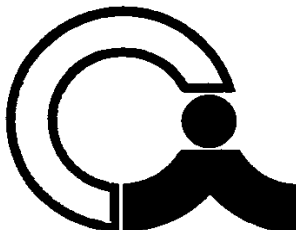


CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

APRIL 23, 2015
9:00 AM



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

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

Addressing the City Council:

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

Americans with Disabilities Act:

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

Agendas and other writings:

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

-
1. Call to Order
 2. Flag Salute
 3. Roll Call
 4. Public Comments
-

- 4.1 Presentation by the Alameda Corridor-East Construction Authority regarding the long term closure of Puente Avenue for the construction of the Puente Grade Separation.

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.

- 5.2 Consideration of the minutes of the February 26, 2015 regular meeting.

RECOMMENDED ACTION: Approve as submitted.

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. (SECOND READING)

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

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. (SECOND READING)

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

8. **PLANNING DIRECTOR MATTERS**

- 8.1 Consideration of Development Plan application 15-3 submitted by GAA Architects on behalf of K-Tops for a 22,775 square foot expansion to an existing warehouse located at 15051 Don Julian Road.

Consideration of Resolution No. CC 2015-07 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING THE ISSUANCE OF A NEGATIVE DECLARATION PURSUANT TO THE REQUIREMENTS OF CEQA AND ADOPTING DEVELOPMENT PLAN 15-3 TO ALLOW THE CONSTRUCTION OF A 22,775 SQUARE FOOT ADDITION TO AN EXISTING WAREHOUSE ON PROPERTY LOCATED AT 15051 DON JULIAN ROAD, WITHIN A "M" – INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF.

RECOMMENDED ACTION: Adopt Resolution No. CC 2015-07.

9. CITY ENGINEER MATTERS

- 9.1 Consideration of a Memorandum of Understanding between the City of Industry and Successor Agency to the Industry Urban-Development Agency for funding the improvements at the intersection of Grand Avenue at Golden Springs Drive as Phase IIA of the 57/60 Confluence Project.

RECOMMENDED ACTION: Approve the Memorandum of Understanding.

- 9.2 Consideration of a Funding Agreement between the City of Industry and the Los Angeles County Metropolitan Transportation Authority for the use of \$6,727,566.00 in grant funds for the improvements at the intersection of Grand Avenue at Golden Springs Drive as Phase IIA of the 57/60 Confluence Project.

RECOMMENDED ACTION: Approve the Funding Agreement.

- 9.3 Consideration of Ordinance No. 790 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CONFIRMING THE CITY'S COMPLIANCE WITH (1) THE CALIFORNIA PREVAILING WAGE REQUIREMENTS PROVIDED IN LABOR CODE SECTIONS 1770, ET SEQ., AND (2) THE CALIFORNIA PROJECT LABOR AGREEMENTS IN PUBLIC CONTRACT CODE SECTIONS 2500, ET SEQ.

(FIRST READING)

RECOMMENDED ACTION: Waive further reading, and introduce Ordinance No. 790.

10. Adjournment. Next regular meeting: Thursday, May 14, 2015 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 4.1

POWERPOINT PRESENTATION
PRESENTED DURING MEETING



ALAMEDA CORRIDOR-EAST

Puente Avenue Underpass

City of Industry/Los Angeles County



Construction: 2014-18

Cost: \$98.1 million

Jobs: 1,766

Trains: 20/day

V-H Delay: 31.5

Nelson Ave

NELSON AVENUE

SON AVENUE

LEGEND

WORK AREA

LOCAL ACCESS TO BE MAINTAINED

Puente Ave

LOCAL ACCESS TO BE MAINTAINED

PAVEMENT WALK CLOSED

REMAIN FULLY CLOSE DRIVEWAY

SIGNAL HOUSE

SHOOFLY

Valley Blvd

UNION PACIFIC RAILROAD

UPRR

VALLEY BOULEVARD

SEE ALTERNATE #2 IN SPECIFICATIONS FOR ADDITIONAL WORK TO BE COMPLETED FROM LACOMA PLANS

SEE PROJECT MANUAL FOR ADDITIONAL DETAILS FOR RETAINMENT CONSTRUCTION SEQUENCE

Workman Mill Rd

CONNETT AVENUE

WORKMAN MILL ROAD

3RD AVENUE

4TH AVENUE

PROCTOR AVENUE

PARSONS

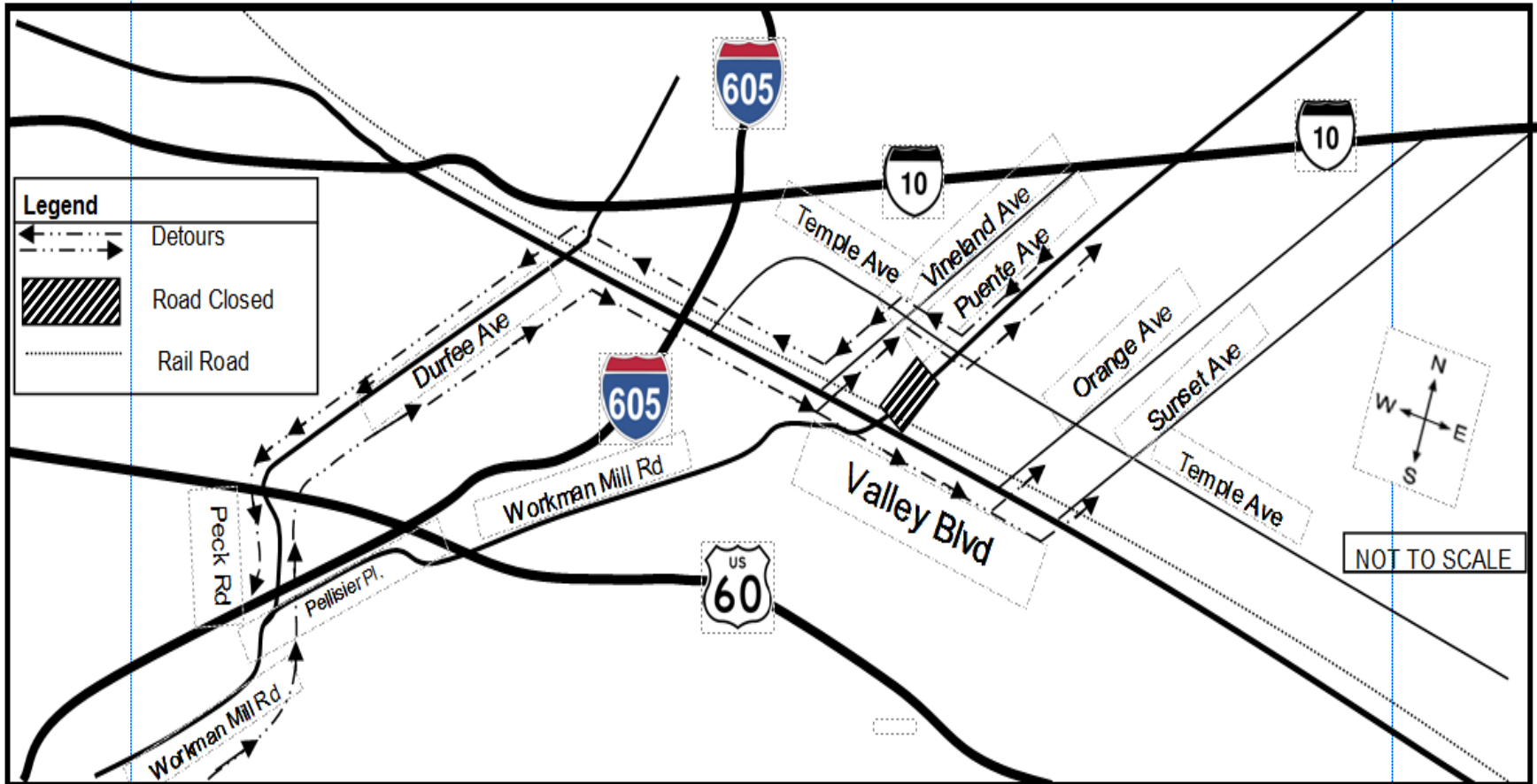


**ALAMEDA CORRIDOR - EAST
CONSTRUCTION AUTHORITY**
PUENTE AVE GRADE SEPARATION PROJECT
STAGE CONSTRUCTION SUMMARY
STAGE 2A S. VALLEY BRIDGE & 3RD AVE



