seeking approval from the City of Industry for a development plan consisting of a 107,000-square-foot industrial building on a 4.96-acre lot.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

## 1.1 PROJECT LOCATION

The project site is in the City of Industry in the San Gabriel Valley in Los Angeles County. The portion of the City of Industry containing the project site is bounded by an unincorporated area known as South San Jose Hills to the north and the unincorporated community of Rowland Heights to the south. Regional access to the site is from State Route 60, the Pomona Freeway, via ramps at Nogales Street or Fullerton Street (see Figure 1, *Regional Location*).

The project site is 4.96 acres at 18639 Railroad Street, extending north most of the way to San Jose Avenue. The site consists of three parcels, from west to east: 8264-020-050, -051, and -052. Site access is via locked gates along Railroad Avenue on the south site boundary. See Figure 2, *Local Vicinity*.

## 1.2 ENVIRONMENTAL SETTING

### 1.2.1 Existing Land Use

Nearly the entire site is vacant. Two cellular phone monopoles are located onsite – one next to the southwest corner of the site and one along the northeast site boundary – each with a small associated structure housing ground equipment. The site is vegetated with tumbleweed, grasses, pampas grass, a few shrubs, and several trees (see Figures 3, *Aerial Photograph*, and 4, *Site Photographs*). Most of the project site is screened from view from Railroad Street to the south by hedges along the fence along the south site boundary.

### 1.2.2 Surrounding Land Use

The site is surrounded by industrial uses to the east, west, and north; and to the south by Railroad Street, Union Pacific railroad tracks, and industrial uses (see Figure 3, *Aerial Photograph*). San Jose Creek, an engineered flood control channel, passes about 570 feet north of the site.



## 1. Introduction

### 1.3 PROJECT DESCRIPTION

#### 1.3.1 Proposed Land Use

##### Proposed Building

The Development Plan includes a 107,000-square-foot industrial building of concrete tilt-up construction consisting of two units. Unit A, on the east side of the building, would have a footprint of 49,600 square feet and would include a 10,000-square-foot mezzanine consisting of 4,800 square feet of storage space and 5,200 square feet of office space, for a total of 59,600 square feet of building area. Unit B, on the west side of the building, would have a footprint of 47,400 square feet including 4,000 square feet of office space. The total footprint of the building would be 97,000 square feet (see Figure 5, *Site Plan*). Total floor areas by type of use would be 97,800 square feet of warehouse and storage space and 9,200 square feet of office space. The building would be 43 feet high at its highest point. The entrance to Unit A would be on the east side of the building, and the entrance to Unit B at the southwest corner of the building. Safety and security lights would be installed on exterior walls on all four sides of the building (see Figure 6, *Elevations*). The two cellular phone tower installations onsite would remain.

##### Parking, Access, and Circulation

Site access would be via two driveways from Railroad Street. A driveway would loop around the east, north, and west sides of the building. Automobile parking would be in the north part of the site and next to the east and west sides of the building. Parking would total 160 spaces including 122 standard spaces, 32 compact spaces, and six accessible spaces. A truckwell would be built on the north side of the building; 14 truck doors (seven per unit) would be installed in the north side of the building. Three grade-level truck doors would also be installed in the north side of the building.

##### Landscaping

The project would provide 25,926 square feet of landscaping. The largest single landscaped area would be along the south site boundary between the south side of the building and Railroad Street. Other landscaped areas would mostly consist of thin strips along the site boundaries and the edges of the proposed building (see Figure 5, *Site Plan*).

##### Drainage

The project would include drainage improvements connecting to the existing storm drains in and next to the site described below:

- One drain passes under the east site boundary and continues north offsite till discharging into San Jose Creek.
- A second drain passes under the northwest site boundary and continues north offsite to San Jose Avenue.
- A third drain extends from a storm drain inlet on the north side of Railroad Avenue next to the south site boundary and extends east, discharging into the above-mentioned drain under the east site boundary.

## 1. Introduction

- A fourth drain begins near the middle of the project site, extending northeastward till it discharges into the drain under the east site boundary (DPW 2015).

### 1.3.2 Project Phasing

The project would be built in one phase upon approval of the Development Plan by the City of Industry.

## 1.4 EXISTING ZONING AND GENERAL PLAN

The existing zoning designation for the site is M-Industrial, and the General Plan land use designation is Employment.

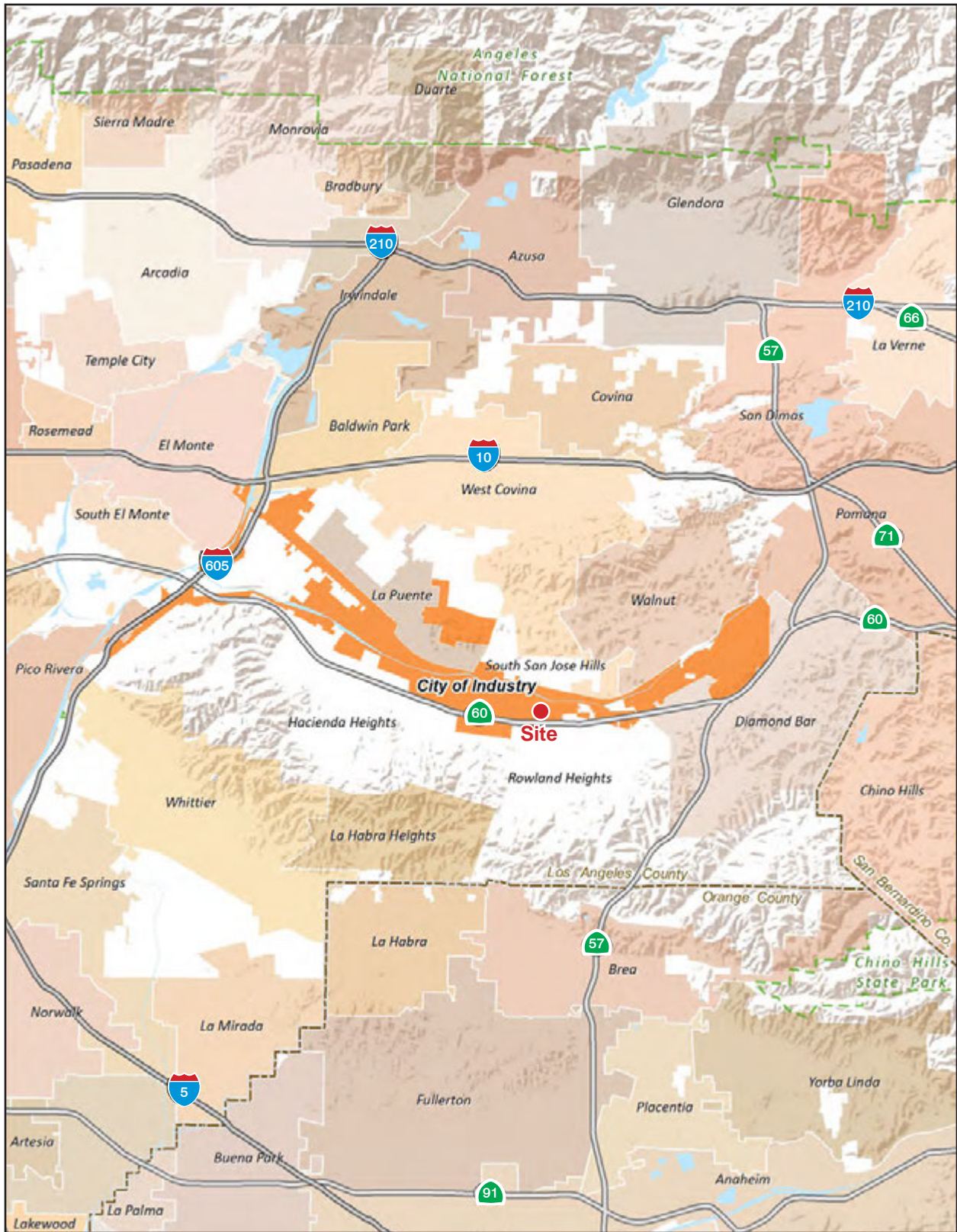
## 1.5 CITY ACTION REQUESTED

Development Plan Approval.

## 1. Introduction

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Figure 1 - Regional Location  
1. Introduction



Note: Unincorporated county areas shown in white.

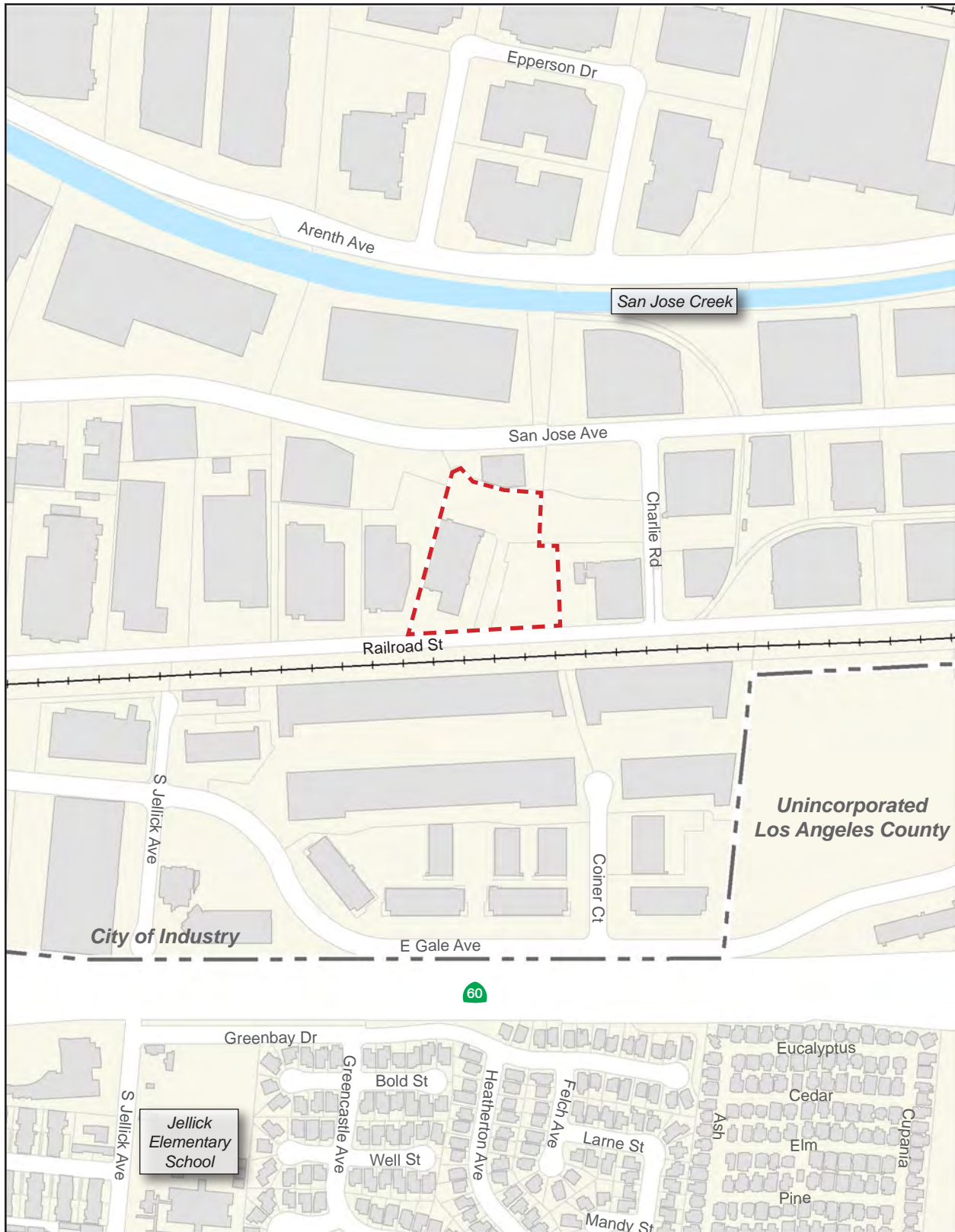


Source: ESRI, 2014.

## 1. Introduction

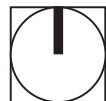
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Figure 2 - Local Vicinity  
1. Introduction



--- Project Site    - - - City Boundary

0                      500  
Scale (Feet)



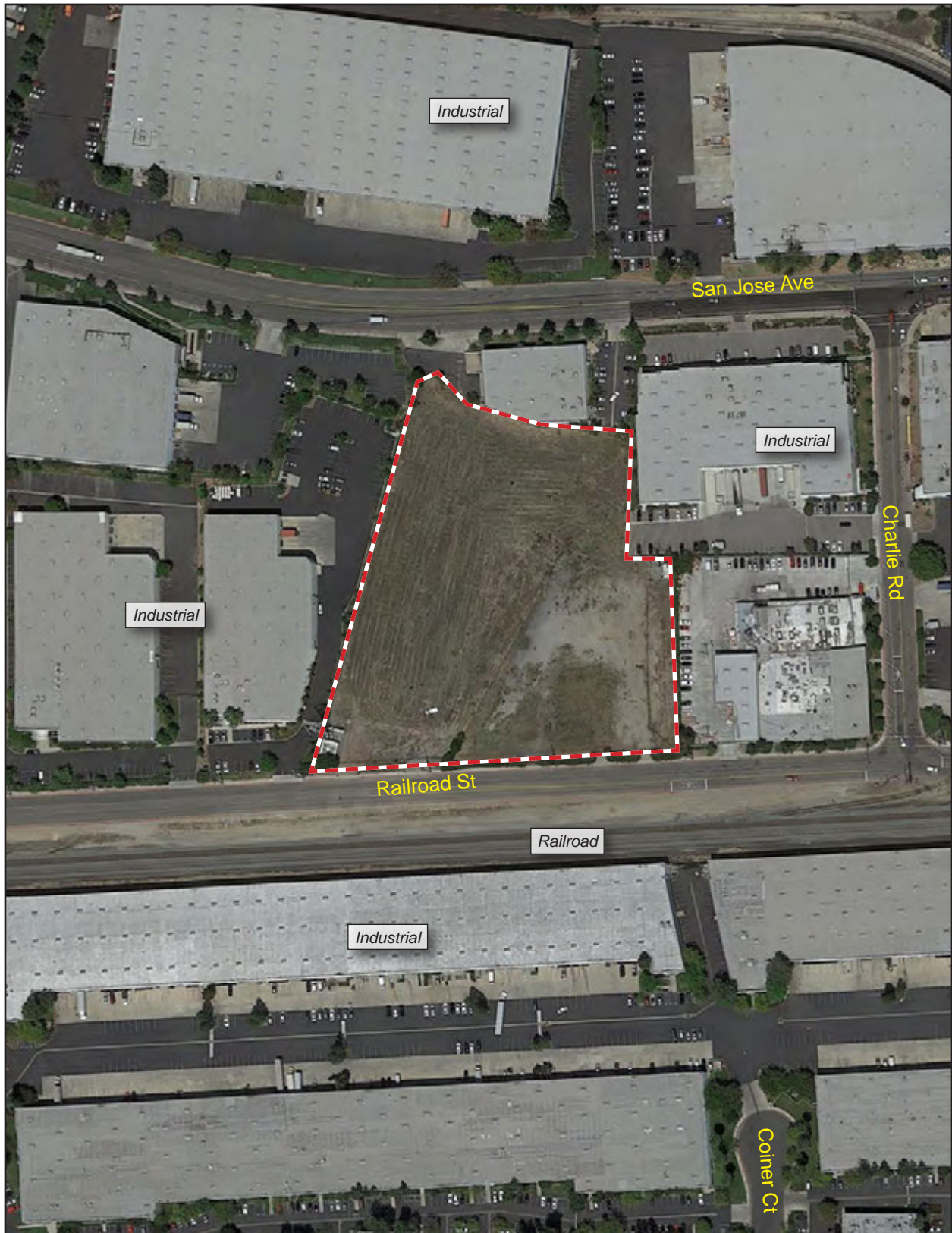
Source: ESRI, 2014.

## 1. Introduction

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Figure 3 - Aerial Photograph  
1. Introduction



--- Project Site

--- City Boundary

0 200  
Scale (Feet)



Source: Google Earth Pro 2014



# 1. Introduction

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Figure 4 - Site Photographs  
1. Introduction



View looking southwest from the northeast corner of the project site. The cell tower near the southwest corner of the site is in the center of the photo. Industrial uses west of the site are in the right background. Industrial uses south of the site opposite Railroad Street are in the left background.



View looking northeast from the southwest corner of the site. The cell tower in the northeast part of the site is just right of center. An industrial building north of the site is in the left middle ground, and an industrial building north-east of the site is in the center middle ground. The San Gabriel Mountains are in the background.

## 1. Introduction

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Figure 5 - Site Plan  
1. Introduction



## 1. Introduction

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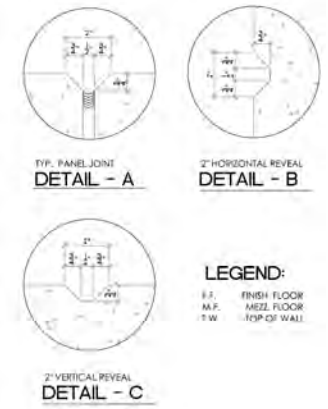
Figure 6 - Elevations  
1. Introduction



- KEY NOTES:**
- 1 CONCRETE TIE-UP WALL - TYPICAL
  - 2 STOREFRONT GLAZING
  - 3 GLASS CURTAIN WALL
  - 4 12' X 14' TRUCK DOOR - GRADE LEVEL
  - 5 8'-4" X 10' TRUCK DOOR - DOCK HIGH - TYPICAL
  - 6 2' X 7' MAN DOOR PAINTED TO MATCH THE ADJACENT WALL TYPICAL
  - 7 4' DEEP TRUCKWELL
  - 8 HORIZONTAL REVEAL - TYPICAL
  - 9 VERTICAL REVEAL
  - 10 PANEL JOINT - TYPICAL
  - 11 PROPOSED LOCATION OF MECHANICAL EQUIPMENT COMPLETELY SCREENED FROM VIEW
  - 12 DECORATIVE CONCRETE PANEL
  - 13 CONCRETE PANEL BEHIND
  - 14 CLERESTORY WINDOW - TYPICAL
  - 15 SPANDREL GLASS - TYPICAL
  - 16 CONCRETE STAIRS
  - 17 WALL PACK LIGHTING FIXTURE - TYPICAL
  - 18 OVERFLOW SCUPPER - TYPICAL
  - 19 ROOF LINE BEYOND SHOWN DASHED FOR CLARITY
  - 20 LIGHTED DECORATIVE PIPE BOLLARD

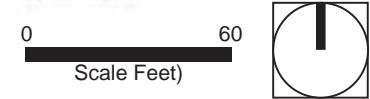
**COLOR SCHEDULE (EXTERIOR COLORS)**

|              |             |  |
|--------------|-------------|--|
| ACCENT COLOR | OLIVE GREEN |  |
| FIELD COLOR  | LIGHT BEIGE |  |
| TRIM COLOR   | LIGHT EDGE  |  |
| ACCENT COLOR | GRAY        |  |
| GLAZING      | SOLAR GRAY  |  |



**LEGEND:**

- F.F. FINISH FLOOR
- M.F. MEZZ. FLOOR
- T.W. TOP OF WALL



Source: OC Design and Engineering

## 1. Introduction

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## 2. Environmental Checklist

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### 2.1 BACKGROUND

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**1. Project Title:** Development Plan 14-10

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**2. Lead Agency Name and Address:**

City of Industry  
15625 East Stafford, Suite 100  
P.O. Box 3366  
City of Industry, CA 91744-0366

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**3. Contact Person and Phone Number:**

Brian James, Planning Director  
626.333.2211

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**4. Project Location:** 18639 Railroad Street in the City of Industry in Los Angeles County.

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**5. Project Sponsor's Name and Address:**

Chalmers Equity Group  
7901 Crossway Drive  
Insert Address Line 2  
Pico Rivera, CA 90660

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**6. General Plan Designation:** Employment

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**7. Zoning:** M-Industrial.

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**8. Description of Project:**

The project consists of construction and operation of a two-unit high-cube warehouse building for warehouse and distribution use. The total square footage of the building would be 107,000 including a 10,000-square-foot mezzanine in Unit A which would occupy the east half of the building. Truck loading docks would be on the north side of the building. Parking would be on the east and west sides of the building and in the northern part of the site and total 160 spaces. Landscaping totaling 25,926 square feet would be installed; the largest single landscaped area would be along the site frontage on Railroad Street.

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**9. Surrounding Land Uses and Setting:**

The project site is surrounded by industrial uses to the east, west, and north; and to the south by Railroad Street, Union Pacific railroad tracks, and industrial uses.