DETOURS – AREA MAP

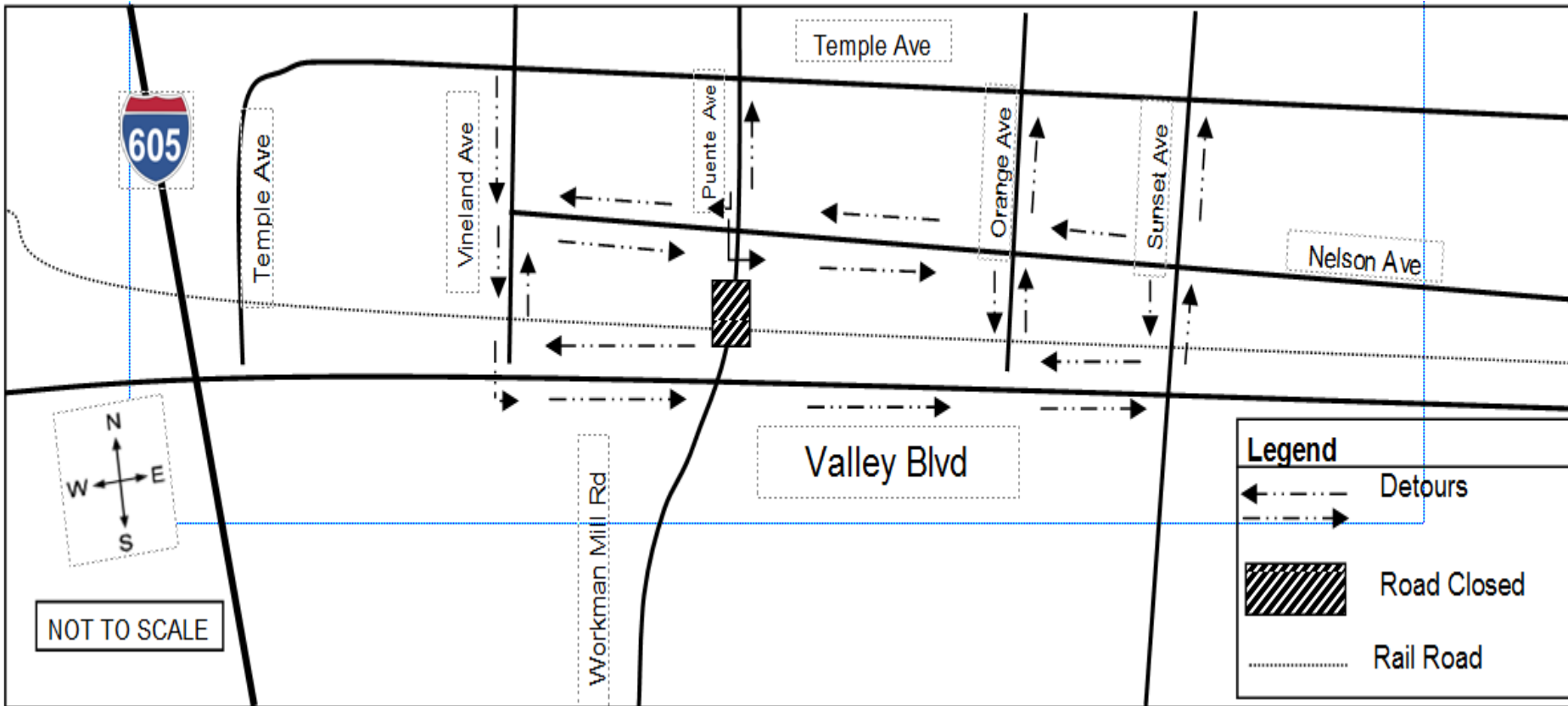
Puente Ave. will be closed in May 2015 and re-open approximately 36 months later. Through traffic will be detoured via Vineland, Orange and Sunset Aves. for north-south traffic. Peck Rd. to Durfee Ave. is a recommended detour route to access the I-605 freeway. Valley Blvd. will remain open with reduced lanes during construction.





DETOURS – LOCAL ACCESS

Access to local businesses and residences on Puente Ave., Workman Mill Rd. and Valley Blvd. will be maintained. Vineland and Orange Aves. are recommended detours for local access. Valley Blvd. will remain open with reduced lanes during construction.





COMMUNITY OUTREACH



Alameda Corridor-East Construction Authority @PuenteGS
 4900 Rivergrade Road, Ste. 120 Irwindale, CA 91706 (626) 962-9292 fax (626) 472-0094 www.theaceproject.org

CONSTRUCTION ALERT

PUENTE AVE. UNDERPASS AT RAILROAD CROSSING TO BEGIN CONSTRUCTION; ROAD TO CLOSE FOR UP TO 36 MONTHS



At left, an image of the completed roadway underpass, which will carry vehicular and pedestrian traffic under the railroad tracks.

Si usted desea este aviso en español, por favor llame a (888) ACE-1426.

如欲索取中文告示，請致電 (888) ACE-1426.

Xin vui lòng gọi điện thoại số (888) ACE-1426 để có bản sao của thông báo này bằng tiếng Việt Nam.

WHAT

The Alameda Corridor-East Construction Authority (ACE) will begin construction on the Puente Ave. Grade Separation Project at the railroad crossing in the City of Industry and unincorporated community of Avocado Heights. The project will consist of building a roadway underpass over the Union Pacific railroad tracks to carry trains over Puente Ave. and an underpass for vehicular traffic. The new roadway will include pedestrian and motorist safety improvements and walkways with protective railing. In addition, a permanent connector road will be constructed west of Puente Ave. and south of Valley Blvd. to provide access between the two newly grade separated roads. Upon completion, traffic congestion, potential collisions with trains and train horn noise will be eliminated.

WHEN

Major construction will commence on or after TBD with the closure of Puente Ave. at Valley Blvd. to vehicular and pedestrian traffic for up to approximately 36 months. Most construction will occur weekdays between 7 a.m. and 5 p.m. Completion of construction is anticipated in early 2018.

WHAT TO EXPECT

Puente Ave. will be closed north of Valley Blvd. and south of Nelson Ave. All vehicle and pedestrian traffic are encouraged to use detours (see map on reverse). Vineland, Orange and Sunset Aves. will serve as detours for north-south traffic. At least two traffic lanes will remain open in each direction of Valley Blvd. Access to local businesses and residences will be maintained.

Para información o preguntas, por favor llame al teléfono directo o visite el sitio web en:

如有疑問或需要索取工程最新資料，請致電輔助熱線或參閱工程網頁

For the most up-to-date information or questions, please call or visit:
(888) ACE-1426 or www.theaceproject.org

Thank you for your patience and cooperation... **At ACE, it's Safety First!**

Note: Construction is a dynamic process and information is subject to change without notice. Work activity is subject to weather conditions.

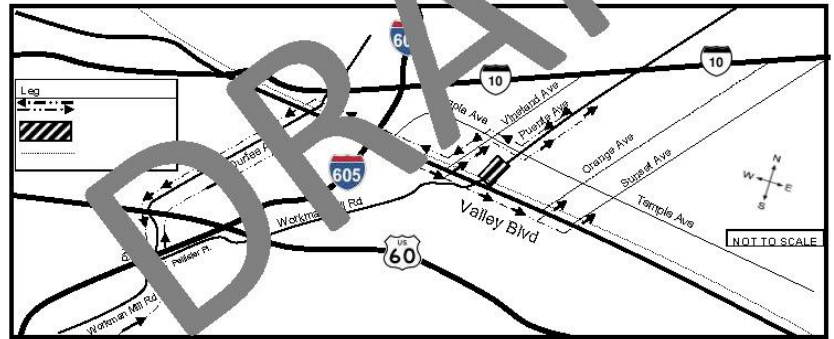
Rev 4/14/15

ROAD CLOSURES

Roadways that Will be Closed Temporarily or Remain Open as Detour Routes	Spring 2015	Summer 2015- Early 2018
Puente Ave. , immediately north of Valley Blvd. to immediately south of Nelson Ave.	CLOSED	CLOSED
Workman Mill Rd. , at the intersection of Valley Blvd. (Closed only after new connector road opens).	OPEN	CLOSED
3rd Ave. , at the intersection of Workman Mill Rd.	OPEN	OPEN
Valley Blvd., Temple Ave., Vineland Ave., Orange Ave., Sunset Ave., Nelson Ave.	OPEN	OPEN

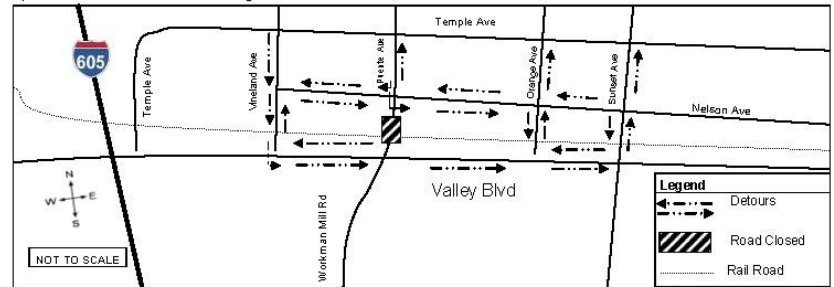
AREA DETOUR MAP (SPRING 2015 - EARLY 2018)

Puente Ave. will be closed on or after TBD and re-open approximately 36 months later. Through traffic will be detoured via Vineland, Orange and Sunset Aves. for north-south traffic. Peck Rd. to Durfee Ave. is a recommended detour route to access the I-60 freeway. Valley Blvd. will remain open with reduced lanes during construction.



LOCAL ACCESS DETOUR MAP (SPRING 2015 - EARLY 2018)

Access to local businesses and residences on Puente Ave., Workman Mill Rd. and Valley Blvd. will be maintained. Vineland and Orange Aves. are recommended detours for local access. Valley Blvd. will remain open with reduced lanes during construction.





COMMUNITY OUTREACH

➤ Construction/Detour Notices

- Advance notice provided in English, Spanish and Chinese
- Posted on ACE Website
- (888) ACE-1426 Helpline

➤ School Safety Program

- Distribute safety kits and deliver age-appropriate presentations

➤ Business Support Program

- Provide advertising, directional signage for affected businesses



Alameda Corridor-East Construction Authority @ACEproject

4000 Rivergreen Road, Ste. 220 Hercules, CA 92116 (619) 962-3262 fax (619) 472-0084 www.theaceproject.ca

****CONSTRUCTION ALERT****
PUENTE AVE. UNDERPASS AT RAILROAD CROSSING TO BEGIN CONSTRUCTION; ROAD TO CLOSE FOR UP TO 36 MONTHS

IMPACT TO LOCAL COMMUNITY
 At left, an image of the completed roadway underpass, which allows vehicular and pedestrian traffic under the railroad tracks.
 Sit back, relax and enjoy the view. Please leave a space for ACE.
 ACE-1426.
 Stay in being still (do not use ACE-1426 if you have no idea what you are doing).

WHAT TO EXPECT
 Puente Ave. will be closed north of Valley Blvd. and south of Hallow Ave. All vehicle and pedestrian traffic are encouraged to use detours (see map on reverse). Weekend, Change and Sunset Ave. will serve as detours for north-south traffic. At least two traffic lanes will remain open in each direction of Valley Blvd. Access to local businesses and residences will be maintained.

WHAT TO EXPECT
 Puente Ave. will be closed north of Valley Blvd. and south of Hallow Ave. All vehicle and pedestrian traffic are encouraged to use detours (see map on reverse). Weekend, Change and Sunset Ave. will serve as detours for north-south traffic. At least two traffic lanes will remain open in each direction of Valley Blvd. Access to local businesses and residences will be maintained.

Para información o preguntas, por favor llame al teléfono directo o visite el sitio web en:
 如有任何問題或查詢，請致電或瀏覽我們的網站。
 For the most up-to-date information or questions, please call or visit:
 (888) ACE-1426 or www.theaceproject.org
 Thank you for your patience and cooperation. **AT ACE, it's Safety First**
 Note: Construction is a public process and information is subject to change without notice. Work activity is subject to weather conditions.

Nov 6/15/12



CITY COUNCIL

ITEM NO. 5.1

CITY OF INDUSTRY
ACTIONS FOR CITY GOODS AND SERVICES
April 23, 2015

FUND RECAP:

<u>FUND</u>	<u>DESCRIPTION</u>	<u>DISBURSEMENTS</u>
100	GENERAL FUND	3,246,591.42
120	CAPITAL IMPROVEMENT FUND	120,555.06
161	IPUC - ELECTRIC	280,995.80
TOTAL ALL FUNDS		3,648,142.28

BANK RECAP:

<u>BANK</u>	<u>NAME</u>	<u>DISBURSEMENTS</u>
BOFA	BANK OF AMERICA - CKING ACCOUNTS	16,181.45
REF	REFUSE - CKING ACCOUNT	1,557,656.14
WFBK	WELLS FARGO- CKING ACCOUNT	2,074,304.69
TOTAL ALL BANKS		3,648,142.28

**CITY OF INDUSTRY
BANK OF AMERICA
April 23, 2015**

Check	Date			Payee Name	Check Amount
CITYELEC.CHK - City Electric					
1352	04/07/2015			CITY OF INDUSTRY	\$15,881.45
	Invoice	Date	Description		Amount
	04/07/15	04/07/2015	TRANSFER FUNDS-ELECTRIC		\$15,881.45

PARKCIT.CHK - Parking Citation Checking

529	03/31/2015			WANG JIAN	\$300.00
	Invoice	Date	Description		Amount
	3/31/15	03/31/2015	REFUND-CITATION #128728		\$300.00

Checks	Status	Count	Transaction Amount
	Total	2	\$16,181.45

**CITY OF INDUSTRY
WELLS FARGO REFUSE
April 23, 2015**

Check	Date			Payee Name	Check Amount
REFUSE - Refuse Account					
WT185	04/02/2015			CITY OF INDUSTRY DISPOSAL CO.	\$1,151,515.49
	Invoice	Date	Description	Amount	
	2070557	04/02/2015	REFUSE SVC 3/1-3/31/15	\$1,151,515.49	
4142	04/02/2015			CAPE ROBBINS COLLECTIONS	\$5,895.96
	Invoice	Date	Description	Amount	
	4/2/15	04/02/2015	REFUND-ACCT #077447	\$5,895.96	
4143	04/07/2015			CITY OF INDUSTRY	\$400,000.00
	Invoice	Date	Description	Amount	
	4/7/15	04/07/2015	INVESTMENT	\$400,000.00	
4144	04/07/2015			BLACKBRIDGE USA	\$244.69
	Invoice	Date	Description	Amount	
	4/7/15	04/07/2015	REFUND-ACCT #082200	\$244.69	

Checks	Status	Count	Transaction Amount
	Total	4	\$1,557,656.14

**CITY OF INDUSTRY
WELLS FARGO VOIDED CHECKS
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
61410	04/09/2015		SEQUOIA FINANCIAL SERVICES	(\$11,968.33)
	Invoice	Date	Description	Amount
	170899	03/15/2015	VOIDED -WRONG ADDRESS	(\$11,968.33)

Check	Status	Count	Transaction Amount
	Total	1	(\$11,968.33)

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date	Payee Name		Check	Amount
CITY.WF.CHK - City General Wells Fargo					
61433	04/07/2015	AT & T			\$8.80
	Invoice	Date	Description	Amount	
	2015-00001228	04/01/2015	04/01-04/30/15 SVC - CITY WHITE PAGES	\$8.80	
61434	04/07/2015	GAS COMPANY, THE			\$112.94
	Invoice	Date	Description	Amount	
	2015-00001236	03/30/2015	02/25-03/26/15 SVC - 15415 DON JULIAN RD	\$112.94	
61435	04/07/2015	SEQUOIA FINANCIAL SERVICES			\$11,968.33
	Invoice	Date	Description	Amount	
	170899-A	03/15/2015	COLLECTION SVC FOR ENVIRONMENTAL REVIEW	\$11,968.33	
61436	04/07/2015	SHELL ENERGY NORTH AMERICA-			\$83,616.00
	Invoice	Date	Description	Amount	
	1434353	04/01/2015	WHOLESALE USE-MAR 2015	\$83,616.00	
61437	04/07/2015	SO CALIFORNIA EDISON COMPANY			\$3,057.95
	Invoice	Date	Description	Amount	
	2015-00001232	04/01/2015	02/23-03/24/15 SVC - 580 S BREA CYN	\$24.80	
	5010ENG-APR15	04/01/2015	02/27-03/30/15 SVC - 5010 ENGLISH	\$79.30	
	205HUDSON-APR15	04/01/2015	02/27-03/30/15 SVC - 205 N HUDSON AVE	\$622.37	
	2015-00001233	04/02/2015	03/01-04/01/15 SVC - 1 VALLEY/AZUSA	\$16.59	
	2015-00001234	04/04/2015	03/01-04/01/15 SVC - VARIOUS SITES	\$1,904.27	
	2015-00001235	04/04/2015	03/05-04/03/15 SVC - 208 S WADDINGHAM WAY CP	\$122.86	
	2015-00001237	03/31/2015	02/27-03/30/15 SVC - 137 N HUDSON AVE	\$287.76	
61438	04/07/2015	TELEPACIFIC COMMUNICATIONS			\$1,910.18
	Invoice	Date	Description	Amount	
	65501981-0	03/31/2015	INTERNET SVC-METRO SOLAR/CITY HALL	\$1,910.18	
61439	04/07/2015	VERIZON			\$175.03

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	2015-00001229	03/25/2015	03/25-04/24/15 SVC - ELECTRIC MODEM	\$61.54
	2015-00001230	03/25/2015	03/25-04/24/15 SVC - ELECTRIC MODEM	\$51.95
	2015-00001231	03/28/2015	03/28-04/27/15 SVC - ELECTRIC MODEM	\$61.54
61440	04/07/2015		VERIZON WIRELESS - LA	\$897.60
	Invoice	Date	Description	Amount
	9742987975	03/26/2015	02/27-03/26/15 SVC - VARIOUS WIRELESS	\$783.57
	9742987976	03/26/2015	02/27-03/26/15 SVC - M2M	\$114.03
61441	04/09/2015		AGUA TITO	\$109.90
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$109.90
61442	04/09/2015		CAMILO CASTRO	\$1,534.88
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$1,534.88
61443	04/09/2015		CATALINA GORDON	\$1,420.52
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$1,420.52
61444	04/09/2015		CENTRO HISPANO	\$3,900.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$3,900.00
61445	04/09/2015		FRANCIS MARTINEZ (RASPADOS	\$286.50
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$286.50
61446	04/09/2015		HOTEL CAMINO REAL	\$3,851.00