## 2. Environmental Checklist

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### **10. Other Public Agencies Whose Approval Is Required:**

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

## 2. Environmental Checklist

### 2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### 2.3 EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g. the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) **Earlier Analysis Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

## 2. Environmental Checklist

- c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
  
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

## 2. Environmental Checklist

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

## 2. Environmental Checklist

| Issues                                                                                                                                                                                                                                                                                                         | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| <b>IV. BIOLOGICAL RESOURCES.</b> Would the project:                                                                                                                                                                                                                                                            |                                |                                                    |                              |           |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? |                                |                                                    | <b>X</b>                     |           |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?                                                               |                                |                                                    |                              | <b>X</b>  |
| 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?                                           |                                |                                                    |                              | <b>X</b>  |
| 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?                                                                             |                                |                                                    | <b>X</b>                     |           |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                            |                                |                                                    |                              | <b>X</b>  |
| 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?                                                                                                                           |                                |                                                    |                              | <b>X</b>  |
| <b>V. CULTURAL RESOURCES.</b> Would the project:                                                                                                                                                                                                                                                               |                                |                                                    |                              |           |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?                                                                                                                                                                                                     |                                |                                                    |                              | <b>X</b>  |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?                                                                                                                                                                                                  |                                |                                                    | <b>X</b>                     |           |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?                                                                                                                                                                                                        |                                |                                                    | <b>X</b>                     |           |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                                                                                                                                                                                                                           |                                |                                                    | <b>X</b>                     |           |
| <b>VI. GEOLOGY AND SOILS.</b> 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.                        |                                |                                                    |                              | <b>X</b>  |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                                                                                             |                                |                                                    | <b>X</b>                     |           |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                                                   |                                |                                                    | <b>X</b>                     |           |
| iv) Landslides?                                                                                                                                                                                                                                                                                                |                                |                                                    |                              | <b>X</b>  |

## 2. Environmental Checklist

| Issues                                                                                                                                                                                                                                                           | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                    |                                |                                                    | <b>X</b>                     |           |
| 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?                               |                                |                                                    | <b>X</b>                     |           |
| 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?                                                                                                                 |                                |                                                    | <b>X</b>                     |           |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?                                                                             |                                |                                                    |                              | <b>X</b>  |
| <b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:                                                                                                                                                                                                         |                                |                                                    |                              |           |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?                                                                                                                                      |                                |                                                    | <b>X</b>                     |           |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?                                                                                                                                 |                                |                                                    | <b>X</b>                     |           |
| <b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> 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>X</b>                     |           |
| 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?                                                                  |                                |                                                    | <b>X</b>                     |           |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                  |                                |                                                    |                              | <b>X</b>  |
| 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?                                   |                                |                                                    | <b>X</b>                     |           |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? |                                |                                                    |                              | <b>X</b>  |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?                                                                                                      |                                |                                                    |                              | <b>X</b>  |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                        |                                |                                                    |                              | <b>X</b>  |
| 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?                                             |                                |                                                    | <b>X</b>                     |           |
| <b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:                                                                                                                                                                                                       |                                |                                                    |                              |           |
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                                                                                          |                                |                                                    | <b>X</b>                     |           |

## 2. Environmental Checklist

| Issues                                                                                                                                                                                                                                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? |                                |                                                    | <b>X</b>                     |           |
| 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                                                                                                                                                          |                                |                                                    | <b>X</b>                     |           |
| 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?                                                                                                                    |                                |                                                    | <b>X</b>                     |           |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?                                                                                                                                                                                                       |                                |                                                    | <b>X</b>                     |           |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                                                                                                                                            |                                |                                                    | <b>X</b>                     |           |
| 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?                                                                                                                                                                                                                         |                                |                                                    |                              | <b>X</b>  |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?                                                                                                                                                                                                                                                                                          |                                |                                                    |                              | <b>X</b>  |
| 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?                                                                                                                                                                                                                           |                                |                                                    |                              | <b>X</b>  |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                                                                                                                                                |                                |                                                    |                              | <b>X</b>  |
| <b>X. LAND USE AND PLANNING.</b> Would the project:                                                                                                                                                                                                                                                                                                                                          |                                |                                                    |                              |           |
| a) Physically divide an established community?                                                                                                                                                                                                                                                                                                                                               |                                |                                                    |                              | <b>X</b>  |
| 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?                                                                                  |                                |                                                    |                              | <b>X</b>  |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                                                                                                            |                                |                                                    |                              | <b>X</b>  |
| <b>XI. MINERAL RESOURCES.</b> Would the project:                                                                                                                                                                                                                                                                                                                                             |                                |                                                    |                              |           |
| a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?                                                                                                                                                                                                                                                        |                                |                                                    |                              | <b>X</b>  |
| 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?                                                                                                                                                                                                                        |                                |                                                    |                              | <b>X</b>  |

## 2. Environmental Checklist

| Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| <b>XII. NOISE.</b> Would the project result in:                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                    |                              |           |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                                                                                                                                                                                                                                   |                                |                                                    | <b>X</b>                     |           |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                                                                                                                                               |                                |                                                    | <b>X</b>                     |           |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                                                                                                                                                                                                                        |                                |                                                    | <b>X</b>                     |           |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                                                                                                                                                                                                            |                                |                                                    | <b>X</b>                     |           |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?                                                                                                                                                                                   |                                |                                                    |                              | <b>X</b>  |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?                                                                                                                                                                                                                                                                                        |                                |                                                    |                              | <b>X</b>  |
| <b>XIII. POPULATION AND HOUSING.</b> Would the project:                                                                                                                                                                                                                                                                                                                                                                                               |                                |                                                    |                              |           |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?                                                                                                                                                                                                                                             |                                |                                                    | <b>X</b>                     |           |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                                                                                                                                                                                                                                                                 |                                |                                                    |                              | <b>X</b>  |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                                                                                                                                                                                                                                                                           |                                |                                                    |                              | <b>X</b>  |
| <b>XIV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                                |                                                    |                              |           |
| a) Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                |                                                    | <b>X</b>                     |           |
| b) Police protection?                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                |                                                    | <b>X</b>                     |           |
| c) Schools?                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                                    |                              | <b>X</b>  |
| d) Parks?                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                                                    |                              | <b>X</b>  |
| e) Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |                                                    |                              | <b>X</b>  |
| <b>XV. RECREATION.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |                                |                                                    |                              |           |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?                                                                                                                                                                                                                                        |                                |                                                    |                              | <b>X</b>  |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                                                                                                                                                                                                                                                               |                                |                                                    |                              | <b>X</b>  |



## 2. Environmental Checklist

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

## 2. Environmental Checklist

| Issues                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| <b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>                                                                                                                                                                                                                                                                                                                                                                                                        |                                |                                                    |                              |           |
| 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? |                                |                                                    | <b>X</b>                     |           |
| 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.)                                                                                                           |                                |                                                    | <b>X</b>                     |           |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                              |                                | <b>X</b>                                           |                              |           |

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## 3. Environmental Analysis

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Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

### 3.1 AESTHETICS

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

**No Impact.** Scenic vistas of the San Gabriel Mountains to the north are visible from much of the site. The building would be 40 feet high. There are no residents on or near the site whose views would be blocked by the proposed building. Views of the San Gabriel Mountains from Railroad Street along the south site boundary are currently blocked by hedges along the fence on the south site boundary, and project development would not block views from Railroad Street. No impact would occur.

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

**No Impact.** There are several trees onsite in the northwest and northeast corners of the site and along the east site boundary. The trees are ornamental landscape trees and are not considered scenic resources. There are no historic buildings and no rock outcroppings onsite. The nearest designated state scenic highway to the site is State Route 91 (SR-91) about 11 miles to the southeast (Caltrans 2011), and project development would not damage scenic resources in a state scenic highway. No impact would occur.

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

**No Impact.** The site is currently vacant and vegetated with shrubs (mostly tumbleweed), grasses, and several trees. The site is mostly not visible from surrounding roadways due to hedges along Railroad Avenue and buildings between the site and San Jose Street. The site is privately owned and is not available, and not designated as, public open space. The proposed warehouse building would be consistent with the appearance of surrounding industrial land uses. Project development would not substantially degrade the visual character of the site and its surroundings, and no adverse impact would occur.

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

**Less Than Significant Impact.** Safety and security lighting would be installed on the exterior of the proposed building, and in proposed bollards just outside the building's main entrance. No parking lot lights are shown on the project site plan. Existing industrial buildings on surrounding properties also have exterior safety and security lighting installed. The project would not create a new source of substantial light or glare and would not adversely affect daytime or nighttime views. Impacts would be less than significant.

### 3. Environmental Analysis

## 3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped on the project site, as the site is not mapped on the California Important Farmland Finder maintained by the Division of Land Resource Protection (DLRP 2014). The site is vacant and is not used for agriculture. Project development would not convert mapped important farmland to non-agricultural uses, and no impact would occur.

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

**No Impact.** The site is zoned for industrial use, and not for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. No Williamson Act contracts are in effect for the project site. No impact would occur.

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

**No Impact.** The project site is zoned for industrial use, and is not zoned for forest land, timberland, or timberland production. No impact would occur.

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

**No Impact.** The project site is vacant and vegetated with shrubs, grasses, and several trees. There is no forest land onsite, and project development would not convert forest land to non-forest use. No impact would occur.

### 3. Environmental Analysis

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** There is no mapped important farmland on or near the site, and no forest land onsite. Project development would not indirectly convert important farmland to non-agricultural uses, or forest land to non-forest uses, and no impact would occur.

### 3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O<sub>3</sub>), carbon monoxide (CO), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxides (NO<sub>2</sub>), and lead (Pb). Areas are classified under the federal and California Clean Air Act as in either attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated as nonattainment for O<sub>3</sub>, and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS and nonattainment for and lead (Los Angeles County only) under the National AAQS (CARB 2014a).<sup>1</sup>

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

**Less Than Significant Impact.** A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal in informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals contained in the AQMP. The most recent adopted comprehensive plan is the 2012 AQMP, which was adopted on December 7, 2012 (see Appendix A to this Initial Study for a description of the 2012 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. The proposed project is not a regionally significant project per CEQA Guidelines Section 15206 that would warrant Intergovernmental Review by SCAG.

<sup>1</sup> CARB has proposed to redesignate the SoCAB as attainment for lead and NO<sub>2</sub> under the California AAQS (CARB 2013).



### 3. Environmental Analysis

While the proposed project would result in an increase in employment in the City of Industry, the project would not substantially affect the regional growth projections because the land use is consistent with the City of Industry underlying General Plan land use designation. Therefore, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP to attain the AAQS. Furthermore, regional emissions generated by construction and operation of the proposed project would be less than the SCAQMD emissions thresholds with mitigation. As a result, the project would not be considered by SCAQMD to be a substantial source of air pollutant emissions. The project would not conflict or obstruct implementation of the AQMP. Impacts are less than significant and no mitigation measures are required.

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

**Less Than Significant Impact With Mitigation Incorporated.** The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

#### **Short-Term Air Quality Impacts**

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by building and asphalt demolition, site preparation, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction of the 4.96-acre project site would involve demolition, site preparation, site grading, construction of the proposed warehouse building, and on-site paving and landscaping. Construction activities would start as early as spring 2015 and would take approximately 9 months. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, based on the project's preliminary construction schedule and equipment list provided by the Applicant. Results of the construction emission modeling are shown in Table 1, *Maximum Daily Construction Regional Emissions*.

### 3. Environmental Analysis

**Table 1 Maximum Daily Construction Regional Emissions**

| Source                                                         | Criteria Air Pollutants (lbs/day) <sup>1,2</sup> |                 |     |                 |                  |                   |
|----------------------------------------------------------------|--------------------------------------------------|-----------------|-----|-----------------|------------------|-------------------|
|                                                                | VOC                                              | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Demolition + Building Demo Debris Haul                         | 6                                                | 55              | 43  | <1              | 3                | 3                 |
| Demolition + Asphalt Demo Debris Haul                          | 6                                                | 55              | 43  | <1              | 4                | 3                 |
| Site Preparation                                               | 5                                                | 57              | 44  | <1              | 11               | 7                 |
| Rough Grading                                                  | 4                                                | 47              | 19  | <1              | 3                | 2                 |
| Rough Grading + Utility Trenching                              | 5                                                | 58              | 26  | <1              | 4                | 3                 |
| Rough Grading + Utility Trenching + Rough Grading Soil Haul    | 9                                                | <b>116</b>      | 69  | <1              | 8                | 4                 |
| Utility Trenching + Building Construction                      | 5                                                | 44              | 33  | <1              | 4                | 3                 |
| Building Construction + Fine Grading                           | 6                                                | 49              | 36  | <1              | 4                | 3                 |
| Building Construction                                          | 4                                                | 33              | 26  | <1              | 3                | 2                 |
| Building Construction + Asphalt Paving                         | 8                                                | 52              | 41  | <1              | 4                | 3                 |
| Building Construction + Asphalt Paving + Architectural Coating | 40                                               | 55              | 43  | <1              | 5                | 4                 |
| Building Construction + Architectural Coating                  | 36                                               | 35              | 29  | <1              | 3                | 2                 |
| Maximum Daily Emissions                                        | 40                                               | <b>116</b>      | 69  | <1              | 11               | 7                 |
| SCAQMD Regional Threshold                                      | 75                                               | 100             | 550 | 150             | 150              | 55                |
| Exceeds Regional Threshold?                                    | No                                               | <b>Yes</b>      | No  | No              | No               | No                |

Source: CalEEMod Version 2013.2.2

Note: Totals may not total to 100 percent due to rounding. Bold: Exceed Threshold.

<sup>1</sup> Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 100 g/L for paints pursuant to SCAQMD Rule 1113.

As shown in the table, except for NO<sub>x</sub>, air pollutant emissions generated from construction-related activities would be less than their respective SCAQMD regional significance threshold values. The highest NO<sub>x</sub> emissions would occur during the overlap of the rough grading, utility trenching, and rough grading soil haul activities.

Table 2, *Maximum Daily Construction Regional Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-1, which would limit the amount of soil that can be hauled offsite per day in order to reduce the NO<sub>x</sub> emissions from hauling operations. As shown in the table, NO<sub>x</sub> emissions would be reduced to below the SCAQMD regional emissions threshold. Therefore, with incorporation of mitigation, impacts from project-related construction activities to the regional air quality would be less than significant.

### 3. Environmental Analysis

**Table 2 Maximum Daily Construction Regional Emissions - Mitigated**

| Source                                                         | Criteria Air Pollutants (lbs/day) <sup>1,2</sup> |                 |     |                 |                  |                   |
|----------------------------------------------------------------|--------------------------------------------------|-----------------|-----|-----------------|------------------|-------------------|
|                                                                | VOC                                              | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Demolition + Building Demo Debris Haul                         | 6                                                | 55              | 43  | <1              | 3                | 3                 |
| Demolition + Asphalt Demo Debris Haul                          | 6                                                | 55              | 43  | <1              | 4                | 3                 |
| Site Preparation                                               | 5                                                | 57              | 44  | <1              | 11               | 7                 |
| Rough Grading                                                  | 4                                                | 47              | 19  | <1              | 3                | 2                 |
| Rough Grading + Utility Trenching                              | 5                                                | 58              | 26  | <1              | 4                | 3                 |
| Rough Grading + Utility Trenching + Rough Grading Soil Haul    | 7                                                | 93              | 52  | <1              | 6                | 4                 |
| Utility Trenching + Building Construction                      | 5                                                | 44              | 33  | <1              | 4                | 3                 |
| Building Construction + Fine Grading                           | 6                                                | 49              | 36  | <1              | 4                | 3                 |
| Building Construction                                          | 4                                                | 33              | 26  | <1              | 3                | 2                 |
| Building Construction + Asphalt Paving                         | 8                                                | 52              | 41  | <1              | 4                | 3                 |
| Building Construction + Asphalt Paving + Architectural Coating | 40                                               | 55              | 43  | <1              | 5                | 4                 |
| Building Construction + Architectural Coating                  | 36                                               | 35              | 29  | <1              | 3                | 2                 |
| Maximum Daily Emissions                                        | 40                                               | 93              | 52  | <1              | 11               | 7                 |
| SCAQMD Regional Threshold                                      | 75                                               | 100             | 550 | 150             | 150              | 55                |
| Exceeds Regional Threshold?                                    | No                                               | No              | No  | No              | No               | No                |

Source: CalEEMod Version 2013.2.2

Note: Totals may not total to 100 percent due to rounding.

<sup>1</sup> Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 100 g/L for paints pursuant to SCAQMD Rule 1113.

<sup>3</sup> Incorporates Mitigation Measure AQ-1, which limits the amount of soil to be hauled offsite to a maximum of 742 cubic yards per day.

#### Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions associated with the project would be generated by equipment used onsite and truck idling (area sources), natural gas used for heating (energy), and trips generated by the proposed warehousing buildings (transportation). Trip generation is based on the trip generation rates from the Institute of Transportation Engineers Trip Generation Manual (9<sup>th</sup> Edition), fleet mix from the Fontana Truck Trip Generation Study (City of Fontana 2003), and trip length provided by Southern California Association of Governments (SCAG) for passenger vehicles and trucks for the City of Industry in the 2012 Regional Transportation Plan (RTP) model. Regional daily criteria air pollutants generated by the project were modeled with CalEEMod and are shown in Table 3, *Maximum Daily Operational Phase Regional Emissions*.

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**Table 3 Maximum Daily Operational Phase Regional Emissions**

| Source                             | Criteria Air Pollutants (lbs/day) |                 |     |                 |                  |                   |
|------------------------------------|-----------------------------------|-----------------|-----|-----------------|------------------|-------------------|
|                                    | VOC                               | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                               | 3                                 | <1              | <1  | <1              | <1               | <1                |
| Energy                             | <1                                | <1              | <1  | <1              | <1               | <1                |
| Transportation <sup>1</sup>        | 2                                 | 12              | 29  | <1              | 5                | 1                 |
| Offroad <sup>2</sup>               | 5                                 | 47              | 30  | <1              | 4                | 4                 |
| <b>Total Emissions</b>             | 11                                | <b>59</b>       | 59  | <1              | 9                | 5                 |
| SCAQMD Regional Threshold          | 55                                | 55              | 550 | 150             | 150              | 55                |
| <b>Exceeds Regional Threshold?</b> | No                                | <b>Yes</b>      | No  | No              | No               | No                |

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding. Bold: Exceed Threshold.

<sup>1</sup> Transportation emissions based on truck trip generation rates from the ITE Trip Generation Manual, 9th Generation, and fleet mix based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes onsite.

<sup>2</sup> Assumes 4 diesel-powered forklifts at the warehouse operating for 4 hours per each shift and a total of 3 work-shifts per day.

As shown in the table, except for NO<sub>x</sub>, air pollutant emissions generated from operation-related activities would be less than their respective SCAQMD regional significance threshold values. The highest NO<sub>x</sub> emissions would be from the forklifts operating at the warehouse.

Table 4, *Maximum Daily Operational Phase Regional Emissions – Mitigated*, shows the emissions that would be generated with implementation of Mitigation Measure AQ-2, which would require the forklifts operating at the warehouse to be electric instead of diesel-powered. As shown in the table, NO<sub>x</sub> emissions would be reduced to below the SCAQMD regional emissions threshold. Therefore, with incorporation of mitigation, impacts from project-related operation activities to the regional air quality would be less than significant.

**Table 4 Maximum Daily Operational Phase Regional Emissions - Mitigated**

| Source                             | Criteria Air Pollutants (lbs/day) |                 |     |                 |                  |                   |
|------------------------------------|-----------------------------------|-----------------|-----|-----------------|------------------|-------------------|
|                                    | VOC                               | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                               | 3                                 | <1              | <1  | <1              | <1               | <1                |
| Energy                             | <1                                | <1              | <1  | <1              | <1               | <1                |
| Transportation <sup>1</sup>        | 2                                 | 12              | 29  | <1              | 5                | 1                 |
| Offroad <sup>2</sup>               | 0                                 | 0               | 0   | 0               | 0                | 0                 |
| <b>Total Emissions</b>             | 5                                 | 12              | 29  | <1              | 5                | 1                 |
| SCAQMD Regional Threshold          | 55                                | 55              | 550 | 150             | 150              | 55                |
| <b>Exceeds Regional Threshold?</b> | No                                | No              | No  | No              | No               | No                |

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding. Bold: Exceed Threshold.

<sup>1</sup> Transportation emissions based on truck trip generation rates from the ITE Trip Generation Manual, 9th Generation, and fleet mix based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes onsite.