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$3,851.00
61447	04/09/2015		HOTEL GRANADA	\$994.05
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$994.05
61448	04/09/2015		ISABEL CISNEROS	\$400.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$400.00
61449	04/09/2015		JOSE CISNEROS	\$658.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$658.00
61450	04/09/2015		LA CAMARA DE COMERCIO	\$12,684.10
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$12,684.10
61451	04/09/2015		LAZARO ROMERO	\$1,000.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$1,000.00
61452	04/09/2015		M.G. PRINTING, INC.	\$5,189.38
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$5,189.38
61453	04/09/2015		MUNDO LATINO ENTERPRISES, INC.	\$5,000.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$5,000.00

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
61454	04/09/2015		NEAL SANTA CRUZ	\$522.25
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$522.25
61455	04/09/2015		PROMO A-R-C	\$4,290.61
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$4,290.61
61456	04/09/2015		STICKY G'S	\$3,291.06
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$3,291.06
61457	04/09/2015		WEB ENTERPRISES, INC.	\$1,500.00
	Invoice	Date	Description	Amount
	4/6/15	04/08/2015	SETTLEMENT OF REIMBURSABLE EXPENSES	\$1,500.00
61458	04/10/2015		BROWN & BROWN INSURANCE	\$197.75
	Invoice	Date	Description	Amount
	261607	03/31/2015	PKG-2015 DODGE VIN #3211	\$197.75
61459	04/10/2015		L A COUNTY REGISTRAR-	\$2,210.00
	Invoice	Date	Description	Amount
	CUP15-1-B	03/27/2015	FEE-DEPT OF FISH AND GAME	\$2,210.00
61460	04/10/2015		L A COUNTY REGISTRAR-	\$75.00
	Invoice	Date	Description	Amount
	CUP15-1-A	03/27/2015	FEE-NOTICE OF DETERMINATION	\$75.00
61461	04/10/2015		NOBLE AMERICAS ENERGY	\$83,480.28
	Invoice	Date	Description	Amount
	150980004351716	04/08/2015	WHOLESALE USE-MAR 2015	\$83,480.28

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
61462	04/15/2015			GAS COMPANY, THE	\$36.24
	Invoice	Date	Description	Amount	
	2015-00001242	04/06/2015	03/04-04/02/15 SVC - 710 NOGALES ST	\$14.30	
	2015-00001243	04/06/2015	03/04-04/02/15 SVC - 1135 HATCHER AVE	\$21.94	
61463	04/15/2015			SHELL	\$1,293.47
	Invoice	Date	Description	Amount	
	8000073489504	04/05/2015	FUEL-CITY VEHICLES	\$1,293.47	
61464	04/15/2015			SO CALIFORNIA EDISON COMPANY	\$25,167.12
	Invoice	Date	Description	Amount	
	15660STAFF-APR15	04/07/2015	02/27-03/30/15 SVC - 15660 STAFFORD ST	\$1,849.34	
	2015-00001244	04/07/2015	03/05-04/03/15 SVC - 15625 STAFFORD ST	\$4,250.42	
	2015-00001245	04/07/2015	03/01-04/05/15 SVC - 133 N AZUSA AVE	\$411.30	
	1123AHATCH-APR15	04/08/2015	03/09-04/07/15 SVC - 1123 HATCHER AVE STE A	\$220.01	
	2015-00001246	04/08/2015	03/01-04/01/15 SVC - NOGALES ST/SAN JOSE	\$615.59	
	1135HATCH-APR15	04/08/2015	03/09-04/07/15 SVC - 1135 HATCHER AVE	\$383.49	
	2015-00001247	04/09/2015	03/01-04/01/15 SVC - 208 S WADDINGHAM WAY	\$17,269.20	
	2015-00001248	04/09/2015	03/09-04/07/15 SVC - VARIOUS SITES	\$131.26	
	2015-00001249	04/10/2015	03/01-04/01/15 SVC - GALE AVE/L ST	\$36.51	
61465	04/15/2015			SO CALIFORNIA EDISON COMPANY	\$523.88
	Invoice	Date	Description	Amount	
	7500532422	03/31/2015	12/01-12/31/14 SVC - RELIABILITY SVC	\$523.88	
61466	04/15/2015			SUBURBAN WATER SYSTEMS	\$444.18
	Invoice	Date	Description	Amount	
	180040657213	04/02/2015	03/04-04/02/15 SVC - NE CNR VALLEY/STIMS	\$444.18	
61467	04/15/2015			VERIZON	\$1,301.03

**CITY OF INDUSTRY
WELLS FARGO BANK
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Check	Date	Payee Name	Check Amount
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CITY.WF.CHK - City General Wells Fargo

Invoice	Date	Description	Amount
2015-00001250	03/28/2015	03/28-04/27/15 SVC - ELECTRIC MODEM	\$45.12
2015-00001251	03/28/2015	03/28-04/27/15 SVC - ELECTRIC MODEM	\$54.21
2015-00001252	04/01/2015	04/01-04/30/15 SVC - GENERATOR SITE-TELEMETRY	\$57.19
2015-00001253	04/01/2015	04/01-04/30/15 SVC - GENERATOR SITE-TELEMETRY	\$54.36
2015-00001254	04/04/2015	04/04-05/03/15 SVC - ELECTRIC MODEM	\$61.67
2015-00001255	04/04/2015	04/04-05/03/15 SVC - GENERATOR SITE-TELEMETRY	\$57.19
2015-00001263	04/01/2015	04/01-04/30/15 SVC - VARIOUS SITES	\$971.29

61468	04/15/2015	WALNUT VALLEY WATER DISTRICT	\$4,130.22
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Invoice	Date	Description	Amount
1939744	04/07/2015	02/28-03/30/15 SVC - IRR 820 FAIRWAY DR	\$85.63
1939796	04/07/2015	02/28-03/30/15 SVC - LEMON AVE N OF CURRIER RD	\$62.04
1939830	04/07/2015	02/28-03/30/15 SVC - BREA CYN RD & OLD RANCH RD	\$40.20
1939846	04/07/2015	02/28-03/30/15 SVC - FERRERO & GRAND EAST	\$770.47
1939864	04/07/2015	02/28-03/30/15 SVC - BAKER PKWY METER #1	\$334.00
1939865	04/07/2015	02/28-03/30/15 SVC - BAKER PKWY METER #2	\$277.55
1939871	04/07/2015	02/28-03/30/15 SVC - GRAND AVE CROSSING	\$295.42
1939872	04/07/2015	02/28-03/30/15 SVC - GRAND AVE CROSSING	\$71.07
1939874	04/07/2015	02/28-03/30/15 SVC - 22002 VALLEY BLVD	\$321.00
1939891	04/07/2015	02/28-03/30/15 SVC - 21350 VALLEY-MEDIAN	\$96.36
1939892	04/07/2015	02/28-03/30/15 SVC - GRAND CROSSING EAST	\$41.76
1939893	04/07/2015	02/28-03/30/15 SVC - GRAND CROSSING WEST	\$63.60
1939894	04/07/2015	02/28-03/30/15 SVC - BAKER PKWY & GRAND N/W	\$1,235.35
1939901	04/07/2015	02/28-03/30/15 SVC - E/S GRAND S/O BAKER PKWY	\$110.59
1939907	04/07/2015	02/28-03/30/15 SVC - BREA CYN N OF RR TRKS	\$158.69
1939908	04/07/2015	02/28-03/30/15 SVC - BREA CYN N OF CURRIER	\$33.89
1939910	04/07/2015	02/28-03/30/15 SVC - 60 FWY INTERCHANGE	\$33.89
1940575	04/08/2015	03/04-04/01/15 SVC - PUMP STN N/W CHERYL	\$23.04
1940595	04/08/2015	03/04-04/01/15 SVC - PUMP STN BREA CYN	\$21.24
1940819	04/08/2015	03/04-04/01/15 SVC - NOGALES PUMP STN	\$54.43

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WELLS FARGO BANK
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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
61469	04/15/2015		WEX BANK	\$380.53
	Invoice	Date	Description	Amount
	40366397	03/31/2015	FUEL-CITY VEHICLES	\$380.53
61470	04/23/2015		ABORTA-BUG PEST CONTROL	\$120.00
	Invoice	Date	Description	Amount
	15727	04/13/2015	SVC-19001 TONNER CYN	\$120.00
61471	04/23/2015		ALPHA ACTUAL, LLC	\$13,165.64
	Invoice	Date	Description	Amount
	6919	02/23/2015	MIGRATION OF DATABASE INTO LASERFICHE	\$5,000.00
	7102	04/02/2015	LASERFICHE ANNUAL RENEWAL 06/15-06/16	\$8,165.64
61472	04/23/2015		ALVAKA NETWORKS	\$12,670.17
	Invoice	Date	Description	Amount
	154281	04/01/2015	NETWORK MAINT-MAY 2015	\$6,020.00
	154400NP	03/31/2015	TRIP CHARGE	\$110.00
	154309	04/01/2015	NETWORK MAINT-MAY 2015	\$6,540.17
61473	04/23/2015		AT & T	\$225.00
	Invoice	Date	Description	Amount
	8958491545	04/01/2015	04/01-04/30/15 SVC - METROLINK	\$225.00
61474	04/23/2015		AVANT-GARDE, INC	\$8,711.25
	Invoice	Date	Description	Amount
	3668	03/29/2015	PROJECT MGMT FOR CITY BRIDGES	\$5,472.50
	3669	03/29/2015	PROGRAM MGMT-AZUSA AVE BRIDGE	\$3,238.75
61475	04/23/2015		BANK OF AMERICA - SAFE DEPOSIT	\$72.00
	Invoice	Date	Description	Amount

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WELLS FARGO BANK
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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	5/13/15-5/12/16	04/08/2015	SAFE DEPOSIT BOX #004166D-8	\$72.00
61476	04/23/2015		BIGGS CARDOSA ASSOCIATES, INC.	\$1,718.75
	Invoice	Date	Description	Amount
	66596	03/05/2015	STRATEGIC PLAN FOR CITY BRIDGES	\$1,718.75
61477	04/23/2015		BOYS' CLUB OF SAN GABRIEL	\$4,300.00
	Invoice	Date	Description	Amount
	2703	03/31/2015	GRAFFITI REMOVAL-MAR 2015	\$4,300.00
61478	04/23/2015		BRYAN PRESS	\$467.29
	Invoice	Date	Description	Amount
	0072508	03/31/2015	COI #10 ENVELOPES	\$331.58
	0072507	04/06/2015	COI-MAILING LABELS	\$135.71
61479	04/23/2015		BURKE, WILLIAMS & SORENSEN,	\$203,251.60
	Invoice	Date	Description	Amount
	187779	04/09/2015	RETAINER-MAR 2015	\$17,785.00
	187780	04/09/2015	PROF SVC-MAR 2015	\$185,466.60
61480	04/23/2015		BURKE, WILLIAMS & SORENSEN,	\$281,300.26
	Invoice	Date	Description	Amount
	4/13/15	04/13/2015	PROF SVC-MAR 2015	\$276,772.50
	04/15/15	04/15/2015	PROF SVC-MAR 2015	\$4,527.76
61481	04/23/2015		BUTSKO UTILITY DESIGN INC.	\$8,969.90
	Invoice	Date	Description	Amount
	26589H	01/31/2015	IPUC-ON CALL SERVICE	\$8,969.90
61482	04/23/2015		CASC ENGINEERING AND	\$5,554.00
	Invoice	Date	Description	Amount

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WELLS FARGO BANK
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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	33111	02/28/2015	NPDES ENG SVC-COI	\$5,358.00
	33112	02/28/2015	NPDES ENG SVC-FOLLOW'S CAMP	\$196.00
61483	04/23/2015		CITY OF INDUSTRY	\$759.22
	Invoice	Date	Description	Amount
	2015-00000010	03/31/2015	IH FUEL PUMP-SECURITY VEHICLES	\$759.22
61484	04/23/2015		CITY OF INDUSTRY DISPOSAL CO.	\$2,362.08
	Invoice	Date	Description	Amount
	2070514	03/31/2015	MO SVC-CITY RESIDENCES	\$2,362.08
61485	04/23/2015		CITY OF INDUSTRY-MEDICAL	\$18,000.00
	Invoice	Date	Description	Amount
	REG 4/23/15	04/13/2015	TRANSFER FUNDS-MEDICAL	\$18,000.00
61486	04/23/2015		CITY OF INDUSTRY-PAYROLL ACCT	\$60,000.00
	Invoice	Date	Description	Amount
	P/R 4/15/15	04/13/2015	PAYROLL REIMBURSEMENT 4/15/15	\$60,000.00
61487	04/23/2015		CITY OF INDUSTRY-REFUSE	\$5,499.77
	Invoice	Date	Description	Amount
	2070249	03/31/2015	DISP SVC-HADDICK'S IMPOUND YD	\$754.96
	2069271	04/01/2015	DISP SVC-CITY BUS STOPS	\$4,376.33
	2068901A	04/01/2015	DISP SVC-205 N. HUDSON	\$184.24
	2068901B	04/01/2015	DISP SVC-841 7TH AVE	\$184.24
61488	04/23/2015		CITY OF INDUSTRY-REFUSE	\$1,344.84
	Invoice	Date	Description	Amount
	2068639	04/01/2015	DISP SVC-TRES HERMANOS	\$138.38
	2068638	04/01/2015	DISP SVC-CITY HALL	\$299.47
	2070207	03/31/2015	DISP SVC-1123 HATCHER	\$968.00

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	1996511	01/01/2015	CREDIT	(\$61.01)
61489	04/23/2015		CM SERVICE, INC.	\$5,689.45
	Invoice	Date	Description	Amount
	226925	04/02/2015	A/C MAINT-EL ENCANTO	\$1,973.83
	226709	03/27/2015	REPAIR FAN COILS-EL ENCANTO	\$3,715.62
61490	04/23/2015		CNC ENGINEERING	\$181,029.96
	Invoice	Date	Description	Amount
	43214	04/09/2015	66KV ELECTRICAL STN FACILITY	\$1,766.49
	43224	04/09/2015	ON-CALL STREET MAINT PROGRAM	\$5,464.83
	43225	04/09/2015	GALE AVE STREET IMPROVEMENTS	\$241.15
	43226	04/09/2015	WALNUT DR SOUTH WIDENING	\$4,220.13
	43227	04/09/2015	CLARK AVE WIDENING	\$12,964.34
	43228	04/09/2015	CITY OF INDUSTRY STREET SWEEPING	\$2,145.71
	43229	04/09/2015	2014-2015 SLURRY SEAL	\$3,149.00
	43230	04/09/2015	GENERAL ENGINEERING SVC-CIP	\$40,250.07
	43231	04/09/2015	GENERAL ENGINEERING SVC-3/23-4/5/15	\$48,439.01
	43232	04/09/2015	TONNER CYN PROPERTY	\$633.35
	43233	04/09/2015	CITY ADMIN OFFCES-15625 STAFFORD ST	\$1,574.63
	43234	04/09/2015	IMC BUILDING	\$156.88
	43235	04/09/2015	HOMESTEAD MUSEUM MAINT	\$947.11
	43236	04/09/2015	RESURFACING-VARIOUS STREETS	\$2,666.96
	43239	04/09/2015	TRAFFIC SIGNAL-DON JULAIN/SIXTH AVE	\$162.71
	43240	04/09/2015	SANITATION DISTRICT INTERMODEL FACILITY	\$162.72
	43241	04/09/2015	LAUNDRY BLDG SETTLEMENT ISSUES	\$2,310.28
	43242	04/09/2015	INDUSTRY HILLS FUEL TANK DISPENSING	\$754.19
	43243	04/09/2015	PROPERTY MGMT-CITY OWNED PROPERTIES	\$2,423.08
	43244	04/09/2015	HWY BRIDGE PROGRAM INSPECTIONS	\$313.76
	43245	04/09/2015	FISCAL YEAR BUDGET	\$1,294.26
	43246	04/09/2015	STORM DRAIN IN AJAX AVE	\$1,176.60

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Check	Date	Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo			
43247	04/09/2015	FOLLOW'S CAMP PROPERTY	\$2,463.71
43248	04/09/2015	CROSSROADS PKY SOUTH PCC PAVEMENT	\$941.28
43249	04/09/2015	VARIOUS ASSIGNMENTS-SA TO THE IUDA	\$13,719.60
43250	04/09/2015	CITY PROPERTY-110 ACRES SOUTH OF	\$39.22
43251	04/09/2015	METRO STN/COMMUTER RAIL STN-MISC	\$1,013.36
43252	04/09/2015	NELSON AVE/PUENTE AVE WIDENING	\$162.71
43253	04/09/2015	GALE AVE AND JELICK AVE IMPROVEMENTS	\$235.32
43254	04/09/2015	NEW TRAFFIC SIGNAL AT VALLEY/ALDERTON	\$10,589.40
43255	04/09/2015	BICYCLE MASTER PLAN	\$11,026.94
43256	04/09/2015	CITY OWNED PROPERTY MISC MAINT	\$977.32
43257	04/09/2015	CITY SIGN ATLAS	\$162.71
43258	04/09/2015	ARENTH AVE RECONSTRUCTION	\$78.44
43259	04/09/2015	CITY OF INDUSTRY MUNICIPAL CODE COMPLIANCE	\$941.28
43260	04/09/2015	FULLERTON RD GRADE SEPARATION	\$244.08
43261	04/09/2015	ALAMEDA CORRIDOR EAST RELATED PROJECTS	\$563.66
43262	04/09/2015	FAIRWAY DR GRADE SEPARATION	\$1,914.63
43263	04/09/2015	NOGALES GRADE SEPARATION	\$1,936.62
43237	04/09/2015	LOS ANGELES SUB QUIET ZONE	\$549.08
43238	04/09/2015	CITY AERIALS SYSTEMS 2013-2014	\$253.34
61491	04/23/2015	CORELOGIC INFORMATION	\$175.00
Invoice	Date	Description	Amount
81446483	03/31/2015	GEOGRAPHIC PKG-MAR 2015	\$175.00
61492	04/23/2015	EASYLINK SERVICES	\$56.35
Invoice	Date	Description	Amount
07634191504	04/02/2015	FAX SVC-MAR 2015	\$56.35
61493	04/23/2015	ENCO UTILITY SERVICES	\$7,609.50
Invoice	Date	Description	Amount
20-3-03-15	03/31/2015	PROF SVC-MAR 2015	\$2,500.00