<sup>2</sup> Incorporates Mitigation Measure AQ-2, which requires the forklifts operating at the warehouse to be electric instead of diesel-powered. Electricity usage of the electric forklifts is assumed in the warehouse's overall energy use.

### 3. Environmental Analysis

#### Mitigation Measure

- AQ-1 The construction contractor(s) shall limit the daily amount of soil haul to a maximum of 53 trucks per day (106 one-way truck trips per day if 14-cubic yard haul trucks are used), assuming a one-way haul distance of 20 miles. If the one-way haul distance is greater than 20 miles, total overall daily haul truck miles traveled shall not exceed 2,120 miles per day. These requirements shall be noted on all construction management plans and verified by the City of Industry prior to issuance of any construction permits and during the soil disturbing activities.
- AQ-2 If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric-powered.

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

**Less Than Significant Impact.** The SoCAB is designated as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for PM<sub>10</sub> under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2014a).<sup>2</sup> According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). With mitigations, construction and operational activities would not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants and impacts would be less than significant. No mitigation measures are required.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

#### Construction

##### LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect those sensitive receptors most susceptible to further respiratory

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<sup>2</sup> CARB has proposed to redesignate the SoCAB as attainment for NO<sub>2</sub> and lead under the California AAQS (CARB 2014a).

### 3. Environmental Analysis

distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). Receptors proximate to the proposed project site are the employees at the adjacent commercial/industrial land uses.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 5, *Localized Construction Emissions*, shows the maximum daily construction emissions (lbs per day) generated during onsite construction activities compared with the SCAQMD's LSTs. As shown in this table, construction activities would not exceed the LSTs. Therefore, localized impacts would be less than significant and no mitigation measures are required.

**Table 5 Localized Construction Emissions**

| Source                                                         | Pollutants(lbs/day) <sup>1,2</sup> |              |                  |                   |
|----------------------------------------------------------------|------------------------------------|--------------|------------------|-------------------|
|                                                                | NO <sub>x</sub>                    | CO           | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Demolition + Building Demo Debris Haul                         | 54                                 | 41           | 3                | 3                 |
| Demolition + Asphalt Demo Debris Haul                          | 54                                 | 41           | 3                | 3                 |
| SCAQMD =<1.00-acre LST                                         | <b>83</b>                          | <b>673</b>   | <b>127</b>       | <b>65</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |
| Building Construction                                          | 30                                 | 19           | 2                | 2                 |
| Building Construction + Architectural Coating                  | 33                                 | 21           | 2                | 2                 |
| SCAQMD 1.31-acre LST                                           | <b>95</b>                          | <b>785</b>   | <b>129</b>       | <b>67</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |
| Utility Trenching + Building Construction                      | 41                                 | 24           | 3                | 2                 |
| SCAQMD 1.81-acre LST                                           | <b>114</b>                         | <b>964</b>   | <b>134</b>       | <b>69</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |
| Building Construction + Asphalt Paving                         | 49                                 | 32           | 3                | 3                 |
| Building Construction + Asphalt Paving + Architectural Coating | 52                                 | 34           | 4                | 3                 |
| SCAQMD 2.31-acre LST                                           | <b>127</b>                         | <b>1,113</b> | <b>138</b>       | <b>72</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |
| Rough Grading                                                  | 46                                 | 18           | 3                | 2                 |
| SCAQMD 3.00-acre LST                                           | <b>142</b>                         | <b>1,292</b> | <b>143</b>       | <b>75</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |
| Building Construction + Fine Grading                           | 45                                 | 27           | 3                | 3                 |
| SCAQMD 3.31-acre LST                                           | <b>148</b>                         | <b>1,374</b> | <b>146</b>       | <b>76</b>         |
| Exceeds LST?                                                   | No                                 | No           | No               | No                |

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**Table 5 Localized Construction Emissions**

| Source                                                         | Pollutants(lbs/day) <sup>1,2</sup> |       |                  |                   |
|----------------------------------------------------------------|------------------------------------|-------|------------------|-------------------|
|                                                                | NO <sub>x</sub>                    | CO    | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Site Preparation                                               | 57                                 | 43    | 11               | 7                 |
| Rough Grading + Utility Trenching                              | 57                                 | 23    | 4                | 2                 |
| Rough Grading + Utility Trenching + Rough Grading<br>Soil Haul | 57                                 | 23    | 4                | 3                 |
| SCAQMD 3.50-acre LST                                           | 152                                | 1,422 | 147              | 77                |
| Exceeds LST?                                                   | No                                 | No    | No               | No                |

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. NO<sub>x</sub> and CO construction LSTs are based on non-residential receptors within 82 feet (25 meters) of a 4.96-acre site in SRA 11. PM<sub>10</sub> and PM<sub>2.5</sub> construction LSTs are based on residential receptors within 1360 feet (415 meters) of a 4.96-acre site in SRA 11.

<sup>1</sup> Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC of 100 g/L for paints pursuant to SCAQMD Rule 1113.

### Operational

#### LSTs

Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Table 6, *Localized Onsite Operational Emissions*, shows localized maximum daily operational emissions. As shown in this table, maximum daily operational emissions would not exceed SCAQMD operational phase LSTs. Therefore, operational emissions would not exceed the California AAQS and project operation would not expose sensitive receptors to substantial pollutant concentrations. Operational LST impacts would be less than significant and no mitigation measures are required.

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**Table 6 Localized Onsite Operational Emissions**

| Source                                   | Pollutants (lbs/day) |       |                  |                   |
|------------------------------------------|----------------------|-------|------------------|-------------------|
|                                          | NO <sub>x</sub>      | CO    | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area Sources <sup>1</sup>                | <1                   | <1    | <1               | <1                |
| Off-Road Sources <sup>1</sup>            | 47                   | 30    | 4                | 4                 |
| Truck Idling <sup>2</sup>                | 1                    | <1    | <1               | <1                |
| Maximum Daily Onsite Operation Emissions | 48                   | 31    | 4                | 4                 |
| SCAQMD LST                               | 182                  | 1,804 | 38               | 20                |
| Exceeds LST?                             | No                   | No    | No               | No                |

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. NO<sub>x</sub> and CO operational LSTs are based on non-residential receptors within 82 feet (25 meters) of a 4.96-acre site in SRA 11. PM<sub>10</sub> and PM<sub>2.5</sub> operational LSTs are based on residential receptors within 1360 feet (415 meters) of a 4.96-acre site in SRA 11.

<sup>1</sup> Construction phasing is based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Truck idling is based on EMFAC2014 idle emission rates for medium duty trucks (MDV), medium-heavy duty diesel instate trucks (T6 Instate Heavy), and heavy-heavy duty diesel tractor construction truck (T7 Tractor) for the buildout year (2016), and assumes 5 minutes of idling per trip (10 minutes of idling per truck), which is consistent with the default idling assumed in CalEEMod, Version 2013.2.2.

#### *Carbon Monoxide Hotspots*

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011). The proposed project could generate up to 381 average daily trips. These trip generations are significantly less than the volumes cited above. Furthermore, the SoCAB has since been designated as attainment under both the national and California AAQS for CO. The project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation measures are required.

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

**Less Than Significant Impact.** The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:



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A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Warehousing operations would not result in the types of odors generated by the aforementioned land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, impacts associated with operation-construction-generated odors would be less than significant and no mitigation measures are required.

#### 3.4 BIOLOGICAL RESOURCES

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**Less Than Significant Impact.** The site is vacant and vegetated with shrubs (mostly tumbleweed, *Salsola tragus*); grasses; and several trees in the northwest part of the site and along the east site boundary. The site is disturbed and does not contain native habitat. The southern and central parts of the site appear to have been used for dry-land agriculture from at least 1948 to after 1965. An industrial building stood on the southwest part of the site from at least 1972 to between 2005 and 2009. One small structure was present in the southeast part of the site in aerial photographs dated 1948 and 1953, and a few small structures – that appear to have been a residence – were present in the southeast part of the site in aerial photographs dated 1963 through 2005 (NETR 2014). San Jose Creek passed through the northern and central parts of the site from at least 1948 through at least 1965; however, by 1972, San Jose Creek had been channelized to the north of the site (NETR 2014).

The tree species onsite are ornamental landscape trees. The grasses and shrubs onsite are characteristic vegetation of disturbed sites. The site does not contain suitable habitat for sensitive species, and no substantial impact to sensitive species would occur either directly or through habitat modification.

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

**No Impact.** Riparian habitats are those occurring along the banks of rivers and streams. No riparian habitats were identified onsite (site visit, PlaceWorks, December 26, 2014). Occurrences of the following sensitive natural communities were documented in the project region in the California Natural Diversity Database (CNDDB) searched on December 29, 2014: Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, Southern Willow Scrub, and Walnut Forest (CDFW 2014).<sup>3</sup> None of the aforementioned natural communities occurs onsite. No impact would occur.

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

**No Impact.** Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. Tumbleweed, the dominant plant species onsite, is classified as an upland plant that usually occurs in non-wetland areas (NRCS 2014). No wetlands were identified onsite (Site visit, PlaceWorks, 2014). No wetlands are mapped onsite on the National Wetlands Mapper maintained by the US Fish and Wildlife Service (USFWS), and the nearest mapped wetland to the site is San Jose Creek about 560 feet to the north (USFWS 2014a). A USGS blue-line stream is shown passing through the eastern part of the site on a La Habra Quadrangle topographic map photorevised in 1981. The stream appears in an aerial photograph dated 1980 but not in a photograph dated 1995 (NETR 2014). No stream was identified onsite during a site visit on December 26, 2014. A small concrete drainage ditch extends north-south through the central part of the site from the south site boundary about two-thirds of the way to the north edge of the site. A storm drain easement begins where the concrete drain ends, and continues northeasterly to near the north site boundary. No impact would occur.

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

**Less Than Significant Impact.** Trees onsite could be used by nesting migratory birds protected under the federal Migratory Bird Treaty Act (MBTA), the domestic law implementing the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. Options for compliance with the MBTA include:

- Avoiding grading activities during the nesting season, February 15 to August 15; or

<sup>3</sup> The CNDDB was searched for four topographic quadrangles: Baldwin Park, San Dimas, La Habra, and Yorba Linda.

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- If grading activities are to be undertaken during the nesting season, a site survey for nesting birds by a qualified biologist before commencement of grading activities. If nesting birds are found, the applicant would consult with the USFWS regarding means to avoid or minimize impacts to nesting birds.

The project would comply with the MBTA, and impacts would be less than significant.

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

**No Impact.** The City of Industry has no ordinances protecting biological resources, and no impact would occur.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The project site is not in the plan area of a habitat conservation plan or Natural Community Conservation Plan (USFWS 2014b, CDFW 2014), and no impact would occur.

### 3.5 CULTURAL RESOURCES

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

Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be “historically significant” if it meets one of the following criteria:

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

**No Impact.** The site is vacant and does not contain structures that could be historic. Based on review of historic aerial photographs, the southern and central parts of the site appear to have been used for dry-land agriculture from at least 1948 to after 1965. An industrial building stood on the southwest part of the site from at least 1972 to between 2005 and 2009. One small structure was present in the southeast part of the site in aerial photographs dated 1948 and 1953, and a few small structures – that appear to have been a residence – were present in the southeast part of the site in aerial photographs dated 1963 through 2005 (NETR 2014). No impact would occur.

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

**Less Than Significant Impact.** Archaeological Resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project development would involve ground disturbance on the entire site, with deeper disturbances in the central and southern parts of the site in the footprint of the proposed building. There is some possibility that prehistoric and/or historic archaeological resources could be buried in site soils and could be damaged by project ground-disturbing activities. In the event that archaeological resources are unearthed during project grading and/or construction activities, ground disturbance must be stopped within 50 feet of the discovery until the discovery can be evaluated by a qualified archaeologist. Impacts would be less than significant.

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

**Less Than Significant Impact.** Paleontological resources are fossils, that is, evidence of past life on earth; including bones, shells, leaves, tracks, burrows, and impressions. The site is underlain by young alluvial fan deposits of middle Holocene age (USGS 2006). There is some possibility that fossils could be present in site soils and thus could be damaged by project grading and/or construction activities. In the event that fossils are unearthed during project grading and/or construction activities, ground disturbance must be stopped within 50 feet of the discovery until the discovery can be evaluated by a qualified paleontologist.

The project site is flat, and there are no unique geological features onsite. Impacts would be less than significant.

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

**Less Than Significant Impact.** California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant.

### 3. Environmental Analysis

#### 3.6 GEOLOGY AND SOILS

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** The project site is not in or next to an Alquist-Priolo Earthquake Fault Zone; the nearest such zone is along the Whittier Fault about 3.5 miles to the south (CGS 1991). The Whittier Fault is also the closest active fault to the site mapped by the California Geological Survey (CGS 2013). Project development would not expose people or structures to substantial hazards from surface rupture of a known active fault, and impacts would be less than significant.

- ii) **Strong seismic ground shaking?**

**Less Than Significant Impact.** The project site is in a seismically active region, and strong ground shaking is very likely to occur during the design lifetime of the proposed building. Active faults in the project region include the Raymond Fault 13 miles to the northwest; the Chino Fault 11 miles to the east; and the Cucamonga Fault 16 miles to the northeast, as well as the aforementioned Whittier Fault. The peak ground acceleration estimated to occur near the project site with a 10 percent probability of exceedance in 50 years – that is, an average recurrence interval of 475 years – is 0.48g where g is the acceleration of gravity (CGS 1998). Ground acceleration of 0.48g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale (Wald 1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS 2012).

In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS 2012).

Project design and construction would comply with seismic safety requirements of the California Building Code (CBC), which comprises Part 2 of Title 24 of the California Code of Regulations. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The geotechnical investigation for the project would calculate seismic design parameters, pursuant to CBC requirements, that must be used in the design of the proposed building. Impacts would be less than significant.

### 3. Environmental Analysis

#### iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The eastern part of the project site is in a zone of required investigation for liquefaction mapped by the California Geological Survey (CGS 1998). The geotechnical investigation for the project would assess liquefaction potential onsite and provide recommendations for grading and for foundation design to minimize liquefaction hazards. Impacts would be less than significant.

#### iv) Landslides?

**No Impact.** The project site is flat, and there are no slopes on or near the site that could generate a landslide. No impact would occur.

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

**Less Than Significant Impact.** Project development would involve grading and construction activities that would temporarily leave disturbed soil vulnerable to erosion if effective erosion control measures were not used. Construction of the proposed project would be required to comply with best management practices (BMPs) that reduce or eliminate soil erosion from construction sites. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Compliance with these BMPs is required by the federal Clean Water Act, and, within the City of Industry, is administered by the City. With compliance with existing regulations governing erosion from construction sites, the project would have less than significant impacts on soil erosion, and no mitigation measures are necessary.

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

**Less Than Significant Impact.** Project development would not cause substantial hazards related to liquefaction and landslides, as substantiated above in Sections 3.6.a.iii and 3.6.a.iv, respectively. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Compliance with recommendations of the geotechnical report for minimizing hazards from liquefaction would also minimize hazards from lateral spreading.

#### Subsidence

The major cause of ground subsidence is withdrawal of groundwater. The project site is underlain by the Main San Gabriel Valley Groundwater Basin (Basin). Groundwater levels in the Basin are maintained by the Main San Gabriel Basin Watermaster. Substantial ground subsidence in the region is not expected, and project development would not cause substantial hazards related to subsidence. Impacts would be less than significant.

### 3. Environmental Analysis

#### Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. The project geotechnical report would contain recommendations for remedial grading to remove near-surface soils that may not be suitable for supporting the proposed building, and replacing such soils with engineered fill. The project would comply with recommendations of the project geotechnical report. Impacts would be less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. The project geotechnical investigation would include testing of site soils for expansion potential and an assessment of expansiveness of the soils. The geotechnical report would contain recommendations for remedial grading to remove near-surface soils that may not be suitable for supporting the proposed building, and replacing such soils with engineered fill. The project would comply with recommendations of the project geotechnical report. Impacts would be less than significant.

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

**No Impact.** The project would not use septic tanks or other alternative waste water disposal systems. The project would include installation of sewer laterals connecting to existing sewer mains in surrounding roadways. No impact would occur.

### 3.7 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed within the 20<sup>th</sup> and 21<sup>st</sup> centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.<sup>4, 5</sup>

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on manufacture of cement, steel, and other "life-

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<sup>4</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

<sup>5</sup> Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

### 3. Environmental Analysis

cycle” emissions that would occur as a result of the project are not applicable and are not included in the analysis.<sup>6</sup> A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

**Less Than Significant Impact.** Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating), area sources (e.g., equipment used on-site, truck idling, consumer products, coatings), water/wastewater generation, and waste disposal. Annual GHG emissions were calculated for construction and operation of the project. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. Project-related GHG emissions are shown in Table 7, *Project-Related GHG Emissions*. The proposed project at buildout would generate 1,867 metric tons of carbon dioxide-equivalent (MTCO<sub>2e</sub>) emissions per year. The total GHG emissions on-site from the project would not exceed the SCAQMD’s bright-line threshold of 3,000 MTCO<sub>2e</sub>.<sup>7</sup> Because the GHG emissions associated with the project would not exceed the SCAQMD bright-line threshold, the proposed project’s cumulative contribution to GHG emissions is less than significant.

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<sup>6</sup> Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

<sup>7</sup> This threshold is based on SCAQMD’s 3,000 MTCO<sub>2e</sub> for all land use types combined threshold proposed by SCAQMD’s Working Group, which is based on a survey of the GHG emissions inventory of CEQA projects. Approximately 90 percent of CEQA projects GHG emissions inventories exceed 3,000 MTCO<sub>2e</sub>, which is based on a potential threshold approach cited in CAPCOA’s White Paper, *CEQA and Climate Change*.



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**Table 7 Project-Related GHG Emissions**

| Source                                        | MTCO <sub>2</sub> e/year | Percent of Project Total |
|-----------------------------------------------|--------------------------|--------------------------|
| Area                                          | <1                       | <1%                      |
| Energy                                        | 140                      | 7%                       |
| Transportation <sup>1</sup>                   | 1,138                    | 61%                      |
| Offroad <sup>2</sup>                          | 452                      | 24%                      |
| Waste                                         | 120                      | 6%                       |
| Water                                         | 5                        | <1%                      |
| Amortized Construction Emissions <sup>3</sup> | 13                       | 1%                       |
| <b>Total Emissions</b>                        | <b>1,867</b>             | <b>100%</b>              |
| SCAQMD's Proposed Screening Threshold         | 3,000                    | NA                       |
| <b>Exceeds Proposed Screening Threshold</b>   | <b>No</b>                | <b>NA</b>                |

Source: CalEEMod, Version 2013.2.2. Totals may not add up to 100 percent due to rounding. Assumes implementation of the 2013 California Green Building Standards Code (CALGreen) and 2013 Building and Energy Efficiency Standards. The 2013 Building and Energy Efficiency Standards are 30 percent more energy efficient than the 2008 Standards for non-residential buildings.

MTCO<sub>2</sub>e: metric tons of carbon dioxide-equivalent

<sup>1</sup> Transportation emissions based on truck trip generation ITE Trip Generation Manual, 9<sup>th</sup> Generation, and based on the Fontana Truck Trip Generation Study. Fleet mix is adjusted to correct for a longer trip length for truck trips. Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG RTP model. CalEEMod assumes 5 minutes of idling per trip. Consequently, modeling assumes trucks idle for 10 minutes on-site.

<sup>2</sup> Assumes 4 forklifts at the warehouse operating for 4 hours per each shift and a total of 3 work-shifts per day.

<sup>3</sup> Total construction emissions are amortized over 30 years.

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

**Less Than Significant Impact.** The California Air Resources Board's (CARB's) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the target of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered within the 2008 Scoping Plan baseline inventory. The revised 2020 BAU forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley<sup>8</sup> and the 33 percent Renewable Portfolio Standard (RPS) or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS) (CARB 2012).<sup>9</sup>

<sup>8</sup> The CARB originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley). On September 24, 2009, the CARB adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009, while providing vehicle manufacturers with new compliance flexibility.

<sup>9</sup> In May 2014, CARB completed a five year update to the 2008 Scoping Plan. CARB recalculated the 1990 GHG emission levels with the updated global warming potential (GWP) in the Intergovernmental Panel on Climate Change's Fourth Assessment Report, and the 427 MMTCO<sub>2</sub>e 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 MMTCO<sub>2</sub>e (CARB 2014c)

### 3. Environmental Analysis

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. In addition, new buildings are required to comply with the 2013 Building and Energy Efficiency Standards (or future cycle update) and California Green Building Code (CALGreen). The project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 was adopted.