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CITY.WF.CHK - City General Wells Fargo				
	0612-00034S	04/01/2015	METER SYSTEM MONITORING-MAR 2015	\$2,846.00
	0113-0027MR	04/01/2015	METER READING SVC-MAR 2015	\$2,263.50
61494	04/23/2015		FEDERAL EXPRESS CORP.	\$306.24
	Invoice	Date	Description	Amount
	2-996-12907	04/10/2015	MESSENGER SVC	\$306.24
61495	04/23/2015		FRAZER, LLP	\$15,154.00
	Invoice	Date	Description	Amount
	186429	03/31/2015	COI-CONSULTING SVC FOR MAR 2015	\$15,154.00
61496	04/23/2015		FUEL PROS, INC.	\$2,510.84
	Invoice	Date	Description	Amount
	0000020293	02/26/2015	INDUSTRY HILLS FUEL STN MAINT	\$2,175.72
	0000020352	03/10/2015	INDUSTRY HILLS FUEL STN MAINT	\$335.12
61497	04/23/2015		GAS COMPANY, THE	\$793.37
	Invoice	Date	Description	Amount
	2015-00001256	04/08/2015	03/01-04/01/15 SVC - 1 INDUSTRY HILLS PKWY UNIT	\$416.47
	2015-00001257	04/08/2015	03/06-04/06/15 SVC - 1 INDUSTRY HILLS PKWY	\$15.29
	2015-00001258	04/10/2015	03/10-04/08/15 SVC - 15625 STAFFORD ST APT A	\$15.25
	2015-00001259	04/10/2015	03/10-04/08/15 SVC - 15625 STAFFORD ST APT B	\$15.25
	2015-00001260	04/10/2015	03/09-04/06/15 SVC - 2700 CHINO HILLS PKWY	\$41.94
	2015-00001261	04/10/2015	03/10-04/08/15 SVC - 15633 RAUSCH RD	\$197.17
	2015-00001262	04/10/2015	03/10-04/08/15 SVC - 15651 STAFFORD ST	\$92.00
61498	04/23/2015		GCI CONSTRUCTION, INC.	\$27,590.86
	Invoice	Date	Description	Amount
	2826	03/20/2015	INDUSTRY HILLS BLDG REPAIR	\$27,590.86
61499	04/23/2015		GLOBAL CAPACITY	\$1,702.58

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	49213580	04/01/2015	INTERNET SVC-MAY 2015	\$1,702.58
61500	04/23/2015		GMS ELEVATOR SERVICES, INC	\$134.00
	Invoice	Date	Description	Amount
	00077987	04/01/2015	MO SVC-ELEVATOR	\$134.00
61501	04/23/2015		GRAND CENTRAL RECYCLING &	\$1,213.35
	Invoice	Date	Description	Amount
	2082848	03/31/2015	GREEN/SOLID WASTE-MAR 2015	\$1,213.35
61502	04/23/2015		HADDICK'S AUTO BODY	\$140.00
	Invoice	Date	Description	Amount
	145194	04/08/2015	CONTAINER STORAGE	\$140.00
61503	04/23/2015		HISTORICAL RESOURCES, INC.	\$236.86
	Invoice	Date	Description	Amount
	4/9/15	04/09/2015	REIMBURSE-JANITORIAL SUPPLIES	\$236.86
61504	04/23/2015		INDUSTRY SECURITY SERVICES	\$34,315.68
	Invoice	Date	Description	Amount
	14-13875	04/03/2015	SECURITY SVC 3/27-4/3/15	\$3,364.80
	14-13865	04/03/2015	SECURITY SVC 3/27-4/3/15	\$13,246.00
	14-13924	04/10/2015	SECURITY SVC 4/3-4/9/15	\$14,171.76
	14-13934	04/10/2015	SECURITY SVC 4/3-4/9/15	\$3,533.12
61505	04/23/2015		INTERNATIONAL LINE BUILDERS	\$7,944.09
	Invoice	Date	Description	Amount
	776902	03/16/2015	REPAIR STREET LTS-GRAND CROSSING/BAKER PKY	\$7,944.09
61506	04/23/2015		JANUS PEST MANAGEMENT	\$580.00

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	132739	04/01/2015	SVC-HOMESTEAD	\$580.00
61507	04/23/2015		JNL CREATIONS	\$182.88
	Invoice	Date	Description	Amount
	2088	04/06/2015	COI POLO SHIRTS	\$182.88
61508	04/23/2015		L A COUNTY DEPT OF PUBLIC	\$23,566.94
	Invoice	Date	Description	Amount
	IN15000825	03/26/2015	ACCIDENT-AUTO MALL WEST @ GALE AVE	\$16,805.11
	IN15000826	03/26/2015	ACCIDENT-PUENTE @ VALLEY BLVD	\$380.97
	IN15000939	04/07/2015	PILOT ROUTINE MAINT	\$6,380.86
61509	04/23/2015		L A COUNTY SHERIFF'S	\$667,798.18
	Invoice	Date	Description	Amount
	153657NH	04/07/2015	SHERIFF CONTRACT-MAR 2015	\$667,798.18
61510	04/23/2015		LA PUENTE VALLEY COUNTY	\$286.48
	Invoice	Date	Description	Amount
	BS; 03/15	03/26/2015	WATER MONITORING-BOY SCOUTS RESERVOIR	\$286.48
61511	04/23/2015		LANGUAGE NETWORK, INC.	\$457.50
	Invoice	Date	Description	Amount
	201503216	04/14/2015	ELECTION NOTICE	\$270.00
	20150451	04/14/2015	ELECTION NOTICE	\$187.50
61512	04/23/2015		METHOD TECHNOLOGIES	\$60.00
	Invoice	Date	Description	Amount
	20295	04/02/2015	CITY WEBSITE UPDATE	\$60.00
61513	04/23/2015		PARAGON MICRO INC	\$1,701.10

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CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	607218	01/30/2015	COMPUTER SUPPLIES	\$1,701.10
61514	04/23/2015		PLACEWORKS	\$18,712.31
	Invoice	Date	Description	Amount
	55976	03/31/2015	VERIZON/VERIZON CELL TOWER	\$3,135.00
	55975	03/31/2015	CT REALTY INVESTORS/WAREHOUSING PLAN	\$539.32
	56119	03/31/2015	VERIZON/VERIZON CELL TOWER	\$8,829.21
	55993	03/31/2015	K-TOPS/WAREHOUSE-OFFICE BLDG ADDITION	\$6,208.78
61515	04/23/2015		RICKABUS, LEWIS S & GRACE M	\$3,500.00
	Invoice	Date	Description	Amount
	MAY 2015	04/07/2015	LEASE OF STORAGE SPACE	\$3,500.00
61516	04/23/2015		SAGE ENVIRONMENTAL GROUP	\$3,200.00
	Invoice	Date	Description	Amount
	515	03/20/2015	PECK RD STORM DRAIN	\$3,200.00
61517	04/23/2015		SAN GABRIEL VALLEY NEWSPAPER	\$1,207.82
	Invoice	Date	Description	Amount
	0010644701	03/20/2015	NOTICE OF AVAILABILITY	\$328.78
	0010644692	03/20/2015	NOTICE OF PUBLIC HEARING	\$237.70
	0010644695	03/20/2015	NOTICE OF PUBLIC HEARING	\$237.70
	0010655676	04/16/2015	PUBLIC NOTICE-ORDINANCE #788	\$222.52
	0010655678	04/16/2015	PUBLIC NOTICE-ORDINANCE #789	\$181.12
61518	04/23/2015		SC FUELS	\$24,345.40
	Invoice	Date	Description	Amount
	2731502	04/02/2015	FUEL FOR PUMPS AT INDUSTRY HILLS	\$24,345.40
61519	04/23/2015		SCS FIELD SERVICES	\$12,335.44

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	0250951	02/28/2015	MAINT LANDFILL GAS SYSTEM	\$416.00
	0250952	02/28/2015	MAINT OF LANDFILL GAS SYSTEM	\$1,017.44
	0250333	02/28/2015	MAINT LANDFILL GAS SYSTEM	\$10,902.00
61520	04/23/2015		SNOWDEN ELECTRIC COMPANY,	\$57,618.00
	Invoice	Date	Description	Amount
	14-1361	01/21/2015	INSTALL (14) ELECTRICAL METERS-EXPO CENTER	\$13,770.00
	15-0119	01/31/2015	MAINT SVC-METRO SOLAR	\$2,008.00
	15-0174	03/31/2015	PREVENTIVE MAINT-ANAHEIM/PUENTE PUMP STN	\$38,762.00
	15-0176	03/31/2015	MAINT SVC-METRO SOLAR	\$3,078.00
61521	04/23/2015		SO CAL INDUSTRIES	\$93.87
	Invoice	Date	Description	Amount
	177849	04/06/2015	RR RENTAL-TONNER CYN	\$93.87
61522	04/23/2015		STAPLES BUSINESS ADVANTAGE	\$926.82
	Invoice	Date	Description	Amount
	8033805450	03/28/2015	OFFICE SUPPLIES	\$46.87
	8033805446	03/28/2015	OFFICE SUPPLIES	\$536.97
	8033909415	04/04/2015	OFFICE SUPPLIES	\$342.98
61523	04/23/2015		STATE BOARD OF EQUALIZATION	\$234.66
	Invoice	Date	Description	Amount
	0002-0350-383	03/30/2015	FIRE PREVENTION FEE-FOLLOW'S CAMP	\$234.66
61524	04/23/2015		STOTZ EQUIPMENT	\$203.79
	Invoice	Date	Description	Amount
	P42915	03/23/2015	PARTS FOR JOHN DEER MOWER	\$203.79
61525	04/23/2015		SUPERIOR COURT OF CALIFORNIA,	\$3,333.50

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	MARCH 2015	04/07/2015	PARKING CITATIONS REPORT-MAR 2015	\$3,333.50
61526	04/23/2015		THE 20/20 NETWORK	\$5,000.00
	Invoice	Date	Description	Amount
	1406	01/31/2015	MEDIA CONSULTING-MAR 2015	\$5,000.00
61527	04/23/2015		THRALL, RANCE	\$14,580.00
	Invoice	Date	Description	Amount
	APRIL 2015	04/07/2015	MAINT SVC-APR 2015	\$14,580.00
61528	04/23/2015		TOWERSTREAM CORPORATION	\$1,915.00
	Invoice	Date	Description	Amount
	289365	05/01/2015	WIRELESS INTERNET-COI	\$950.00
	289387	05/01/2015	WIRELESS INTERNET-METRO SOLAR	\$965.00
61529	04/23/2015		TURBO DATA SYSTEMS, INC	\$434.14
	Invoice	Date	Description	Amount
	22622	03/31/2015	CITATION PROCESSING-FEB/MAR 2015	\$434.14
61530	04/23/2015		VANGUARD CLEANING SYSTEMS,	\$925.00
	Invoice	Date	Description	Amount
	2702	04/01/2015	JANITORIAL SVC-APR 2015	\$925.00
61531	04/23/2015		VERIZON BUSINESS	\$138.77
	Invoice	Date	Description	Amount
	68424893	04/10/2015	03/01-03/31/15 SVC - VARIOUS SITES	\$111.13
	HATCH-68424892	04/10/2015	03/01-03/31/15 SVC - HATCHER	\$27.64
61532	04/23/2015		VILLEGAS GENERAL BUILDING	\$18,000.00
	Invoice	Date	Description	Amount

**CITY OF INDUSTRY
WELLS FARGO BANK
April 23, 2015**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	155	03/20/2015	REPAIR/REPLACE CONCRETE WALKWAYS-	\$7,200.00
	156	04/06/2015	REPAIR/REPLACE CONCRETE WALKWAYS-	\$10,800.00
61533	04/23/2015		WASTE SYSTEMS TECHNOLOGY,	\$17,643.62
	Invoice	Date	Description	Amount
	COI-40115	04/01/2015	COMMERCIAL WASTE PROGRAM	\$17,643.62
61534	04/23/2015		WEATHERITE SERVICE	\$738.67
	Invoice	Date	Description	Amount
	L162342	04/03/2015	A/C MAINT-IMC	\$152.00
	L162287	03/26/2015	A/C MAINT-HOMESTEAD	\$586.67
61535	04/23/2015		WILLDAN ENGINEERING	\$7,445.07
	Invoice	Date	Description	Amount
	00613163	03/13/2015	ENGINEERING SVC-VARIOUS SITES	\$7,445.07
61536	04/23/2015		WORLDWIDE SUPPLY, LLC	\$16,395.38
	Invoice	Date	Description	Amount
	29631	04/07/2015	UPGRADING CALL MGR-CITY HALL	\$16,395.38

Checks	Status	Count	Transaction Amount
	Total	104	\$2,086,273.02

CITY COUNCIL

ITEM NO. 5.2

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
FEBRUARY 26, 2015
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CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Tim Spohn at 9:02 a.m. in the City of Industry Council Chamber, 15651 East Stafford Street, California.

FLAG SALUTE

The flag salute was led by Mayor Tim Spohn.

ROLL CALL

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

STAFF PRESENT: Kevin Radecki, City Manager; Michele Vadon, City Attorney; Cecelia Dunlap, Deputy City Clerk; John Ballas, City Engineer; and Brian James, Planning Director.

PUBLIC COMMENTS

Mr. Daniel Luevanos, Ambassador for One Legacy and Donate Life, provided an update to the City Council on their success of the 2015 Donate Life Rose Parade Float. Mr Luevanos also provided the City Council with an invitation to the 11th Annual Mayor-athon at the Donate Life Run/Walk to be held on April 25, 2015, a copy of which is on file with the City Clerk's office.

CONSENT CALENDAR

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY COUNCIL MEMBER MARCELLIN THAT THE RECOMMENDATIONS BE ACCEPTED FOR THE FOLLOWING ITEMS LISTED ON THE CONSENT CALENDAR. MOTION CARRIED 5-0.

1. REVIEW OF ACTIONS FOR CITY GOODS AND SERVICES

RECEIVED AND FILED.

PUBLIC HEARING REGARDING THE PROPOSED ISSUANCE OF TAX-EXEMPT AND/OR TAXABLE OBLIGATIONS BY THE CALIFORNIA ENTERPRISE

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
FEBRUARY 26, 2015
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DEVELOPMENT AUTHORITY FOR THE PURPOSE OF FINANCING OR REFINANCING FACILITIES FOR THE BENEFIT OF KLR GROUP, LLC, GORDON BRUSH MFG. CO., INC., AND/OR A RELATED OR SUCCESSOR ENTITY

MOTION BY MAYOR PRO TEM PARRIOTT, AND SECOND BY COUNCIL MEMBER HABER TO OPEN THE PUBLIC HEARING. MOTION CARRIED 5-0.

City Attorney Vadon presented a staff report to the City Council

Mayor Spohn indicated if anyone would like to be heard on the matter.

Mr. Sam Balisy of Kutak Rock LLP, representing Gordon Brush Mfg. Co. Inc., thanked the City Council for their consideration on approving the resolution.

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY MAYOR PRO TEM PARRIOTT TO CLOSE THE PUBLIC HEARING. MOTION CARRIED 5-0.

CONSIDERATION OF RESOLUTION NO. CC 2015-02 - RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY APPROVING THE ISSUANCE BY CALIFORNIA ENTERPRISE DEVELOPMENT AUTHORITY OF NOT TO EXCEED \$10,000,000 AGGREGATE PRINCIPAL AMOUNT OF THE AUTHORITY'S REVENUE BONDS FOR THE BENEFIT OF KLR GROUP, LLC, GORDON BRUSH MFG. CO., INC., AND/OR A RELATED OR SUCCESSOR ENTITY FOR THE PURPOSE OF FINANCING AND REFINANCING THE COST OF ACQUISITION, REHABILITATION AND EQUIPPING OF A MANUFACTURING AND DISTRIBUTION FACILITY, PROVIDING THE TERMS AND CONDITIONS FOR SUCH BONDS AND OTHER MATTERS RELATING THERETO HEREIN SPECIFIED

MOTION BY MAYOR PRO TEM PARRIOTT, AND SECOND BY COUNCIL MEMBER FERRERO TO ADOPT RESOLUTION NO. CC 2015-02. MOTION CARRIED 5-0.

CONSIDERATION OF CONTRACT COMPLETION DOCUMENTS SUBMITTED BY PIMA CORPORATION IN THE AMOUNT OF \$553,835.90 FOR CONTRACT NO. CITY-1411, FAIRWAY DRIVE AND WALNUT DRIVE NORTH INTERSECTION WIDENING

Engineer Ballas presented a staff report to the City Council.