In addition to AB 32, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the Southern California Association of Governments (SCAG) region, the SCS was adopted in April 2012 (SCAG 2012). The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed warehouse is a permitted use under the Employment general plan designation; hence, it is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). No impact would occur and no mitigation measures are required.

## 3.8 HAZARDS AND HAZARDOUS MATERIALS

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

**Less Than Significant Impact.**

### Construction

The construction of the proposed warehouse building would require fuels, lubricating fluids, solvents, or other substances. However, activities using these substances would be of short duration. The use, transport, storage, and disposal of hazardous materials using these substances comply with existing regulations established by several agencies, including the Department of Toxic Substances Control (DTSC), the EPA, the US Department of Transportation (USDOT), the Occupational Safety & Health Administration (OSHA), and the Los Angeles County Fire Department.<sup>10</sup>

### Operation

The proposed building is a high-cube warehouse intended for warehousing and distribution uses. Project operation use would involve transport, use, and disposal of hazardous materials; the specific substances and quantities of such materials are presently unknown. The use, transport, and disposal of such materials would

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<sup>10</sup> 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.

### 3. Environmental Analysis

be required to comply with the regulations described above. Impacts would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.**

#### Existing Hazardous Materials Onsite

The project site is listed on the GeoTracker database maintained by the State Water Resources Control Board for a release of volatile organic compounds that affected the drinking water aquifer. The case was closed in 2005.

The former industrial buildings onsite were built by at least 1972 and were demolished in 2008 or 2009. The former residence onsite was built by at least 1963 and was demolished in 2006 or 2007. Given the ages of the former structures onsite, the structures could have contained lead-based paint (LBP) and/or asbestos-containing materials (ACM). It is expected that demolition of the former structures complied with regulations requiring containment, abatement, and disposal of LBP and ACM. Considering the proposed industrial land use, any residual LBP and/or ACM that could be present in site soils would not pose substantial hazards to persons onsite. Impacts would be less than significant.

#### Hazardous Materials to be Used in Project Construction and Operation

Existing regulations require that prospective building occupants maintain equipment and supplies for containing and cleaning up minor spills of hazardous materials; train staff on such containment and cleanup; and notify appropriate emergency response agencies immediately in the event of a hazardous materials release of greater quantity and/or hazard than onsite staff can safely contain and clean up. Impacts would be less than significant and no mitigation is needed.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** There are no schools within 0.25 mile of the project site; the nearest school to the site is Jellick Elementary School at 1400 Jellick Road in the unincorporated Community of Rowland Heights, about 1,500 feet to the south. No impact would 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 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage

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tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The following environmental databases were searched on December 29, 2014 for listings on and within 0.25 mile of the project site; search results are shown in Table 8 below.

- GeoTracker, maintained by the State Water Resources Control Board
- EnviroStor, maintained by the Department of Toxic Substances Control
- EnviroMapper, maintained by the US Environmental Protection Agency

None of the sites listed is considered to be an environmental concern for the project site. All of the leaking underground storage tank (LUST) cases and cleanup program cases listed have been closed. Impacts would be less than significant and no mitigation is required.

**Table 8 Environmental Database Listings**

| Site Address<br>Distance from Project Site                                                 | Database                | Reason for Listing and Regulatory Status                                                                              |
|--------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Industrial Oven Equip.Co.,Inc.<br>18625 Railroad Street<br>Onsite                          | GeoTracker              | Cleanup program site.<br>Release of volatile organic compounds affected the drinking water aquifer. Case closed 2005. |
| Howmet<br>925 Charlie Road South, City of Industry<br>Abuts northeast corner of site       | GeoTracker              | Leaking Underground Storage Tank (LUST).<br>Release of alcohols; affected media unspecified. Case closed 2005.        |
|                                                                                            | EnviroMapper            | Small Quantity Generator of hazardous wastes (SQG)                                                                    |
| Sigma Casting Corp.<br>925 Charlie Road City of Industry<br>Abuts northeast corner of site | GeoTracker              | Permitted Underground Storage Tank (UST)                                                                              |
|                                                                                            | EnviroStor              | Tiered permit site                                                                                                    |
| Yum Yum Donut Shop<br>18830 San Jose Street, City of Industry<br>570 feet east             | GeoTracker<br>LUST site | Release of diesel fuel affected soil; case closed 1993.                                                               |
| Adohr Farms Inc.<br>710 Epperson Drive, City of Industry<br>880 feet north                 | GeoTracker<br>LUST site | Release of aviation fuel affected soil; case closed 1998.                                                             |
| Plato Products, Inc.<br>18731 Railroad St, City of Industry<br>Abuts east site boundary    | EnviroStor              | Tiered permit site                                                                                                    |
|                                                                                            | EnviroMapper            | Toxic Release Inventory (TRI) site<br>SQG                                                                             |
| Modem Graphics<br>18688 San Jose Avenue<br>Abuts north site boundary                       | EnviroMapper            | SQG                                                                                                                   |
| Ondeo-Nalco<br>18725 San Jose Avenue, City of Industry<br>450 feet northeast               | EnviroMapper            | Toxic Release Inventory (TRI) site<br>SQG                                                                             |
| Pactiv Corp.<br>18752 San Jose Ave, City of Industry<br>400 feet east                      | EnviroMapper            | SQG                                                                                                                   |

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**Table 8 Environmental Database Listings**

| Site Address<br>Distance from Project Site                                    | Database     | Reason for Listing and Regulatory Status                                        |
|-------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------|
| Fremarc Designs<br>18810 San Jose Ave, City of Industry<br>675 feet east      | EnviroMapper | Air Facility System (AFS)<br>Large Quantity Generator of hazardous wastes (LOG) |
| Polychrome Corp.<br>1130 Coiner Ct, City of Industry<br>850 feet south        | EnviroMapper | SQG                                                                             |
| Ramco Industries<br>18525 Railroad St, City of Industry<br>200 feet west      | EnviroMapper | SQG                                                                             |
| Grant Hardware<br>1175 S Jellick Ave City of Industry<br>1,000 feet southwest | EnviroMapper | SQG                                                                             |

Sources: SWRCB 2014; DTSC 2014; USEPA 2014

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

**No Impact.** The project site is not in an airport land use plan, and the nearest public use airport to the site is Brackett Field in the City of La Verne about nine miles to the northeast. Project development would not cause hazards related to aircraft flying to or from a public-use airport, and no impact would occur.

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

**No Impact.** There are no heliports within one mile of the project site (Airnav.com 2014), and no impact would occur.

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

**No Impact.** The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. Project construction and operation would not block access to the project site or to surrounding properties, and would not interfere with the duties of emergency response officials. Project development would not interfere with implementation of the OAERP, and no impact would occur.

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

**Less Than Significant Impact.** There is no wildland vegetation on or near the project site, and the nearest Very High Fire Hazard Severity Zone to the project site mapped by the California Department of Forestry and Fire Prevention is about 1.5 miles to the southwest (CAL FIRE 2011). Project development would not expose people or structures to substantial wildfire hazards, and impacts would be less than significant. No mitigation measures are needed.

## 3.9 HYDROLOGY AND WATER QUALITY

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

**Less Than Significant Impact.**

### Construction

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described below in Table 9.

**Table 9 Construction BMPs**

| Category                                                          | Purpose                                                                                                                                                                                                                                                                                                                                            | Examples                                                                                                                                                        |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Erosion Controls and Wind Erosion Controls                        | Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind                                                                                                                                                                                                                                     | Mulch, geotextiles, mats, hydroseeding, earth dikes, swales                                                                                                     |
| Sediment Controls                                                 | Filter out soil particles that have been detached and transported in water.                                                                                                                                                                                                                                                                        | Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping                           |
| Tracking Controls                                                 | Minimize the tracking of soil offsite by vehicles                                                                                                                                                                                                                                                                                                  | Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.                                                                   |
| Non-Storm Water Management Controls                               | Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges. | BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing. |
| Waste Management and Controls (i.e., good housekeeping practices) | Management of materials and wastes to avoid contamination of stormwater.                                                                                                                                                                                                                                                                           | Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.                                                        |

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#### Operation

Applicants of projects one acre or more in area must prepare and comply with a Standard Urban Stormwater Mitigation Plan (SUSMP) pursuant to Order Number 01-182, issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 2001, which sets requirements for discharges to municipal storm drainage systems in 84 cities in Los Angeles County – and portions of unincorporated Los Angeles County – within the Los Angeles Watershed. A SUSMP Manual, issued by the Los Angeles County Public Works Department in 2002, sets forth requirements for SUSMPs. The SUSMP specifies BMPs the project will use in the operations phase to minimize contamination of stormwater.

The following BMPs apply to commercial or industrial projects developing 100,000 or more square feet of impervious area and thus apply to the proposed project:

- **Peak Storm Water Runoff Discharge Rates:** Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion.
- **Minimize Pollutants of Concern:**
- **Properly Design Trash Storage Areas**
- **Structural or Treatment Control BMPs:** Must infiltrate or treat storm water runoff from specified volume or flow rate; for example, an 85th-percentile 24-hour storm event (approximately equivalent to a two-year storm); or runoff from rain of 0.2 inches per hour intensity or greater (DPW 2002).

The project would comply with water quality standards, and impacts would be less than significant. No mitigation is needed.

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

**Less Than Significant Impact.** The project site is over the Main San Gabriel Valley Groundwater Basin. The site is not used for intentional groundwater recharge. Project development would not substantially interfere with groundwater recharge. The Rowland Water District (RWD) would provide water to the proposed buildings. RWD's entire potable water supplies are water from northern California and the Colorado River obtained via the Metropolitan Water District of Southern California (MWD) and Three Valleys Municipal Water District (TVMWD). Project construction and operation would not use groundwater and would not deplete groundwater supplies. Impacts would be less than significant and no mitigation is necessary.

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- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.**

**Less Than Significant Impact.** The existing drainage pattern onsite is via surface flow to the north except for a small concrete drain extending north-south in the central part of the site from the south site boundary about two-thirds of the way to the north edge of the site. An underground storm drain begins where the concrete drain ends, and continues northeasterly till it discharges into a second underground storm drain under the east site boundary. A third existing underground storm drain passes under the northwest site boundary. The project would include installation of storm drainage improvements connecting to existing storm drains in and/or next to the site. At project completion drainage in storm drains on and near the site would flow north, as it does now. Project development would not change the existing drainage pattern on and near the site, and would not cause substantial erosion or siltation. Impacts would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.**

The direction of drainage flow on and immediately downstream of the site at project completion would be similar to existing conditions. The Los Angeles County Department of Public Works requires that certain types of development projects limit post-project runoff rates to no greater than pre-project rates. Such requirement applies to commercial or industrial developments including 100,000 square feet or more of impervious area and thus applies to the proposed project. The project would include drainage improvements to limit the post-project runoff discharge rate to no greater than the pre-project rate. Therefore, project development would not result in flooding on- or off-site, and impacts would be less than significant. No mitigation is needed.

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

**Less Than Significant Impact.** The project would not generate runoff rates exceeding the capacity of existing or planned storm drainage infrastructure (see Section 3.9.d above). The project would prepare and implement a SWPPP and a SUSMP, and would not cause a substantial increase in polluted runoff. Impacts would be less than significant, and no mitigation is required.

- f) **Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** The project would comply with water quality requirements set forth in the Statewide General Construction Permit and in the Standard Urban Stormwater Management Plan Manual, as substantiated above in Section 3.9.a. Impacts would be less than significant and no mitigation is needed.



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

**No Impact.** The project site is in Flood Hazard Zone X, indicating that it is outside of 100-year and 500-year flood zones (FEMA 2014). The project would not develop housing. No impact would occur.

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

**No Impact.** The project is outside of 100-year and 500-year flood zones, and no impact would occur.

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

**No Impact.** The project site is not in any dam inundation area mapped on a DVD issued by the California Emergency Management Agency (Cal/EMA 2007). One dam, Thompson Creek Dam, is upstream from the project site in the San Jose Creek Watershed. Project development would not expose people or structures to substantial hazards arising from dam inundation, and no impact would occur.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.**

#### Seiche

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. There are no inland water bodies close enough to the project site to pose a flood hazard to the site due to a seiche, and no impact would occur.

#### Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is about 22 miles inland from the Pacific Ocean and at an elevation of about 430 feet above mean sea level; therefore, there is no tsunami flood risk at the site. No impact would occur.

#### Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on or near the site that could generate a mudflow, and no impact would occur. No mitigation measures are required.

### 3.10 LAND USE AND PLANNING

**a) Physically divide an established community?**

**No Impact.** The project site is surrounded by industrial land uses, and the nearest residential neighborhood to the site is about 1,400 feet to the south in the unincorporated community of Rowland Heights. Project development would not divide an established community, and no impact would occur.

### 3. Environmental Analysis

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

**No Impact.** The proposed warehouse/distribution land use is permitted in the Employment general plan designation and the M-Industrial zoning designation onsite. Project development would not conflict with land use regulations, and no impact would occur.

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

**No Impact.** The project site is not in the plan area of a habitat conservation plan or Natural Community Conservation Plan, and no impact would occur.

#### 3.11 MINERAL RESOURCES

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

**No Impact.** The project site is mapped as Mineral Resource Zone 1 (MRZ-1) by the California Geological Survey, meaning that significant mineral deposits are known to be absent, or where it is judged that there is little likelihood that such deposits are present (CGS 1994). The nearest active mine to the project site mapped on the Office of Mine Reclamation's *Mines Online* website is the Durbin sand and gravel mine in the City of Baldwin Park about 7.5 miles to the northwest (OMR 2014). Project development would not cause a loss of availability of a known mineral resource, and no impact would occur.

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

**No Impact.** No mining sites are designated in the City of Industry General Plan, and the nearest mine to the site mapped on the *Mines Online* website is several miles away. Project development would not cause a loss of availability of a mining site designated in the City of Industry's General Plan, and no impact would occur.

#### 3.12 NOISE

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. The City of Industry has not adopted long-term noise and vibration criteria for land use compatibility consideration. The City of Industry uses the County of Los Angeles Noise Ordinance and Community Noise Guidelines for environmental noise assessments and is included by reference in the City of Industry Municipal Code. Based on these known adverse effects of noise, the federal government, the State of California, and the County of Los Angeles (under Chapter 12.08 'Noise Control' of the County of Los Angeles Code) have established criteria to protect public health and safety and to prevent disruption of certain human activities. Characterization of noise and vibration, existing regulations, and calculations for construction noise and vibration levels can be found in Appendix B to this Initial Study.

### 3. Environmental Analysis

#### a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Less Than Significant Impact.** The project would be developed with a concrete tilt-up, warehouse building divided into two units, totaling 107,000 square feet. The proposed project is not a noise-sensitive use and no long-term noise impacts to the proposed project would occur. The following discusses noise impacts from operation of the project onto the surrounding environment.

#### On-site Activities Noise

The project would generate noise from vehicles traveling to and from the project site, truck loading/unloading, forklifts, goods handling equipment, and stationary-source noise such as heating, ventilation, and air conditioning (HVAC) equipment. Project operation including machinery and HVAC units would be required to be installed to comply with the applicable noise standards, which requires that noise at nearby industrial uses does not exceed 70 dBA for a cumulative period of more than 30 minutes in any hour, 75 dBA for a cumulative period of more than 15 minutes in any hour, 80 dBA for a cumulative period of more than 5 minutes in any hour, 85 dBA for a cumulative period of more than 1 minutes in any hour, or a maximum of 90 dBA. Based on our experience with similar projects, the operation of warehouse and light manufacturing uses as the proposed project does not generate noise levels that exceed these standards at nearby uses. As shown in Figure 3, *Aerial Photograph*, the project site is bounded by industrial uses on all sides. There are no noise-sensitive receptors within at least 1,400 feet of the site. With compliance of the applicable standards described above and because noise decreases at a rate of approximately 6 dB per doubling distance, there would be no noise impacts from on-site activities.

#### Project-Related Traffic Noise

Project-related vehicular trips would have the potential to cause noise increase to sensitive uses along roadways. As discussed in Section 3.16, Transportation and Traffic, the Project would have the largest influence on Railroad Street with regards to traffic noise. This section of Railroad Street is a 2-lane road that provides access to several light industrial, manufacturing and warehouses in the area. Truck traffic already occurs along study area roadways. As discussed in Section 3.16, Transportation and Traffic, the Project would have the largest influence on Railroad Street with regards to traffic noise. The General Plan Update (PlaceWorks, 2012) provided information for 50 key roadway segments<sup>11</sup> within the City (for existing year, 2010, conditions). The majority of segments studied had average daily traffic (ADT) volumes greater than 10,000 vehicles, while four segments had volumes between 4,500 and 10,000 vehicles. The segments with less than 10,000 ADT generally had traffic-generated noise levels between 69 and 71 dBA CNEq (at a distance of 50 feet from the centerline). As this section of Railroad Street is a minor road and was not included in the traffic study for the General Plan Update, it can be reasonably assumed that the ADT is below 10,000 vehicles and, therefore, that the existing noise levels are below 71 dBA CNEq at 50 feet. A doubling of traffic volumes would be necessary to cause a perceptible noise increase of 3 dBA or more. The proposed project at buildout would generate 381 daily vehicle trips, of which 7 would occur in the AM peak hour and 26 in the peak hour. This would result in an average of one vehicle every 2 minutes during the PM peak hour and less during other times of the day. For general traffic noise, a doubling of traffic volumes (i.e., +100 percent)

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<sup>11</sup> All of the segments studied were four or more lanes.

### 3. Environmental Analysis

would be necessary to cause a perceptible noise increase of 3 dB or more. Likewise, a 58 percent increase in volumes would be needed to result in a change of +2 dB and a 26 percent increase in volumes would be needed to result in a change of +1 dB. This project-related increase would be much less than a 50 percent increase in volumes, project-related vehicular traffic would cause negligible noise increases on uses along adjacent roadway segments. In summary, operation of the proposed project would not affect any noise-sensitive receptors. Noise impacts would be less than significant, and no mitigation measures are required.

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

**Less Than Significant Impact.** The project is not a vibration-sensitive use, so there would be no impacts to the project from surrounding industrial uses or the railroad tracks. The following evaluates potential impacts during project construction.

The project would involve minor construction to grade the vacant lot and construct the building and the associated parking lots and driveways. Heavy earthmoving equipment would be required during the grading phase. Total construction would last approximately 8 to 9 months, however, it is expected that the grading portion of the construction would last for nine weeks.

The nearest structures from the project site boundary are industrial buildings located immediately adjacent to the northern boundary and within 10 feet of the eastern boundary of the project site. Other buildings in adjacent lots are located 35 feet from the western boundary and 50 feet from the eastern boundary of the project site. The perimeter of the project site will be parking spaces, the driveway, and landscaping. Only pavement removal, grading, paving, and landscaping activities would take place near the project boundary. No building construction would take place within 80 feet of existing buildings. The threshold at which there is a risk of architectural damage is 0.5 inch per second peak particle velocity (PPV) for reinforced concrete, steel, or timber buildings (See Appendix B). Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting, but none of these activities are anticipated for the proposed project. Loaded truck and heavy earthmoving equipment typically generate vibration levels of less than 0.1 inches per second PPV at a reference distance of 25 feet (FTA 2006). As such, there would be no risk of architectural damage at nearby buildings.

Because of proximity, the use of heavy construction equipment may generate sporadic vibration levels that could be perceptible at the industrial buildings surrounding the project site during grading of the site. However, since vibration dissipates rapidly with distance, vibration from construction equipment would normally be imperceptible at the nearby buildings, except during occasional periods of heavy activity that were at the closest portions of the project site. There are no known precision manufacturing equipment such as microchips and optical cables that are very sensitive to vibration and could be affected by the operation of construction equipment at the project site. Sporadic vibration caused by earthmoving equipment may cause sporadic slightly perceptible vibration levels at nearby buildings but it should not interfere with the operation of the adjacent uses. In summary, vibration impacts for both architectural damage and annoyance would be less than significant and no mitigation is required.

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

**Less Than Significant Impact.** As described in Section 3.12a, increases in noise levels related to the proposed project would not significantly increase ambient noise levels in the vicinity of the project site. Impacts would be less than significant and no mitigation measures are necessary.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** The proposed project requires construction of the proposed industrial building, along with the associated parking lot and driveways. The project site is vacant, so construction of the project would require site preparation and grading. Subsequent to grading, building construction and paving would occur. Total construction would last 8 to 9 months, however, it is expected that the grading would last for nine weeks. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, the time-of-day of the activities, and the duration of the noise-generating processes (which are predominantly due to engine noise). Noise levels generated during the construction phase are based on the type and number of equipment items operating at the same time.

Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days; mobile equipment moves around a construction site with variations in power settings and loads. To determine the energy-average sound level (abbreviated as  $L_{eq}$ ) from the equipment operations under varying power settings, the equipment's full-power noise rating at a reference distance is adjusted by considering the duty cycle of the activity. Table 10 lists typical construction equipment noise levels at a reference distance of 50 feet, along with the typical duty cycles for construction activities. Each stage of construction has a different equipment mix, depending on the work to be accomplished during that stage. The noise produced at each stage is determined by combining the  $L_{eq}$  contributions from each piece of equipment used at a given time. In the construction of land use development projects, grading activities generate the highest noise levels because they use the largest equipment.

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**Table 10 Construction Equipment Noise Levels**

| Equipment                       | Noise Level (dBA) at 50 ft | Typical Duty Cycle |
|---------------------------------|----------------------------|--------------------|
| Auger Drill Rig                 | 85                         | 20%                |
| Backhoe                         | 80                         | 40%                |
| Blasting                        | 94                         | 1%                 |
| Chain Saw                       | 85                         | 20%                |
| Clam Shovel                     | 93                         | 20%                |
| Compactor (ground)              | 80                         | 20%                |
| Compressor (air)                | 80                         | 40%                |
| Concrete Mixer Truck            | 85                         | 40%                |
| Concrete Pump                   | 82                         | 20%                |
| Concrete Saw                    | 90                         | 20%                |
| Crane (mobile or stationary)    | 85                         | 20%                |
| Dozer                           | 85                         | 40%                |
| Dump Truck                      | 84                         | 40%                |
| Excavator                       | 85                         | 40%                |
| Front End Loader                | 80                         | 40%                |
| Generator (25 KVA or less)      | 70                         | 50%                |
| Generator (more than 25 KVA)    | 82                         | 50%                |
| Grader                          | 85                         | 40%                |
| Hydra Break Ram                 | 90                         | 10%                |
| In situ Soil Sampling Rig       | 84                         | 20%                |
| Jackhammer                      | 85                         | 20%                |
| Mounted Impact Hammer (hoe ram) | 90                         | 20%                |
| Paver                           | 85                         | 50%                |
| Pneumatic Tools                 | 85                         | 50%                |
| Pumps                           | 77                         | 50%                |
| Rock Drill                      | 85                         | 20%                |
| Scraper                         | 85                         | 40%                |
| Tractor                         | 84                         | 40%                |
| Vacuum Excavator (vac-truck)    | 85                         | 40%                |
| Vibratory Concrete Mixer        | 80                         | 20%                |

Source: Thalheimer 2000.  
KVA = kilovolt amps

Construction of the project would require the use of heavy construction equipment including dozers, a concrete saw, crushing equipment, backhoes, excavators, scrapers, vibratory rollers, and haul-off dump trucks. Heavy equipment, such as a dozer or an excavator, can have maximum, short-duration noise levels in excess

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of 80 dBA at 50 feet from the equipment. Because of the effects of noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish different tasks during each construction phase, construction activities would result in different noise levels at a given sensitive receptor. As noise from construction equipment is intermittent and diminishes at a rate of at least 6 dB per doubling distance, the average noise levels at noise-sensitive receptors would vary considerably because mobile construction equipment would move around the site and would be operated with different loading and power requirements. For example, an excavator that generates a typical noise level of 85 dBA at 50 feet would produce up to 79 dBA at 100 feet, 73 dBA at 200 feet, and 67 dBA at 400 feet (neglecting additional, potential attenuation factors from air absorption, ground effects, and/or barrier shielding). However, considering standard usage factors (i.e., intermittent use), average noise levels over the course of any given day during the construction phase would be lower than these projected values. Additionally, as construction equipment moves around the site during the grading period, individual receptors would experience notable construction noise for only a portion of that sub-phase (e.g., a few days). As the grading activities moved to more-distant parts of the project site (relative to any given receptor), the associated construction noise levels would decrease and would become less likely to be audible. Following the grading period, the structure erection sub-phase would require smaller equipment, as compared to the grading portion, and would not generate substantial noise levels at nearby commercial/industrial receptors. Although project construction would temporarily and sporadically increase the ambient noise environment at nearby land uses for a few days during the grading period, adherence to the City's Municipal Code would require that activities be limited to the daytime hours (i.e., the least noise-sensitive portions of the day), between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays.

In summary, the project would use construction equipment that has the potential to generate short-term, intermittent noise from construction-related activities. The immediate vicinity surrounding the project site is made up of industrial uses, which are not noise-sensitive. The applicable noise regulations do not limit noise at nearby industrial uses. Beyond these industrial uses, there are commercial/ retail and restaurants to the south and southwest, along Gale Avenue. To the southeast, also along Gale Avenue, are more restaurants and a Best Western Plus, over 1,500 feet from the Project site. The nearest residences, and nearest noise-sensitive receptors, are approximately 1,400 feet north of the Project site, across Valley Boulevard. As noise dissipates at a rate of at least 6 dBA per doubling distance, and with the attenuation provided by numerous structures between the site and the nearest homes, construction noise would not be heard at residential and commercial areas located over 1,400 feet away. Construction activities would adhere to the City's Municipal Code and would be conducted during daytime hours (i.e., between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays). Therefore, less-than-significant impacts would occur and no mitigation measures are necessary.

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

**No Impact.** The proposed project is not within an airport land use plan or within two miles of a public airport or public-use airport. The nearest public airport is Brackett Field Airport, approximately 9.2 miles to the northeast of the project site. Additionally, Fullerton Municipal Airport is located approximately 9.9 miles to the southwest, and El Monte Airport is approximately 10 miles to the northwest (AirNav.com, Google

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2015). Therefore, the proposed project would not expose people to excessive noise levels. No mitigation measures are necessary.

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

**No Impact.** The project site is not in the immediate vicinity of a private airstrip. The private airstrip nearest to the project site is the Recreation and Conference Center Heliport, at the Pacific Palms Resort (1 Industry Hills Parkway). The heliport is approximately 2.4 miles northwest of the project site (AirNav.com, Google 2014). Helicopter takeoffs and landings are at a sufficient distance from the project site that these aircraft operations would not substantially increase noise levels at the project site. Further, helicopter operations in the City are infrequent, sporadic, and short-term. Thus, people at the project site (which is not a noise-sensitive land use) would not be exposed to excessive noise levels from helicopter operations, there would be no private airstrip noise impacts, and no mitigation measures are required.

### 3.13 POPULATION AND HOUSING

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

**Less Than Significant Impact.** The project would not develop housing or extend infrastructure into currently unserved areas. Project operation is expected to generate 108 jobs, as shown below in Table 11. The unemployment rate in Los Angeles County in November 2014 was estimated to be 7.9 percent (EDD 2014). Thus, it is expected that project employment would be absorbed from the regional labor force, and would not attract new workers into the region. Project construction would generate a small number of temporary jobs. Construction employment is also expected to be absorbed from the regional labor force rather than attracting new workers into the region. Impacts would be less than significant.

**Table 11 Estimated Operational Project Employment**

| Use                   | Square Feet | Employment Generation            |                  |
|-----------------------|-------------|----------------------------------|------------------|
|                       |             | Square Feet per Job <sup>1</sup> | Total Employment |
| Warehouse and Storage | 97,800      | 1,094                            | 89               |
| Office                | 9,200       | 487                              | 19               |
| Total                 | 107,000     | Not applicable                   | 108              |

<sup>1</sup> Source: Natelson 2001

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

**No Impact.** There is no housing onsite, and project development would not displace housing. No impact would occur.



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

**No Impact.** There are no residents onsite, and no impact would occur.

#### 3.14 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) **Fire protection?**

**Less Than Significant Impact.** The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services to the City of Industry and to the surrounding cities of La Puente and Walnut and surrounding unincorporated communities of Rowland Heights and South San Jose Hills. The West Covina Fire Department (WCFD) serves the City of West Covina. The two nearest fire stations to the project site are LACoFD Station 145 at 1525 South Nogales Avenue in the Community of Rowland Heights about 0.7 mile to the southeast, and WCFD Station 5 at 2650 Shadow Oak Drive in the City of West Covina about 1.5 miles to the north. LACoFD Station 145 is equipped with one fire engine, one emergency support team vehicle, one battalion commander's vehicle, and one utility truck. The WCFD has both automatic aid and mutual aid agreements with LACoFD; thus, in the event that firefighters from LACoFD Station 145 needed assistance, additional resources could be dispatched from either other LACoFD stations in the area or WCFD Station 5.<sup>12</sup> Project development would result in a slight increase in demands for fire protection and emergency medical services compared to the existing vacant site. There are adequate firefighting resources in the region to serve the proposed project as well as existing developments in the region, and project development would not require construction of new or expanded fire stations. Impacts would be less than significant and no mitigation is required.

b) **Police protection?**

**Less Than Significant Impact.** The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Industry. The nearest LASD station to the project site is the Industry Station at 150 Hudson Avenue in the City of Industry, about 3.8 miles to the northwest. Project development would generate a very slight increase in demands for police protection compared to the existing vacant site. Project development would not require construction of new or expanded sheriff's stations, and impacts would be less than significant. No mitigation is needed.

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<sup>12</sup> Automatic aid is assistance dispatched automatically by contractual agreement between two communities or fire districts. Mutual aid or assistance is arranged case by case.

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#### c) Schools?

**No Impact.** The project site is within the Rowland Unified School District. Demand for schools is generated by the number of residential units in a school's attendance area. The project would not develop residences and would not generate students. No impact would occur, and no mitigation is needed.

#### d) Parks?

**No Impact.** Demand for parks is generated by the population within each park's service area. The project would not increase population and would not create demand for parks. No impact would occur.

#### e) Other public facilities

**No Impact.** Demand for library services is generated by the population within a library's service area. The project would not increase population and would not create demand for libraries. No impact would occur.

### 3.15 RECREATION

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

**No Impact.** Demands for parks are generated by the population in the park's service areas. The project would not increase population and would not increase use of parks, and no impact would occur.

#### b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

**No Impact.** The project would not develop recreational facilities and would not require development of such facilities, and no impact would occur.

### 3.16 TRANSPORTATION/TRAFFIC

#### a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

**Less Than Significant Impact.** The following describes the existing conditions in the vicinity of the site, and the potential impacts related to transportation and traffic during temporary construction and long term operations.

#### Existing Conditions

Site access would be via two driveways from Railroad Street. Railroad Street consists of two travel lanes; a striped median tapers and ends along the south frontage of the project site. The intersections of Railroad

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Street with Charlie Road to the east and with Fullerton Road to the west are both signalized. There are sidewalks on the north side of Railroad Street, but no bicycle facilities on San Jose Road. The nearest public transit services to the project site are Foothill Transit Routes 178 and 289, each of which operate on Nogales Street, approximately ¼ mile from the project site. Route 178 extends east-west between Puente Hills Mall in the City of Industry and El Monte Station in the City of El Monte. Route 289 extends east-west between California Polytechnic State University Pomona in unincorporated Los Angeles County and Puente Hills Mall.

#### **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, major grading that would require numerous truck trips for soil import or export would not be required. The anticipated level of construction would not result in a significant traffic impact because it would be temporary and relatively minor as compared to the existing traffic volumes on the roadways in the project area. The staging area for construction equipment would be accommodated on-site. Project construction would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

#### **Operational Phase**

Once operational, the proposed project would result in an increase in traffic volumes on the roadways that provide access to the project site. The study area roadway that would be most directly affected by this traffic is Railroad Street, which is a two-lane divided road (see Figure 2, *Local Vicinity*). To evaluate project impacts on local traffic, trip generation rates attributable to the project were determined for daily and peak hour traffic flows. Morning peak hour traffic is assumed to occur between the hours of 7:00 AM and 9:00 AM, while evening peak hour traffic occurs between the hours of 4:00 PM to 6:00 PM.

The proposed project's trip generation was based on trip generation rates established for the warehousing land use category in the Institute of Transportation Engineers' Trip Generation Manual (ITE 2012). Because the project is in an industrial zone, passenger car equivalent (PCE) factors were applied. Truck volumes were converted to PCE volumes to reflect the fact that trucks take up more room on the road than automobiles and are typically slower during acceleration and deceleration. Based on San Bernardino County Congestion Management Program (CMP) guidelines,<sup>13</sup> the following PCE factors were applied:

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

To apply the PCE factors, the proposed project's vehicle mix was estimated based on the City of Fontana Truck Trip Generation Study (City of Fontana 2005). The vehicle mix assumed for heavy warehousing (over 100,000 square feet) uses are:

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<sup>13</sup> San Bernardino County CMP guidelines were used for PCE factors in the absence of relevant Los Angeles County or City of Industry guidelines. Such practice is standard for the preparation of traffic studies in Southern California, including those previously prepared for the City of Industry.

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- Automobiles = 79.6 percent
- 2 axle trucks = 3.5 percent
- 3 axle trucks = 4.6 percent
- 4+ axle trucks = 12.3 percent.

As shown in Table 12, the project is estimated to generate a total of 381 daily vehicle trips, of which 77 would be truck trips<sup>14</sup> and the remainder would be passenger car trips. This total number of vehicle trips converts to 499 PCE trips using the factors identified above. Of this total, 42 PCE trips would occur during the morning weekday peak hour and 45 PCE trips would occur during the evening weekday peak hour.

**Table 12 Project Trip Generation**

| Category                                 | Daily Traffic | AM Peak Hour Traffic |          |           | PM Peak Hour Traffic |          |           |
|------------------------------------------|---------------|----------------------|----------|-----------|----------------------|----------|-----------|
|                                          |               | Total Traffic        | Trips In | Trips Out | Total Traffic        | Trips In | Trips Out |
| <b>Trip Generation Rates<sup>1</sup></b> |               |                      |          |           |                      |          |           |
| Warehousing (ITE Code 150)               | 3.56          | 0.30                 | 0.24     | 0.06      | 0.32                 | 0.08     | 0.24      |
| <b>Generated Traffic Volumes</b>         |               |                      |          |           |                      |          |           |
| Project Trips (vehicles) <sup>2</sup>    | 381           | 32                   | 25       | 7         | 34                   | 9        | 26        |
| Project Trips (PCE) <sup>3</sup>         | 499           | 42                   | 32       | 10        | 45                   | 11       | 34        |

PCE = Passenger car equivalent

<sup>1</sup> Trip generation rates based on ITE Trip Generation Manual, 9<sup>th</sup> Edition (2012). Rate units are trips per 1,000 square feet of building space.

<sup>2</sup> Assumes a project warehouse size of 107,000 square feet.

<sup>3</sup> PCE trips calculated using the assumptions outlined in Section 3.16.a.

The Congestion Management Program for the County of Los Angeles states that the minimum project-added traffic that is needed before an intersection has to be studied is 50 two-way trips in either the morning or evening weekday peak hour. This is consistent with most local jurisdictions that require traffic impact studies for projects that generate more than 50 peak hour trips. Mainline freeway monitoring locations must also be analyzed for projects that would add 150 or more trips during either the morning or evening weekday peak hour. Because the project generates a maximum of 45 trips during weekday peak hours, it does not meet either of these thresholds. Therefore, no significant impact would occur at study area roadways and intersections and no mitigation measures are necessary.

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

**Less Than Significant Impact.** The Los Angeles County Congestion Management Program (CMP) was issued by the Metropolitan Transit Authority in December 2010 (MTA 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP

<sup>14</sup> Using the assumptions stated in the text, truck trips are assumed to comprise 21.4 percent of project vehicle trips, resulting in an estimated 30 truck trips per day (0.214 x 140 = 30).

### 3. Environmental Analysis

Transportation Impact Analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under the conditions listed on the following page.

- At CMP arterial monitoring intersections where the proposed project will add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP mainline freeway monitoring locations where the proposed project will add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the Pomona Freeway (SR 60). The nearest CMP arterial roadway to the site is Azusa Avenue approximately 1 mile to the west, and the nearest CMP intersection is Azusa Avenue at Main Street in La Puente. As indicated in Section 3.16.a, the proposed project would result in an increase of 42 morning peak hour trips and 45 evening peak hour trips. These trips do not add 50 or more trips to a CMP intersection or 150 or more trips to a mainline freeway. Therefore, the proposed project does not meet the intersection/freeway criteria and the analysis of traffic impacts to CMP roadways is not required. Impacts are less than significant and no mitigation measures are necessary.

**c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The nearest public-use airport to the project site is Brackett Field in the City of La Verne about nine miles to the northeast. Project development would not require relocation of air traffic patterns and would not change air traffic levels, and no impact would occur.

**d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

**Less Than Significant Impact.** Site access would be via one driveway that would loop around the building and intersect Railroad Street in two locations – one near the southwest corner of the site, and one near the southeast. The two intersections of the driveway with Railroad Street would each be perpendicular and located at least 150 feet from the nearest intersection. There is a striped median lane to allow for storage and turn movements along Railroad Street in front of the site. There are no obstructions that would interrupt the line of sight and cause blind spots for vehicles coming in and out of the project driveways. Project development would not have any design features that would increase hazards or be incompatible with the nearby industrial and warehouse uses in the vicinity of the site. All driveways would be implemented according to City of Industry Standards. Impacts would be less than significant and no mitigation is needed.

**e) Result in inadequate emergency access?**

**Less Than Significant Impact.** The project site plan would provide access to the proposed building complying with requirements of Section 503 of the 2013 California Fire Code (CFC; California Code of Regulations Title 24, Part 9). The site plan and building plans would be reviewed by the LACoFD during the plan check process, in part to assure that the site plan includes adequate turning radii for LACoFD firefighting vehicles. Project construction and operation would not block emergency access to surrounding

### 3. Environmental Analysis

properties. All staging of equipment and building materials, and stockpiling of soil, would be done onsite. Impacts would be less than significant, and no mitigation is needed.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less Than Significant Impact.** The project would generate a demand for non-motorized travel as the proposed warehouse would result in additional pedestrians and bicycles in the project area. Most of the streets in the project vicinity have sidewalks along the sides of the street. The nearest intersections along Railroad Street are equipped with painted crosswalks, and pedestrian push buttons to activate the signals at the signalized intersections. With regard to public transit, the nearest bus stop is located approximately ¼ mile to the east of the project site. The proposed project would not adversely affect the performance of these transit or non-motorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes.

### 3.17 UTILITIES AND SERVICE SYSTEMS

**a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

**Less Than Significant Impact.** Project construction would comply with the Statewide General Construction Permit, and project operation would comply with Los Angeles County's SUSMP Manual, as substantiated above in Section 3.9.a. The proposed project would be warehouse-distribution land use and would not require a separate waste discharge permit from the LARWQCB. Project development would not exceed waste discharge requirements of the LARWQCB, and impacts would be less than significant. No mitigation is needed.

**b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.**

#### Water Treatment

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The Rowland Water District (RWD) supplies water to the project site. RWD's entire potable water supplies are imported water from northern California and the Colorado River obtained via the Metropolitan Water District of Southern California (MWD) and Three Valleys Municipal Water District (TVMWD).<sup>15</sup> RWD's water supplies are treated at MWD's Weymouth Treatment Plant in the City of La Verne, and TVMWD's Miramar Water Treatment Plant in the City of Claremont. The Weymouth Treatment Plant has capacity of 520 million gallons per day (mgd), and the Miramar Water Treatment Plant has capacity of 38 mgd (MWD 2013).

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<sup>15</sup> MWD imports water and wholesales water to MWD member agencies including TVMWD. TVMWD in turn wholesales imported water to retail water purveyors in its service area including the RWD.

### 3. Environmental Analysis

#### *Estimated Project Water Demand*

Project water demand is estimated as 3,656 gallons per day (gpd), that is, 110 percent of forecast wastewater generation estimated below in Table 13 using wastewater generation factors from the City of Los Angeles (Los Angeles 2006). It is assumed that 10 percent of project water use would be for landscape irrigation.

**Table 13 Estimated Project Wastewater Generation**

| Land Use              | Square Feet    | Wastewater Generation, gallons per day |              |
|-----------------------|----------------|----------------------------------------|--------------|
|                       |                | Per square foot <sup>1</sup>           | Total        |
| Warehouse and storage | 97,800         | 0.02                                   | 1,944        |
| Office                | 9,200          | 0.15                                   | 1,380        |
| <b>Total</b>          | <b>107,000</b> | <b>Not applicable</b>                  | <b>3,324</b> |

<sup>1</sup> Source: City of Los Angeles 2006. For warehouse with office use separate factors are used for each type of use as directed in the aforementioned reference.

#### **Wastewater Treatment**

The Los Angeles County Sanitation Districts provides wastewater treatment for much of Los Angeles County including the project site. Wastewater from the project site and surrounding area is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County near the west boundary of the City of Industry. The SJCWRP has capacity of 100 mgd and average wastewater flows of 62 mgd, for residual capacity of 38 mgd (LACSD 2014).

#### *Estimated Project Wastewater Generation*

The project is estimated to generate about 3,324 gpd of wastewater, as shown above in Table 13. There is adequate wastewater treatment capacity in the region for project-generated wastewater, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** The project would include installation of storm drainage improvements connecting to existing storm drains in and/or next to the site. Project development would not require construction of offsite storm drainage facilities. Impacts of installation of the proposed storm drainage improvements would be part of the impacts of the whole project discussed throughout Chapter 3 of this Initial Study. No additional impacts 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.**

### 3. Environmental Analysis

#### Forecast RWD Water Supplies

Rowland Water District forecast water supplies and demands through the 2015-2035 period are shown below in Table 14. As shown, RWD forecasts that it will have sufficient potable and nonpotable water supplies to meet demands in its service area through that period.

**Table 14 Rowland Water District Water Supplies and Demands, acre-feet per year**

|                               | 2015          | 2020          | 2025          | 2030          | 2035          |
|-------------------------------|---------------|---------------|---------------|---------------|---------------|
| <b>POTABLE WATER</b>          |               |               |               |               |               |
| <b>Supplies</b>               |               |               |               |               |               |
| Imported Water                | 11,300        | 12,000        | 13,200        | 14,000        | 14,800        |
| Water rights, Central Basin   | 1,500         | 1,500         | 1,500         | 1,500         | 1,500         |
| <b>Total</b>                  | <b>12,800</b> | <b>13,500</b> | <b>14,700</b> | <b>15,500</b> | <b>16,300</b> |
| <b>Demands and Other Uses</b> |               |               |               |               |               |
| Water Deliveries              | 12,090        | 12,810        | 13,959        | 14,665        | 15,407        |
| System Losses                 | 636           | 674           | 735           | 772           | 811           |
| <b>Total</b>                  | <b>12,726</b> | <b>13,484</b> | <b>14,694</b> | <b>15,437</b> | <b>16,218</b> |
| <b>Surplus</b>                | <b>74</b>     | <b>16</b>     | <b>6</b>      | <b>63</b>     | <b>82</b>     |
| <b>NONPOTABLE WATER</b>       |               |               |               |               |               |
| <b>Supplies</b>               |               |               |               |               |               |
| Groundwater (non-potable)     | 1,200         | 1,200         | 1,200         | 1,200         | 1,200         |
| Recycled Water                | 3,000         | 5,000         | 6,500         | 6,500         | 6,500         |
| <b>Total</b>                  | <b>4,200</b>  | <b>6,200</b>  | <b>7,700</b>  | <b>7,700</b>  | <b>7,700</b>  |
| <b>Demands</b>                |               |               |               |               |               |
| Irrigation                    | 2,000         | 3,500         | 5,000         | 5,000         | 5,000         |
| Industrial Uses               | 1,000         | 1,500         | 1,500         | 1,500         | 1,500         |
| <b>Total</b>                  | <b>3,000</b>  | <b>5,000</b>  | <b>6,500</b>  | <b>6,500</b>  | <b>6,500</b>  |
| <b>Surplus</b>                | <b>1,200</b>  | <b>1,200</b>  | <b>1,200</b>  | <b>1,200</b>  | <b>1,200</b>  |

Source: HDR 2011

#### Estimated Project Water Demands

Project operation would generate estimated water demand of 3,656 gpd. The smallest water supply surplus identified in Table 14 above is six acre-feet per year, or about 5,353 gpd, in 2025. RWD forecasts that it has adequate water supplies to meet estimated project water demands, and project development would not require RWD to obtain new or expanded water supplies. Impacts would be less than significant.

- e) **Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** There is adequate wastewater treatment capacity in the region for estimated project-generated wastewater, as substantiated above in Section 3.17.b. Project development would not



### 3. Environmental Analysis

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

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

**Less Than Significant Impact.** In 2013, the most recent year for which data are available, over 99 percent of solid waste landfilled from the City of Industry was disposed of at the three facilities listed below in Table 15 or at Puente Hills Landfill in the City of Industry (CalRecycle 2014a). Puente Hills Landfill closed in October 2013 and is thus omitted from the Table below. Azusa Land Reclamation Company Landfill accepts certain types of non-hazardous wastes including asbestos-containing waste, contaminated soil, tires, and construction and demolition debris, but does not accept municipal solid waste. The two other listed landfills accept municipal solid waste, construction and demolition debris, and tires.

**Table 15 Landfills Serving City of Industry**

| Facility and Nearest City                                        | Remaining Capacity, Cubic Yards | Permitted Daily Throughput, Tons | Average Daily Disposal, Tons | Residual Capacity, Tons per Day | Estimated Closing Date |
|------------------------------------------------------------------|---------------------------------|----------------------------------|------------------------------|---------------------------------|------------------------|
| Azusa Land Reclamation Co. Landfill<br>Azusa, Los Angeles County | 51,512,201                      | 8,000                            | 667                          | 7,333                           | 2045                   |
| El Sobrante Landfill<br>Corona, Riverside County                 | 145,530,000                     | 16,054                           | 8,410                        | 7,644                           | 2045                   |
| Olinda Alpha Sanitary Landfill<br>Brea, Orange County            | 38,578,383                      | 8,000                            | 7,030                        | 970                             | 2021                   |
| <b>Total</b>                                                     | <b>235,620,584</b>              | <b>32,054</b>                    | <b>16,107</b>                | <b>15,947</b>                   | Not applicable         |

Sources: CalRecycle 2014a; CalRecycle 2014b; CalRecycle 2014c; CalRecycle 2014d; CalRecycle 2014e

#### Estimated Project Solid Waste Generation

Project operation is estimated to generate about 1,444 pounds of solid waste per day, or 0.72 tons per day, as shown below in Table 16. There is adequate residual landfill capacity in the region for project-generated solid waste, and project development would not require new or expanded landfills. Impacts would be less than significant.

### 3. Environmental Analysis

**Table 16 Estimated Project Solid Waste Generation**

| Use                   | Square Feet    | Solid Waste Generation, Pounds per Day |              |
|-----------------------|----------------|----------------------------------------|--------------|
|                       |                | Per square foot                        | Total        |
| Warehouse and Storage | 97,800         | 0.0142                                 | 1,389        |
| Office                | 9,200          | 0.006                                  | 55           |
| <b>Total</b>          | <b>107,000</b> | <b>Not applicable</b>                  | <b>1,444</b> |

Source: CalRecycle 2009

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

**No Impact.**

Assembly Bill 939 (AB 939; Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county; or show a plan to transform or divert its waste.

Assembly Bill 341 (2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter by businesses, and multifamily residences of five or more units, generating such wastes in amounts over certain thresholds. The law takes effect in 2016.

The proposed project would include outdoor recyclable material storage areas in compliance with AB 341. The type of warehouse/distribution business that would occupy the project is not yet known; if the use generates substantial amounts of organic matter – as would a food distribution business or a nursery or landscape supply distributor – then the project would include storage areas for organic matter. The project would comply with regulations governing solid waste disposal, and no impact would occur.

### 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact.** Project development would not substantially reduce the population, range, or habitat of a fish or wildlife species or rare or endangered plant or animal species and would not eliminate

### 3. Environmental Analysis

an important example of the major periods of California history or prehistory. Impacts would be less than significant.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

#### **Less Than Significant Impact.**

The following related projects were identified by the City of Industry; CEQA documents for all of the following projects have been completed within the last 10 years (since January 2005):

- **Music Box Karaoke**, 18508 Gale Avenue: Operation of karaoke business in one unit of an existing commercial complex.
- **Waraku USA, LLC**, 18508 Gale Avenue: Operation of a restaurant in one unit of an existing commercial building.
- **Fuyuka Ramen**, 18558 Gale Avenue: Operation of a restaurant in an existing commercial building.
- **China Bistro**, 18598 Gale Avenue: Operation of a restaurant in an existing commercial building.
- **Nogales Street Business Park**, 780 South Nogales Street: Development of a 62,200-square-foot office/warehouse building.

The first four related projects are in a commercial center next to the southeast corner of Gale Avenue and Jellick Avenue about 900 feet southwest of the proposed project site. Those four related projects were conditional use permits for operation of businesses in existing buildings. Implementation of the four projects consisted of interior improvements to accommodate the proposed businesses, and operation of the businesses. Implementation of the four projects only resulted in impacts related to the operation of the businesses, such as air quality and traffic.

The last of the five projects listed, Nogales Street Business Park, is at the intersection of two arterial roadways, Valley Boulevard and Nogales Street. Much of the impacts of the proposed project consist of air quality, noise, and traffic impacts; and much of those impacts is from project-generated vehicle trips. Negligible traffic volume from the Nogales Street Business Park is expected to use Railroad Street; thus, impacts of the Nogales Street Business Park would not combine with impacts of the proposed project to result in significant cumulative impacts. Impacts of the proposed project would not be cumulatively considerable.

### 3. Environmental Analysis

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact With Mitigation Incorporated.** One potentially significant impact, operational criteria air pollutant emissions, is identified in this Initial Study; this impact could have substantial direct adverse effects on human beings. Mitigation measures included in this Initial Study would reduce this impact to less than significant. No other significant adverse impacts on human beings are identified in this Initial Study. Impacts would be less than significant after implementation of mitigation.

### 3. Environmental Analysis

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## 4. Consultant Recommendation

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Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry adopt a Mitigated Negative Declaration for this project. We find that with the implementation of identified mitigation measures the project would not have a significant effect on the environment. We recommend that the second category be selected for the City's determination (See Section 5, *Lead Agency Determination*).

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Date

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Dwayne Mears, AICP, for PlaceWorks

## 4. Consultant Recommendation

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## 5. Lead Agency Determination

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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.

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*Signature*

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*Date*

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*Printed Name*

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*For*



## 5. Lead Agency Determination

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## 6. List of Preparers

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### LEAD AGENCY

**Brian James**, Planning Director

### PLACEWORKS

**Dwayne Mears**, Principal, Environmental Services

**Michael Milroy**, Project Planner

**Stephanie Chen**, Planner, Air Quality/GHG & Noise

**John Vang**, Project Planner

**Nicole Vermilion**, Manager, Air Quality and Greenhouse Gas Analyses

**Fernando Sotelo**, Senior Scientist, Traffic and Transportation

**Bob Mantey**, Manager, Noise, Vibration, and Acoustics

**Cary Nakama**, Graphic Artist

**To conserve resources, the attachments are not reprinted. The attachments are available for review in the Planning Department.**

## **Attachment 6**

### **Resolution No. CC 2015-05 approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program**



## RESOLUTION NO. CC 2015-05

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED IN CONJUNCTION WITH DEVELOPMENT PLAN NO. 14-10 TO ALLOW THE CONSTRUCTION OF A 107,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 18639 RAILROAD STREET IN THE CITY OF INDUSTRY, WITHIN THE "M"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF**

**WHEREAS**, OC Engineering, on behalf of Great Dragon LLC, a California limited liability corporation, has filed an application for approval of Development Plan No. 14-10 to allow the construction of a 107,000 square foot tilt-up industrial building (the "Application") on property located at 18639 Railroad Street in the City of Industry within the "M"-Industrial Zone (the "Site"); and,

**WHEREAS**, the Site is more particularly shown on the map attached hereto as Exhibit "A" and incorporated herein by this reference; and,

**WHEREAS**, in accordance with the requirements of the California Environmental Quality Act, California Public Resources Code section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City of Industry (collectively, "CEQA"), the Planning Director of the City of Industry has prepared an Initial Study and approved for circulation a Mitigated Negative Declaration for the Application (the "Initial Study/Mitigated Negative Declaration"); and,

**WHEREAS**, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on March 20, 2015 through, and including, April 9, 2015. Copies of the Initial Study/Mitigated Negative Declaration were made available to the public at the Planning Department on March 20, 2015, and the Initial Study/Mitigated Negative Declaration was distributed to interested parties and agencies. On March 20, 2015, a Notice of Availability of the Initial Study/Mitigated Negative Declaration, including the time and place of the City Council meeting to review the Application and Initial Study/Mitigated Negative Declaration was published in the local newspaper and posted at the project site; and,

**WHEREAS**, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level; and,

**WHEREAS**, in accordance with the requirements of CEQA, a mitigation monitoring and reporting program (the “Mitigation Monitoring and Reporting Program”) has been prepared for the project represented in the Application for consideration by the City Council; and,

**WHEREAS**, the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project are, by this reference, incorporated into this Resolution as if fully set forth herein; and,

**WHEREAS**, the Initial Study/Mitigated Negative Declaration and all related environmental documents forming the basis for the Initial Study/Mitigated Negative Declaration and Resolution are located in, and in the custody of, the Office of the City Clerk, City of Industry; and,

**WHEREAS**, on April 9, 2015, the City Council of the City of Industry conducted a public meeting in connection with the Application and the Initial Study/Mitigated Negative Declaration and considered all evidence, oral and written; and,

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

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

**SECTION 1.** The City Council hereby finds that the above recitations are true and correct and, accordingly, are incorporated as a material part of this Resolution.

**SECTION 2.** The City Council does hereby make the following findings: (1) it has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Application; (2) the Initial Study/Mitigated Negative Declaration prepared for the Application has been completed in compliance with CEQA; and (3) the Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City Council.

**SECTION 3.** The City Council hereby approves the Mitigated Negative Declaration and adopts the related Mitigation Monitoring and Reporting Program prepared for the Application.

**SECTION 4.** The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 9<sup>th</sup> day of April, 2015.

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Tim Spohn, Mayor

**ATTEST:**

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Cecelia Dunlap, Deputy City Clerk

**APPROVED AS TO FORM:**

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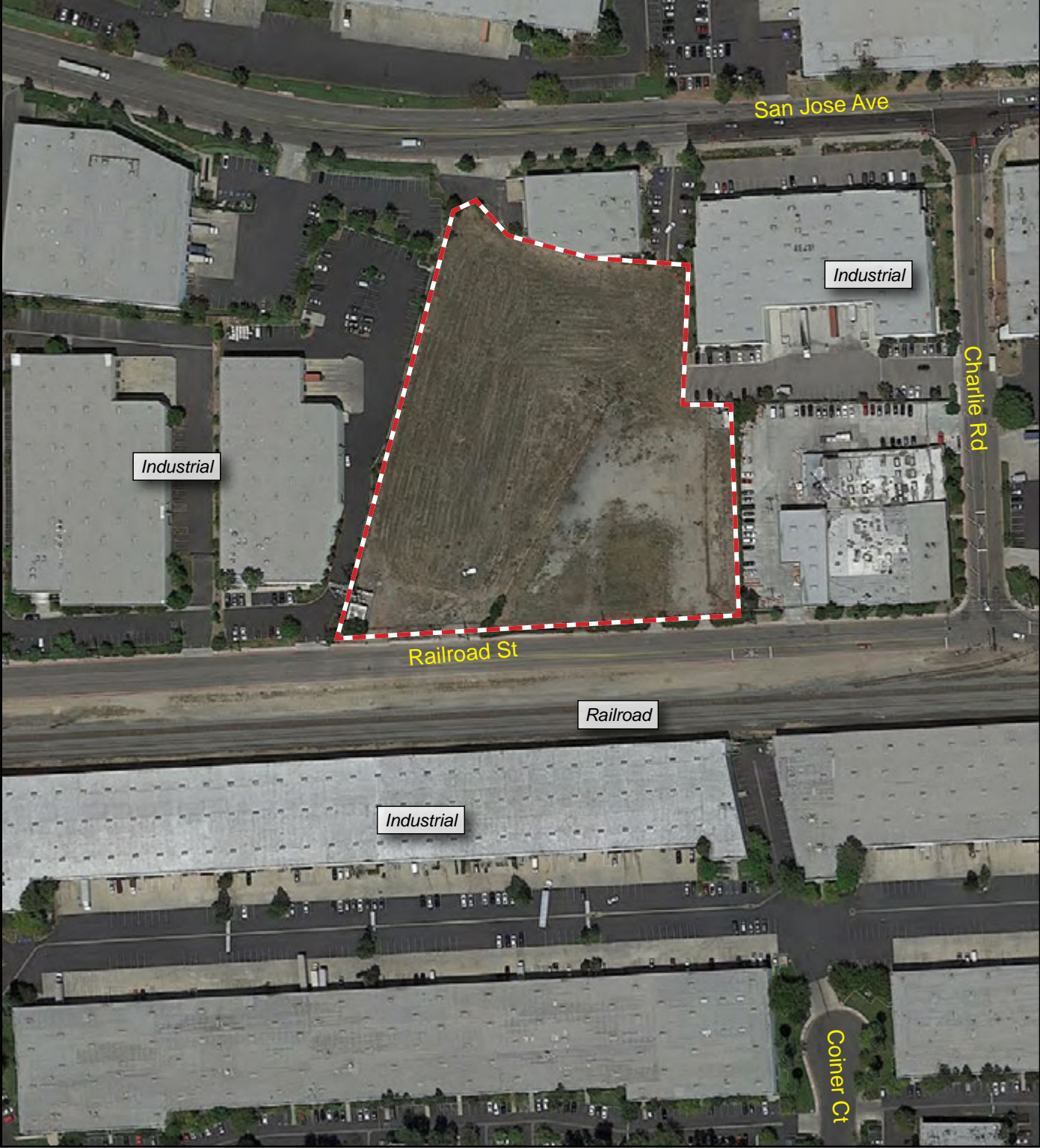
Michele R. Vadon, City Attorney



# EXHIBIT A

## DP 14-10

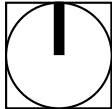
### Location Map



--- Project Site

--- City Boundary

0 200  
Scale (Feet)



Source: Google Earth Pro 2014

# **Attachment 7**

**Resolution No. CC 2015-06 approving  
Development Plan 14-10**



**RESOLUTION NO. CC 2015-06**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING DEVELOPMENT PLAN NO. 14-10 TO ALLOW THE CONSTRUCTION OF A 107,000 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 18639 RAILROAD STREET IN THE CITY OF INDUSTRY, WITHIN THE "M"-INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF**

**WHEREAS**, OC Engineering, on behalf of Great Dragon LLC, a California limited liability corporation, has filed an application for approval of Development Plan No. 14-10 to allow the construction of a 107,000 square foot tilt-up industrial building (the "Application") on property located at 18639 Railroad Street in the City of Industry within the "M"-Industrial Zone (the "Site"); and,

**WHEREAS**, the use proposed in the Application is allowed in the "M"-Industrial Zone subject to the approval of a Development Plan and, for this proposal, the recordation of a covenant and agreement to hold the three parcels constituting the Site under a single ownership so as to create a developable parcel large enough to accommodate the Application and ensure that the lots cannot be sold separately; and,

**WHEREAS**, the Site is more particularly shown on the map attached hereto as Exhibit "A" and incorporated herein by this reference; and,

**WHEREAS**, an Initial Study and Mitigated Negative Declaration were prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA"), California Public Resources Code section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City of Industry; and,

**WHEREAS**, prior to the adoption of this Resolution the City Council approved their Resolution No. CC 2015-05 to approve the Mitigated Negative Declaration and adopt the related Mitigation Monitoring and Reporting Program prepared for the Application; and,

**WHEREAS**, said Initial Study and Mitigated Negative Declaration and all related environmental documents forming the basis for the Mitigated Negative Declaration and Resolution are located in, and in the custody of, the Office of the City Clerk, City of Industry; and,

**WHEREAS**, on April 9, 2015 the City Council of the City of Industry conducted a duly noticed public meeting in conjunction with the Application and considered all evidence, oral and written; and,

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

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

**SECTION 1.** The City Council hereby finds that the above recitations are true and correct and, accordingly, are incorporated as a material part of this Resolution.

**SECTION 2.** Pursuant to the requirements of the Industry Municipal Code, Section 17.36.070, in conjunction with Development Plan No. 14-10, the City Council hereby finds, based upon the substantial evidence contained in the record, including the written and oral staff reports presented to the City Council with respect to the Application, as well as all other written and oral testimony submitted at the April 9, 2015 public meeting, as follows:

A. The Site is suitable for development in accordance with the Development Plan;

B. The development when taken as a whole is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties;

C. The development is in general accord with all elements of the Industry Zoning Ordinance; and,

D. The development is consistent with the provisions of the Industry General Plan.

**SECTION 3.** The City Council does hereby approve the Application subject to the conditions and standard code requirements set forth in Exhibit "B" attached hereto and incorporated herein by this reference, including but not limited to the condition that there must be recorded prior to any development of the Site a covenant and agreement to hold the three parcels constituting the Site under a single ownership, and in accordance with the plans submitted in conjunction with the Application.

**SECTION 5.** The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 9<sup>th</sup> day of April, 2015.

---

Tim Spohn, Mayor

**ATTEST:**

---

Cecelia Dunlap, Deputy City Clerk

**APPROVED AS TO FORM:**

---

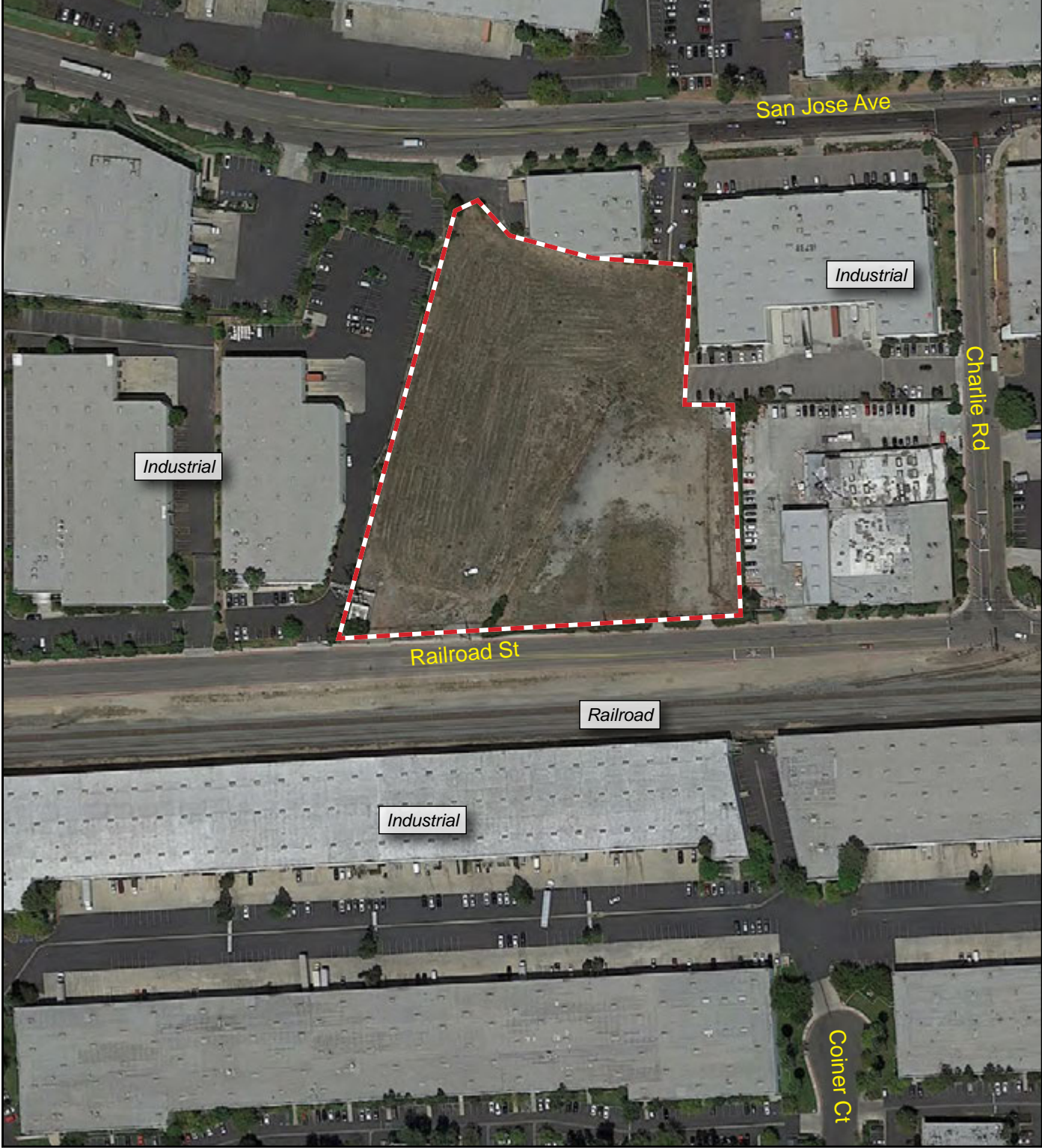
Michele R. Vadon, City Attorney



# EXHIBIT A

## DP 14-10

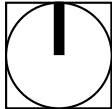
### Location Map



--- Project Site

--- City Boundary

0 200  
Scale (Feet)



Source: Google Earth Pro 2014



# CITY OF INDUSTRY

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

## EXHIBIT B

### Standard Requirements and Conditions of Approval

**Application:** Development Plan 14-10

**Applicant:** CEG Construction

**Location:** 18639 Railroad Street

### Conditions of Approval

*Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.*

1. Because there are three existing parcels on the site and a building cannot be constructed across parcel lines, prior to final approval of the building permit, the applicant shall record a covenant and agreement to hold the three existing parcels as one in the form approved by the City Engineer. This will bind all three parcels under a single ownership and ensure that the lots cannot be sold separately.
2. The construction contractor(s) shall limit the daily amount of soil haul to a maximum of 53 trucks per day (106 one-way truck trips per day if 14-cubic yard haul trucks are used), assuming a one-way haul distance of 20 miles. If the one-way haul distance is greater than 20 miles, total overall daily haul truck miles traveled shall not exceed 2,120 miles per day. These requirements shall be noted on all construction management plans and verified by the City of Industry prior to issuance of any construction permits and during the soil disturbing activities.
3. If forklifts will be utilized in daily operations of the facility, the Applicant and all subsequent tenants of the proposed building shall be required to utilize only electric-powered forklifts. Prior to issuance of building occupancy or use permit (business license), the Applicant or subsequent tenant(s) shall provide documentation to the satisfaction of the City of Industry Planning Department that verifies all forklifts that will be used in daily operations are electric powered.



**Code Requirements and Standards**

*The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.*

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.
2. The applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.
3. The applicant shall provide landscaping and automatic irrigation plans to be approved by the Planning Director prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Such plans shall include: provision for an automatic irrigation/sprinkler system; specimen trees, shrubs, ground cover and/or grass; and specifications for the above to the satisfaction of the Planning Director. Additionally, such plans shall be designed and specimen trees, shrubs, ground cover and/or grass shall be designed so as to integrate compatibly with street parkway landscaping.
4. The applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.
5. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.
6. The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities.
7. The owner of the property must comply with the Subdivision Ordinance of the City of Industry.
8. Depending upon the nature of the proposed use, the applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer depending on the building use.
9. The applicant shall provide off-street parking as shown on the approved development plan.
10. The applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications.
11. The applicant shall construct storm drains and water quality devices to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities.
12. The applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. (Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit.)

13. Street lights shall be designed and installed along the street frontage of a development to the satisfaction of the City Engineer.
14. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).
15. 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).
16. Prior to issuance of building permits for any interior improvements that serve to create separate units within the building, the applicant shall consult with the City Engineer and demonstrate that each separate unit is equipped with its own sewer line and that the sewer lines join together before the connection to the main sewer line. This will allow for the addition of a clarifier or grease interceptor if required to serve future tenants/uses in the building.

### **Interpretation and Enforcement**

1. The Planning Department, Engineering Department, and contract agencies (Los Angeles County Fire Department, Los Angeles Department of Building and Safety) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval.
2. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

### **Indemnification and Hold Harmless Condition**

1. The owner of the property that is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and/or Planning Commission concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

*CITY COUNCIL*

ITEM NO. 9.1





## Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

March 19, 2015

Mr. John D. Ballas, P.E.  
City Engineer  
City of Industry Engineering Department  
15625 East Stafford Street, #100  
City of Industry, CA 91744

**Subject: Alameda Corridor - East Construction Authority  
Nogales Street Grade Separation Project (UPRR LA Subdivision)  
Final Invoice received from Verizon regarding City of Industry initiated  
Betterment work along Walnut Drive North**

Dear JD,

On March 27, 2014, ACE and the City entered into an agreement to retain a contractor to relocate the existing Verizon overhead line underground along Walnut Drive North from Nogales Street to City's easterly limit. International Line Builders, Inc. (ILB) was selected by Verizon to perform the work and their tasks were subsequently completed on January 2015. ACE's CM Team field verified and confirmed that all work were constructed per plan with some field adjustments. The quantity of materials used were field measured and proved to be legitimate prior to acceptance. ILB submitted their final billing and is summarized as follow:

|                                |                     |
|--------------------------------|---------------------|
| Original Contract Estimate:    | \$329,389.25        |
| Additional Work/Field Changes: | <u>\$78,156.11</u>  |
| Sub-total:                     | \$407,545.36        |
| Less Payment received:         | <u>\$309,889.25</u> |
| Final Invoice Amount:          | \$97,656.11         |

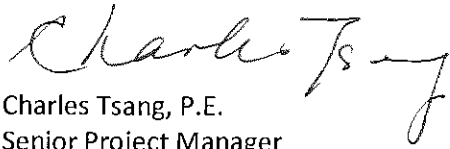
During construction, ILB reported to ACE that the originally planned underground conduit alignment provided by Verizon's designer needed to be modified to get around the SCE newly constructed underground facilities. Therefore, additional conduits, cables, pull-boxes and connection vaults were required per the revised alignment. The costs of these additional materials were reflected under "Additional Work/Field Changes" in the summary table as shown above. A breakdown of these materials used for the project is also attached for your reference.

Per the Betterment Agreement executed between the City and ACE, we are authorized to pay ILB up to \$330,000 for the work that they performed. Therefore, ACE will need your supplemental authorization for the overage in the amount of \$77,545.36 to pay ILB. Please provide your concurrence to the ILB's final invoice amount of \$97,656.11 as submitted by providing your approval signature below. ACE will

release the final invoice amount to ILB upon receive of your approval and seek full reimbursement from the City via subsequent reimbursement request.

Should you have any further question about this matter, please do not hesitate to contact me at (626) 962-9292 x 158.

Sincerely,



Charles Tsang, P.E.  
Senior Project Manager  
Nogales St. GS Project  
ACE5382/1K1.190.01.2(b)

cc: Josh Nelson, CNC  
Kevin Lai, PB/ACE

By signing below, I hereby authorize Alameda Corridor-East Construction Authority to release the final payment in the amount of \$97,656.11 to ILB for the work that they performed along Walnut Drive North. I also understand that City will reimburse ACE for the full amount upon receive ACE's reimbursement request.

---

(Signature)

(Title)

(Date)

# ALAMEDA CORRIDOR EAST

## Nogales Street Grade Separation Project

ESTIMATE NUMBER: 2  
for

January 2015

PROGRESS PAYMENT ON CONTRACT NUMBER: 14-06

|                                                                                                                                                     |                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Contract<br>for:<br>Construction and Installation of New Verizon<br>Underground<br>Conduit Facilities Along Walnut Drive in the City of<br>Industry | Contractor:<br><br>International Line Builders<br>P.O Box 3039<br>Riverside, CA 92509 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|

I hereby certify that the following is a just and fair estimate of the materials furnished and work or services performed by the Contractor on the above contract for the period August 31, 2014 through December 31, 2014 inclusive, and I hereby recommend that the payment shown below be made to the Contractor in accordance with the terms of the Contract.

\*\*\*\*\*

|                                                                                                                               |                            |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| Total estimated amount due Contractor under original contract for materials furnished and work or services performed to date: | <u>\$329,389.25</u>        |
| ADD: Extra work authorized by change order, supplemental agreement, etc.                                                      | <u>\$78,156.11</u>         |
| Total estimated amount due Contractor for materials furnished and work or services performed to date:                         | <u>\$ 309,889.25</u>       |
| 10% Retention to be held in escrow account to date:                                                                           | <u>\$0.00</u>              |
| Sub-total: (amount earned less retention)                                                                                     | <u>\$407,545.36</u>        |
| Less previous payment(s):                                                                                                     | <u>\$ 309,889.25</u>       |
| <b>AMOUNT DUE CONTRACTOR:</b>                                                                                                 | <b><u>\$ 97,656.11</u></b> |

Bid Price (lump sum & unit prices): \$329,389.25  
Change Orders Issued \$78,156.11  
Total Contract Value: \$407,545.36

Checked and Recommended:

  
Kevin Lai  
PB Resident Engineer

Approved:

  
Charles Tsang  
ACE Sr. Project Manager

Estimate Prepared: August 31, 2014  
As-builts reviewed: N/A

International Line Builders, Inc  
P.O. box 3039  
Riverside, CA 92509

Application for Payment # 2  
January 2015

Construction and Installation of New Verizon Underground  
Conduit Facilities Along Walnut Drive In the City of Industry

| Item #             | Description                     | Unit | Quantity | Unit Cost   | Total Cost   | Previous Quantity | Previous Amount | Current Quantity | Current Amount | Total To-Date | Total Amount        | Percent Complete   |                     |                |
|--------------------|---------------------------------|------|----------|-------------|--------------|-------------------|-----------------|------------------|----------------|---------------|---------------------|--------------------|---------------------|----------------|
| 1                  | 6x12x7' Verizon Manhole         | EA   | 3        | \$17,545.00 | \$52,635.00  | 3.00              | \$52,635.00     | 0                | \$0.00         | \$0.00        | \$52,635.00         | 100.00%            |                     |                |
| 2                  | Excavate & Backfill for 2x3' HI | EA   | 7        | \$3,500.00  | \$27,500.00  | 2.00              | \$7,000.00      | 7                | \$27,500.00    | \$27,500.00   | \$35,000.00         | 128.57%            |                     |                |
| 3                  | 2" Telco Conduit                | LF   | 468      | \$1.85      | \$841.75     | 468.00            | \$841.75        | 20               | \$37.00        | \$37.00       | \$878.75            | 104.40%            |                     |                |
| 4                  | 4" Telco Conduit                | LF   | 7000     | \$9.85      | \$68,950.00  | 7,000.00          | \$68,950.00     | 1173             | \$4,516.05     | \$4,516.05    | \$73,466.05         | 116.75%            |                     |                |
| 5                  | Trench for Verizon Mainline     | LF   | 2300     | \$65.57     | \$196,811.00 | 2,300.00          | \$196,811.00    | 688              | \$56,305.06    | \$56,305.06   | \$253,116.06        | 128.81%            |                     |                |
| 6                  | A/C Base Paving                 | SF   | 1150     | \$21.61     | \$24,851.50  | 1,150.00          | \$24,851.50     | 0                | \$0.00         | \$0.00        | \$24,851.50         | 100.00%            |                     |                |
| 7                  | T&M Rates for Additional Labor  | LS   | 1        | \$9,498.00  | \$9,498.00   | 0.00              | \$0.00          | 1                | \$9,498.00     | \$9,498.00    | \$9,498.00          | 100.00%            |                     |                |
| <b>Grand Total</b> |                                 |      |          |             |              |                   |                 |                  |                |               | <b>\$329,389.25</b> | <b>\$37,656.11</b> | <b>\$407,545.36</b> | <b>123.73%</b> |



**INTERNATIONAL LINE BUILDERS, INC.**

SOUTHERN CALIFORNIA DIVISION  
 2520 RUBIDOUX BLVD., RIVERSIDE, CA 92509  
 P.O. BOX 3039, RIVERSIDE, CA 92519-3039  
 (951) 682-2982

**INVOICE**

INVOICE #: 774201REV

INVOICE DATE: 9/30/2014

B  
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L  
T  
O

ACE CONSTRUCTION AUTHORITY  
 ATTN: CHARLES TSANG  
 4900 RIVERGRADE ROAD, SUITE A120  
 IRWINDALE, CA 91706

| TERMS  | CUSTOMER CODE | CUSTOMER PO # | JOB #      | CLERK |
|--------|---------------|---------------|------------|-------|
| NET 30 | SANGVC        | PO # 14-06    | 1413500009 | AV    |

**DETAILS****JOB DESCRIPTION:** ACE VERIZON- CITY OF INDUSTRY WO # 8P0A0CF

ORIGINAL CONTRACT: \$ 329,389.25

CHANGE ORDER# 01\*: \$ 78,158.11

\*ADDITIONAL TRENCHING AND  
 CONDUIT REPLACEMENT

\* SEE ATTACHED T&amp;M TICKETS

REVISED CONTRACT: \$ 407,545.36

AMOUNT COMPLETED TO DATE: \$ 407,545.36

LESS PREVIOUSLY INVOICED: \$ (329,389.25)

PLEASE PAY FROM INVOICE – NO STATEMENT WILL BE RENDERED

**TOTAL**

\$ 78,158.11



## Denbaugh, Jason

---

**From:** Lai, Kevin <LaiC@pbworld.com>  
**Sent:** Monday, September 22, 2014 10:59 AM  
**To:** Denbaugh, Jason  
**Cc:** Arias, Arnold; Loza, Gerry; Lai, Kevin  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

\*\*\* This is an EXTERNAL email. Exercise caution. \*\*\*

---

Hello Jason,

Please proceed with the billing.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

---

**From:** Denbaugh, Jason [mailto:Jason.Denbaugh@ilbinc.com]  
**Sent:** Monday, September 22, 2014 10:56 AM  
**To:** Lai, Kevin  
**Cc:** Arias, Arnold; Loza, Gerry  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

I know that Gerry had meet with your inspector on site a couple weeks back to get the final quantities that we placed. I just need your approval so we can bill this project. I know we still have 5 of the 2'x3' pullboxes to install for the original contract and my understanding is this will take place in two weeks.

Thank you,

Jason Denbaugh  
Estimator/Project Manager  
International Line Builders Inc  
Cell (951) 836-7231  
Office (951) 682-2982

---

**From:** Lai, Kevin [mailto:LaiC@pbworld.com]  
**Sent:** Monday, September 22, 2014 10:00 AM  
**To:** Denbaugh, Jason  
**Cc:** Lai, Kevin; Coronel, Rene  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Hello Jason,

Charles Tsang

ACE Construction Authority  
4900 Rivergrade Road, Suite A120  
Irwindale, California 91706.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

**From:** Denbaugh, Jason [<mailto:Jason.Denbaugh@ilbinc.com>]  
**Sent:** Monday, September 22, 2014 9:58 AM  
**To:** Lai, Kevin  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

I have the billing prepared for the Verizon Ace project can you please send me the contact information for Charles Tsang with Ace.

Thank you,

**Jason Denbaugh**  
Estimator/Project Manager  
International Line Builders Inc  
Cell (951) 836-7231  
Office (951) 682-2882

**From:** Lai, Kevin [<mailto:LaiC@pbworld.com>]  
**Sent:** Wednesday, September 03, 2014 11:00 AM  
**To:** Denbaugh, Jason  
**Cc:** Arias, Arnold; Loza, Gerry; Radel, Michael; Lai, Kevin; Coronel, Rene; 'Charles Tsang'  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

\*\*\* This is an EXTERNAL email. Exercise caution. \*\*\*

---

Hello Jason,

The billing should be going to Charles Tsang with ACE.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

**From:** Denbaugh, Jason [<mailto:Jason.Denbaugh@ilbinc.com>]  
**Sent:** Wednesday, September 03, 2014 6:56 AM  
**To:** Lai, Kevin

**Cc:** Arias, Arnold; Loza, Gerry; Radel, Michael  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

I know that Gerry had met with your Inspector last week to go over the actual quantities placed on the Verizon Ace Project. I need to get this project billed, is the billing going to you or do I need to forward it to some one else, please let me know so I can bill this today.

Thank you,

**Jason Denbaugh**  
Estimator/Project Manager  
International Line Builders Inc  
Cell ( 951) 836-7231  
Office (951) 682-2982

**From:** Lai, Kevin [<mailto:LaiC@pbworld.com>]  
**Sent:** Tuesday, August 26, 2014 5:05 PM  
**To:** Denbaugh, Jason  
**Cc:** Arias, Arnold; Lai, Kevin; Coronel, Rene  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

\*\*\* This is an EXTERNAL email. Exercise caution. \*\*\*

---

Hello Jason,

Let me follow up on this item and I will get back to you.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

**From:** Denbaugh, Jason [<mailto:Jason.Denbaugh@ilbinc.com>]  
**Sent:** Monday, August 25, 2014 11:14 AM  
**To:** Lai, Kevin  
**Cc:** Arias, Arnold  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

Back on 7/22/2014 I had sent over partial billing for the Ace Verizon project in the City Of Industry, I was wondering the status of this billing. I know that we did have a site meeting last month to go over the quantities that were billed, were you going to sign the billing and get that back to me so we can get this taken care of this month. Please let me know what I need to do so I can get this billed. Also I know that we are not 100% completed with this project, any additional billing will be billed as a change order when this work is completed.

Thank you,

**Jason Denbaugh**  
Estimator/Project Manager  
International Line Builders Inc  
Cell ( 951) 836-7231  
Office (951) 682-2982

---

**From:** Lai, Kevin [<mailto:LaiC@pbworld.com>]  
**Sent:** Tuesday, July 22, 2014 4:05 PM  
**To:** Denbaugh, Jason  
**Cc:** Arias, Arnold; Radel, Michael; Lai, Kevin; Coronel, Rene; Charles Tsang  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Hello Jason,

Please have Gerry or someone from ILB walk the work with Richard for measurement and verification.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

---

**From:** Denbaugh, Jason [<mailto:Jason.Denbaugh@ilbinc.com>]  
**Sent:** Tuesday, July 22, 2014 11:16 AM  
**To:** Lai, Kevin  
**Cc:** Arias, Arnold; Radel, Michael  
**Subject:** Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

Here is a partial billing for your Verizon Underground project on E. Walnut Dr & Nogales in the City of Industry. We are still working on the project placing conduit and completing surface restoral, we have completed the majority of the original contract and the additional work will be billed out as a change order moving forward.

If you have any questions or concerns please contact me.

Thank you,

**Jason Denbaugh**  
Estimator/Project Manager  
International Line Builders Inc.  
Cell # 951-836-7231

Hello Jason,

The billing should be going to Charles Tsang with ACE.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

---

**From:** Denbaugh, Jason [<mailto:Jason.Denbaugh@lbbinc.com>]  
**Sent:** Wednesday, September 03, 2014 6:56 AM  
**To:** Lai, Kevin  
**Cc:** Arias, Arnold; Loza, Gerry; Radel, Michael  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

Kevin,

I know that Gerry had met with your inspector last week to go over the actual quantities placed on the Verizon Ace Project. I need to get this project billed, is the billing going to you or do I need to forward it to some one else, please let me know so I can bill this today.

Thank you,

**Jason Denbaugh**  
Estimator/Project Manager  
International Line Builders Inc  
Cell ( 951) 836-7231  
Office (951) 682-2982

---

**From:** Lai, Kevin [<mailto:LaiC@pbworld.com>]  
**Sent:** Tuesday, August 26, 2014 5:05 PM  
**To:** Denbaugh, Jason  
**Cc:** Arias, Arnold; Lai, Kevin; Coronel, Rene  
**Subject:** RE: Partial Billing 001 Verizon Ace - E. Walnut Dr & Nogales, City of Industry

\*\*\* This is an EXTERNAL email. Exercise caution. \*\*\*

---

Hello Jason,

Let me follow up on this item and I will get back to you.

Thank you.

Kevin Lai, P.E.  
Resident Engineer  
ACE/PB

## International Line Builders, Inc.

### Labor & Equipment Rate Sheet

Substructure 07/01/14 to 06/31/15

|                        | S.T       | OT        | P.T. |
|------------------------|-----------|-----------|------|
| <b>GENERAL FOREMAN</b> | \$ 115.00 | \$ 155.00 |      |
| <b>FOREMAN</b>         | \$ 109.00 | \$ 146.00 |      |
| <b>OPERATOR</b>        | \$ 107.00 | \$ 144.00 |      |
| <b>TRUCK DRIVER</b>    | \$ 90.00  | \$ 121.00 |      |
| <b>LABOR</b>           | \$ 87.00  | \$ 117.00 |      |

|                             |    |        |
|-----------------------------|----|--------|
| <b>Pick Up</b>              | \$ | 16.00  |
| <b>1 Ton Gang Truck</b>     | \$ | 20.00  |
| <b>2 Ton Gang Truck</b>     | \$ | 25.00  |
| <b>5 Ton Dump Truck</b>     | \$ | 33.00  |
| <b>10 Wheel Dump</b>        | \$ | 44.00  |
| <b>Water Truck</b>          | \$ | 33.00  |
| <b>Crane Truck</b>          | \$ | 60.00  |
| <b>430 Backhoe</b>          | \$ | 42.00  |
| <b>450 Backhoe</b>          | \$ | 46.00  |
| <b>Skip Loader</b>          | \$ | 36.00  |
| <b>Skid Steer</b>           | \$ | 32.00  |
| <b>928 Loader</b>           | \$ | 60.00  |
| <b>Ashalt Zipper</b>        | \$ | 63.00  |
| <b>Wirgin Grinder</b>       | \$ | 76.00  |
| <b>Air Compressor</b>       | \$ | 22.00  |
| <b>Arrow Boards</b>         | \$ | 14.00  |
| <b>A.C Spray Rig</b>        | \$ | 28.00  |
| <b>Stomper</b>              | \$ | 50.00  |
| <b>Equip Trailer</b>        | \$ | 6.00   |
| <b>Mat Trailer</b>          | \$ | 5.00   |
| <b>Tractor &amp; Lowbed</b> | \$ | 46.00  |
| <b>Saw W/ Truck</b>         | \$ | 40.00  |
| <b>20/22 Bore Rig</b>       | \$ | 230.00 |
| <b>Missiles 4" 6"</b>       | \$ | 22.00  |
| <b>Pumps &amp; Blowers</b>  | \$ | 6.00   |
| <b>Sm. Generators</b>       | \$ | 8.00   |
| <b>Paving Machine</b>       | \$ | 220.00 |
| <b>SM. Compactor</b>        | \$ | 14.00  |
| <b>3 to 5 Ton Roller</b>    | \$ | 24.00  |
| <b>End Dump</b>             | \$ | 54.00  |



## EXHIBIT B

May 15, 2014  
Page 1 of 2

Alameda Corridor-East Construction Authority  
E. Walnut Dr & Nogales - Verizon Undergrounding

Attention: Kevin Lai

Please accept this letter as our proposal to provide all labor, equipment and material for your Verizon project on E. Walnut Drive W.O. Number 8POAOCF Sheets 1 thru 5 Dated 3/12/2014.

### Scope of Work - Dry Utilities

| Item | Description                      | Units    | Unit Price         | Total Price          |
|------|----------------------------------|----------|--------------------|----------------------|
| 1    | 6'x12'x7' Verizon Manhole        | 3 EA     | \$ 17,545.00       | \$ 52,635.00         |
| 2    | Excavate & Backfill for 2'x3' HH | 7 EA     | \$ 3,900.00        | \$ 27,300.00         |
| 3    | 2" Telco Conduit                 | 455 LF   | \$ 1.85            | \$ 841.75            |
| 4    | 4" Telco Conduit                 | 7,000 LF | \$ 3.85            | \$ 26,950.00         |
| 5    | Trench for Verizon Mainline      | 2,300 LF | \$ 85.57           | \$ 196,811.00        |
| 6    | A/C Base Paving                  | 1,150 SF | \$ 21.61           | \$ 24,851.50         |
|      |                                  |          | <b>Total</b>       | <b>\$ 329,389.25</b> |
|      |                                  |          | <b>GRAND TOTAL</b> | <b>\$ 329,389.25</b> |

### Price Includes:

- Daytime Work-8 Hour Shift
- Two move on's
- Onsite storage provided by General Contractor
- Haul off site dirt spoils
- Base Pave A/C Flush

## EXHIBIT B

May 15, 2014

Page 2 of 2

### Price Excludes:

- Permanent Sidewalk Restoral
- A/C Grind and Cap
- Contaminated soil handling and disposal
- Night & Weekend work
- Survey
- Permits and Inspection Fees
- Compaction Testing
- Over Riding Existing Verizon Conduits

### **NOTES:**

- Footage based on survey stationing provided by ACE not actual Verizon drawings. ILB will mandrill and place mule tape to get actual conduit footage placed and any additional trench placed over the estimated 2,300 If will be priced out as a change order.
- Pricing based on a mutally acceptable contract

Thank you for the opportunity to bid this project. If you have any questions I can be reached at 951-682-2982 ext. 7937 or my cell 951-836-7231.

Sincerely,

Jason Denbaugh  
Estimator / Project Manager  
International Line Builders Inc.





INTERNATIONAL LINE BUILDERS, INC.

ACE NO 09457

SOUTHERN CALIFORNIA DIVISION

P.O. BOX 3039 RIVERSIDE, CALIFORNIA 92519-3039

951 / 682-2982 • FAX 951 / 788-0686

51107

(Verizon)

A CSG Company  
A CIO 782515

DAILY TIME SHEET AND WORK REPORT

DATE: 10/27/14 JOB NO.: 1415500009- LOCATION: ACE/ N/s Walnut s/b Nogales.

| LABOR & EQUIPMENT             |        | STRAIGHT TIME |        | OVERTIME |        | PREMIUM TIME |      | AMOUNT    |
|-------------------------------|--------|---------------|--------|----------|--------|--------------|------|-----------|
| LABOR (NAME)                  | CLASS. | HRS.          | RATE   | HRS.     | RATE   | HRS.         | RATE |           |
| I Lambaron Jr                 | F      | 6             | 109.00 |          |        |              |      | 654.00    |
| Marco de la Torre             | O      | 6             | 107.00 |          |        |              |      | 642.00    |
| Hector Garcia                 | D      | 6             | 90.00  |          |        |              |      | 540.00    |
| Jose L. Navarro               | Vg-1   | 6             | 87.00  |          |        |              |      | 522.00    |
| Alfredo Hernandez             | Vg-1   | 6             | 87.00  |          |        |              |      | 522.00    |
| EQUIPMENT                     |        | EQUIP. #      | HRS.   | RATE     |        |              |      |           |
| Pick-up                       |        | 0634          | X6     | 16.00    | 96.00  |              |      |           |
| Equipment - Backhoe           |        |               | 6      | 46.00    | 276.00 |              |      |           |
| 2-Ton truck                   |        |               | 6      | 25.00    | 150.00 |              |      |           |
| MILEAGE: MEN AT \$ PER DAY    |        |               |        |          |        |              |      |           |
| MATERIAL (SEE ATTACHED SHEET) |        |               |        |          |        |              |      |           |
| TOTAL DUE                     |        |               |        |          |        |              |      | \$3402.00 |

DESCRIPTION OF WORK ACCOMPLISHED: Relocation of (2x3) W. O. NO:

Pothole to locate New Verizon Duct Bank. Chip away slurry & Intercept 4" Conduit @ "B.C.R." Relocate 2" Intercept "y" & Re-Route for New 2x3.P.B. slurry backfill & clean-up.  
Relocated 2x3 Hand Hole from sta 51107 west to Clear for new driveway.

AUTHORIZED REPRESENTATIVE RICHARD BERRY DATE 12-15-14  
SUPERINTENDENT, FOREMAN [Signature] DATE 10/27/14





# INTERNATIONAL LINE BUILDERS, INC.

REG 07950

SOUTHERN CALIFORNIA DIVISION

P.O. BOX 3039 RIVERSIDE, CALIFORNIA 92519-3039

ACE Verizon

951 / 682-2982 • FAX 951 / 788-0686

A CSG Company  
A C10 782515

## DAILY TIME SHEET AND WORK REPORT

DATE: 9-2-14 JOB NO.: 141350-0009 LOCATION: NOGALAS & WALNUT, CITY OF INDUSTRY

| LABOR & EQUIPMENT             |          | STRAIGHT TIME |        | OVERTIME  |      | PREMIUM TIME |      | AMOUNT      |
|-------------------------------|----------|---------------|--------|-----------|------|--------------|------|-------------|
| LABOR (NAME)                  | CLASS.   | HRS.          | RATE   | HRS.      | RATE | HRS.         | RATE |             |
| Juan F. Linares               | F        | 8             | 109.00 |           |      |              |      | 872.00      |
| Eduardo Escalante             | O        | 8             | 107.00 |           |      |              |      | 856.00      |
| Jose M. Luviano               | L        | 8             | 87.00  |           |      |              |      | 696.00      |
|                               |          |               |        |           |      |              |      |             |
|                               |          |               |        |           |      |              |      |             |
|                               |          |               |        |           |      |              |      |             |
|                               |          |               |        |           |      |              |      |             |
|                               |          |               |        |           |      |              |      |             |
| EQUIPMENT                     | EQUIP. # | HRS.          | RATE   |           |      |              |      |             |
| BALANCE                       | BX4302d  | 8             | 46.00  |           |      |              |      | 368.00      |
| CONCRETE                      | 1039     | 8             | 25.00  |           |      |              |      | 200.00      |
| COMPRESSOR                    | S162     | 8             | 22.00  |           |      |              |      | 176.00      |
| FOREMAN TRUCK                 | 0621     | 8             | 16.00  |           |      |              |      | 128.00      |
|                               |          | MILEAGE:      |        | MEN AT \$ |      | PER DAY      |      |             |
| MATERIAL (SEE ATTACHED SHEET) |          |               |        |           |      |              |      |             |
| TOTAL DUE                     |          |               |        |           |      |              |      | \$ 3,296.00 |

DESCRIPTION OF WORK ACCOMPLISHED: Intercepted Existing Conduit and Run to base of pole to feed Storage Lot, Broke Sidewalk concrete, Chipped Slurry, Backfilled and Compacted.

W. O. NO: Pole in front of Storage place west side of Property

AUTHORIZED REPRESENTATIVE: [Signature] DATE: 10-15-14

SUPERINTENDENT, FOREMAN: [Signature] DATE: 10/15/14

*CITY COUNCIL*

ITEM NO. 9.2

**MEMORANDUM**

**TO:** John D. Ballas, City Engineer                                      **DATE:** April 1, 2015  
**FROM:** Eduardo Pereira                                                                                      **CONTRACT NO.:** CITY-1423  
          Joshua Nelson  
**SUBJECT:** City of Industry Street and Parking Lot Sweeping

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The above project was authorized for (1) solicitation of statement of qualifications and, after selection of qualified contractors, (2) solicitation of proposals on January 22, 2015 for an estimated cost of \$1,500,000.00. The Notice Requesting Statement of Qualifications was advertised in the San Gabriel Valley Tribune on January 29, 2015 and February 5, 2015. It was also advertised in Construction Bidboard, Inc., McGraw Hill, Southern California Builders Association and Builders Notebook trade publications on January 27, 2015.

Request for Statement of Qualifications (RFQ)  
Five (5) contractors submitted statements of qualifications:

|                            |                          |
|----------------------------|--------------------------|
| Athens Services            | CleanStreet              |
| DeAngelo Brothers          | Nationwide Environmental |
| R.F. Dickson Company, Inc. |                          |

After evaluation of the statements of qualifications, four (4) contractors were selected and invited to submit proposals for the project

Request for Proposal (RFP)  
Four (4) contractors submitted proposals:

|                          |                            |
|--------------------------|----------------------------|
| Athens Services          | CleanStreet                |
| Nationwide Environmental | R.F. Dickson Company, Inc. |

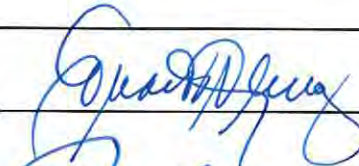
Proposals were received and opened on March 24, 2015 at 2:00 pm, in the City Administrative Offices. CNC Engineering has reviewed the proposals which appear to be in order and recommend award to the low proposer, R.F. Dickson Company, Inc., Downey, CA, in the budget amount of one million seven thousand seven hundred thirty six dollars and no cents (\$1,007,736.00) for a five-year period.

Upon your approval of R.F. Dickson Company, Inc., we shall meet with them to gather the contract documents.

---

By: Eduardo Pereira  
      Sr. Project Engineer

Signature:



By: Joshua Nelson  
      Sr. Project Manager

Signature:



EP/JN:cl



# PROPOSAL TABULATION

CITY OF INDUSTRY  
CONTRACT NO. CITY-1423

## CITY OF INDUSTRY STREET AND PARKING LOT SWEEPING

PROPOSAL OPENING: MARCH 24, 2015 AT 2:00 PM  
ESTIMATE: \$1,500,000.00

| <b>PROPOSER</b>            | <b>PROPOSAL<br/>TOTAL</b> |
|----------------------------|---------------------------|
| R.F. Dickson Company, Inc. | \$1,007,736.00            |
| Athens Services            | \$1,046,955.00            |
| Nationwide Environmental   | \$1,279,800.00            |
| CleanStreet                | \$1,593,600.00            |

**CITY OF INDUSTRY  
REQUEST FOR PROPOSALS  
STREET SWEEPING CONTRACT  
CITY CONTRACT NO. 1423**

**FORM 1: PROPOSAL FORM**

**TO: HAND DELIVERED RESPONSES:**

**City Administrative Office,  
15625 East Stafford Street  
City of Industry, California 91744**

**MAILED REPOSSES:**

**City Administrative Office,  
Post Office Box 3366,  
City of Industry, California 91744.**

This is to certify that I have carefully reviewed the City's Request for Proposals for Street Sweeping Contract No. 1423 and the Contract attached as Exhibit 1 and to Request for Proposals and all the Exhibits to the Contract. Therefore, I, the undersigned, as the authorized representative of the Company listed below, hereby agree that if the Company is proposed to be awarded the Contract by that City that the Company will provide the services described in the Contract attached as Exhibit 1.

The undersigned states that this is a genuine Proposal, no collusion with any other person has occurred, nor has this Proposal been submitted in the interest of any other person, nor has anyone been induced to submit a sham Proposal or to refrain from proposing.

In submitting this Proposal, I agree to hold my price open for a period of sixty (60) days following the Proposal submittal deadline.

Company Name: R.F. Dickson Co., Inc.

Phone Number: 562-923-5441

Fax Number: 562-869-5943

Email Address: raquel@dickson-ca.com

Mailing Address: 12524 Columbia Way

City, State, Zip: Downey, CA 90242

Name and Title: Steve Dickson, President

Signature: 

Date: March 23, 2015

**CITY OF INDUSTRY  
REQUEST FOR PROPOSALS  
STREET SWEEPING CONTRACT  
CITY CONTRACT NO. 1423**

**FORM 2: PRICES FOR SWEEPING SERVICES**

| ITEM NO. | DESCRIPTION OF ITEM | QUANTITY  |            | UNIT PRICE  | TOTAL COST     |
|----------|---------------------|-----------|------------|-------------|----------------|
|          |                     | NO. UNITS | UNIT MEAS. |             |                |
| 1.       | Streets             | 60        | MO.        | \$14,897.40 | \$ 893,844.00  |
| 2.       | Parking Lots        | 60        | MO.        | \$1,898.20  | \$113,892.00   |
|          |                     |           |            |             |                |
|          | GRAND TOTAL         |           |            | \$16,795.60 | \$1,007,736.00 |

**NOTE:**

The City has calculated the street sweeping work to be 215 curb miles and the parking lot work to be 1.84 million square feet. The Contract attached to this RFP as Exhibit 1 has compensation set forth in Exhibit D which allows the City to:

1. Add or subtract street sweeping work on a curb mile basis.

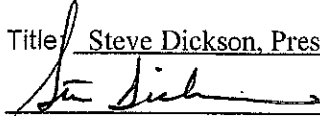
The City will divide the Unit Price for the Streets work by 215 to determine the per mile cost that will be used by the City in calculating additional compensation or a reduction in compensation.

2. Add or subtract parking lot work on a square foot basis

The City will divide the Unit Price for the Parking Lots work by 1.84 million to determine the per square foot cost that will be used by the City in calculating additional compensation or a reduction in compensation.

Company Name: R.F. Dickson Co., Inc.

Name and Title: Steve Dickson, President

Signature: 

Date: March 23, 2015

**CITY OF INDUSTRY  
REQUEST FOR PROPOSALS  
STREET SWEEPING CONTRACT  
CITY CONTRACT NO. 1423**

**FORM 3: CURRENT MUNICIPAL STREET SWEEPING CUSTOMERS**

List three current municipal street sweeping customers of your Company and the information requested below for each customer listed and sign this Form.

1. Municipality:

City of Lakewood

Contact Person:

Lisa Rapp

Address:

5050 N. Clark Ave

City, State, Zip:

Lakewood, CA 90712

Phone:

562-866-9771

Email:

lrapp@lakewoodcity.org

2. Municipality:

City of Diamond Bar

Contact Person:

David Liu

Address:

21825 E. Copley Dr

City, State, Zip:

Diamond Bar, CA 91765

Phone:

909-839-7042

Email:

DLiu@DiamondBarCa.gov

3. Municipality

Valinda/Hacienda Heights

Contact Person:

Paul Locus

Address:

14747 E. Ramona Blvd.

City, State, Zip:

Baldwin Park, CA 91706

Phone:

626-337-1277

Email:

plocus@dpw.lacounty.gov

Company Name: R.F. Dickson Co., Inc.

Name and Title: Steve Dickson, President

Signature: 

Date: March 23, 2015

**END OF SECTION**