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY MAYOR PRO TEM PARRIOTT TO AUTHORIZE THE CITY ENGINEER TO EXECUTE AND FILE CONTRACT COMPLETION DOCUMENTS AND TO RECEIVE AND FILE THE FINAL ACCOUNTING. MOTION CARRIED 5-0.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
FEBRUARY 26, 2015
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CONSIDERATION OF CONTRACT COMPLETION DOCUMENTS SUBMITTED BY EXCEL PAVING COMPANY IN THE AMOUNT OF \$362,616.00 FOR CONTRACT NO. CITY-1419, GALE AVENUE IMPROVEMENTS - RIGHT TURN LANE 1350 FEET WEST OF FULLERTON ROAD

Engineer Ballas presented a staff report to the City Council.

MOTION BY COUNCIL MEMBER FERRERO, AND SECOND BY COUNCIL MEMBER HABER TO AUTHORIZE THE CITY ENGINEER TO EXECUTE AND FILE CONTRACT COMPLETION DOCUMENTS AND TO RECEIVE AND FILE THE FINAL ACCOUNTING. MOTION CARRIED 5-0.

CLOSED SESSION

Deputy City Clerk Dunlap announced there was a need for Closed Session as follows:

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

Council Member Ferrero abstained from the vote and discussion for item A because he has a potential financial conflict of interest in that he has a business relationship with one or more people that are a subject of the discussion on these items.

There were no public comments on the Closed Session items.

Mayor Spohn recessed the meeting into Closed Session at 9:13 a.m.

Council Member Ferrero left the Council Chambers at 9:50 a.m.

RECONVENE CITY COUNCIL MEETING

Mayor Spohn reconvened the meeting at 10:05 a.m. All members of the City Council were present except for Council Member Ferrero who was absent.

With regard to Closed Session item A, Case One, the City Council took no reportable action.

With regard to Closed Session item A, Case Two, the City Council took no reportable action.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
FEBRUARY 26, 2015
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With regard to Closed Session item A, Case Three, the City Council took no reportable action.

ADJOURNMENT

There being no further business, the City Council adjourned.

TIM SPOHN, MAYOR

CECELIA DUNLAP,
DEPUTY CITY CLERK

CITY COUNCIL

ITEM NO. 6.1

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 23rd 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. 7.1

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 23rd 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 16, 2015

From: Troy Helling

Subject: Development Plan 15-3 - 15051 Don Julian Road

Proposal

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction and expansions that exceed \$75,000. The proposed project has a valuation of approximately \$1,850,000. Development Plan Application 15-3 (Attachment 1) is being proposed by GAA Architects on behalf of K-Tops for a 22,775 square foot expansion to an existing warehouse at 15051 Don Julian Road.

As shown on the attached site plan (Attachment 2), the 22,775 square foot warehouse addition would be to the rear, or north side, of the existing 79,596 square foot warehouse into what is currently a paved yard area. The new remodeled building will be 101,137 square feet. The proposed addition would not be visible from the street and would accommodate a loading dock on the east side of the building. In addition, there would be 2,448 square feet of added landscaping to the project, making the total of 28,615 square feet of landscaping (13.1 percent) on the site.

The project site would continue to be accessed by one 26 foot wide driveway and one 30 foot wide driveway on Don Julian Road. The project would provide a total of 155 parking spaces as follows:

- 118 standard spaces
- 29 compact spaces
- 8 accessible and van accessible spaces

As shown on the attached floor plan (Attachment 3), the expansion would accommodate a 21,406 square foot warehouse, a 1,369 square foot mezzanine, four new loading docks, and one new at-grade door. As shown on the elevations (Attachment 4), the addition would be concrete with leveled rooflines, a maximum height of 35 feet, and painted to match the existing building.

Location and Surroundings

As shown on the attached location map (Attachment 5), the five acre site is located at 15051 Don Julian Road. K-tops is currently at the location and they manufacturing plastic products. The subject property is bounded by industrial properties to the west, north and east and Don Julian Road to the south with industrial uses beyond.

Staff Analysis

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. One driveway of 26 feet in width and one driveway of 30 feet in width exist and will remain to provide access from Don Julian Road. Internal drive-aisle widths will be maintained with a minimum of 26 feet.
- 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 13.1 percent (28,615 square feet) is proposed.
- Exceeds vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one parking space per 750 square feet of floor area over the first 25,000 square feet. Based on this formula, the project is required to provide 153 parking spaces and 155 parking spaces are proposed.

Environmental Analysis

An Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the proposed use could have a significant impact on the environment. The Initial Study determined that the proposed project would not have a significant effect on the environment and a Negative Declaration accompanies this application for approval by the City Council (Attachment 6). The Notice of Availability of a Negative Declaration (Attachment 6) was posted on the site, fire station 118, City Hall, and council chambers, and published in the San Gabriel Tribune by April 2, 2015.

Findings

Staff recommends that the City Council find that:

- The proposed addition to an existing industrial building 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 development is compatible with the surrounding area, which consists of 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 Don Julian Road, which serves the project site because, as indicated in the accompanying Initial Study, the project is estimated to generate a maximum of 7 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 as indicated in the Initial Study, and a Negative Declaration has been prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended; and
- The use requested 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, improves the project site, and satisfies the above-mentioned findings, Staff recommends that the City Council:

1. Approve the Negative Declaration prepared for Development Plan 15-3 (Attachment 6); and
2. Approve Development Plan No. 15-3 with the Standard Requirements and Conditions of Approval (Attachment 7).

Attachments

- Attachment 1: Application
- Attachment 2: Site Plan
- Attachment 3: Floor Plan
- Attachment 4: Elevations
- Attachment 5: Location Map
- Attachment 6: Environmental Background: a) Notice of Availability of a Negative Declaration, and b) Initial Study for K-Tops Warehouse Addition Development Plan 15-3, March 2015, PlaceWorks
- Attachment 7: Resolution No. PC 2015-07 approving the Negative Declaration and DP 15-3 with findings and the Standard Requirements and Conditions of Approval contained therein.

Attachment 1

Application



City of Industry Development Plan Application (Long Form)

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

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

Please type or print clearly

Project Location: 15051 E. Don Julian Road, City of Industry CA 91746 Assessor's Parcel Number 8208-014-007
Street Zip

Zoning Designation: Industrial (I) General Plan Designation: Industrial (I)

Project Contact Person: John Killen Phone Number: 562-546-0267 Email Address: JohnK@xbcinc.com

Address: 3010 Old Ranch Parkway, Suite 480 Seal Beach, CA 90740
Street City Zip

Applicant: Property Owner Tenant Architect Engineer Builder

Same as above and
Name: GAA Architects, Inc. Roger Deitos Phone Number: 940-474-1775

Address: 8811 Research Drive, Suite 200, Irvine CA 92618
Street City Zip

Property Owner Information:

Name: K-Tops, Andy Hsieh Phone Number: 769-8398-3651

Address: 15051 E. Don Julian Road, City of Industry CA 91746
Street City Zip

Project Description (describe in detail): _____

Building addition of approximately 21,406 sf building footprint and 1,369 sf mezzanine area for total of 22,775 sf.
 Building use will be office and warehouse. Building construction will be concrete tilt-up with a main parapet height of approx. 33'. A total of four (4) dock level doors and three (3) grade level doors will be provided.
 Two additional restrooms to be added in the warehouse within the existing building.

Project Valuation: \$1,850,000, includes building and site related cost

	Existing	Proposed
Building Area	79,596 sf	79,362 sf + 22,775 sf = 102,137 sf
Landscape Area	10,098 sf	28,615 sf
Parking Spaces	152 Parking Stalls	155 Parking Stalls
Land Area	218,018 sf - 5.0 Acres	218,018 sf - 5.0 Acres

Applicant Name: John Killen Applicant Signature: _____

Date: _____

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: Xebec Building Company,
John Killen Phone Number: 562-546-0267

Address: 3010 Old Ranch Parkway, Suite 480 Seal Beach, CA 90740
Street City Zip

2. Project name: K-Tops - Building Addition Assessor's Parcel Number: 8208-014-007

Address: 15051 E. Don Julian Road, City of Industry CA 91746
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:

Existing site with building and parking lot area. Proposed addition will be located on the rear of the property where existing parking currently exists. No cultural, historical, or scenic aspect to the site.

2. Provide photographs of the site and describe any existing structures onsite and the use of the structures:

Refer to attached photos for existing site and building photos. The existing building office area has been recently been renovated with a new facade along the street edge. Use of existing and proposed structure is for office and warehouse use.

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.):

Industrial zoned properties to the north/south/east/west. Buildings are industrial warehouses with office area along street frontage, truck loading areas towards to rear of the site.

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:

Grading permit, Building & safety permit, Cert. of occupancy, Industrial discharge permit, Water & sewer not required.

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: X Square feet: Existing canopy attached to building and free standing storage structures - Approximately 1,834 sf

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

Tentative start date of April 2015 and completion of November 2015.

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

N/A

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

Building addition of approximately 22,775 sf with 2,738 sf office/mezzanine and 20,115 sf of warehouse use. loading facilities will be adjacent to existing dock doors along the southeast portion of the site.

Anticipate hours of operation will be 7 am to 6 pm/ 5 days a week. Or 24 hours/day, 7 days/week.

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

N/A

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

N/A, none requested.

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

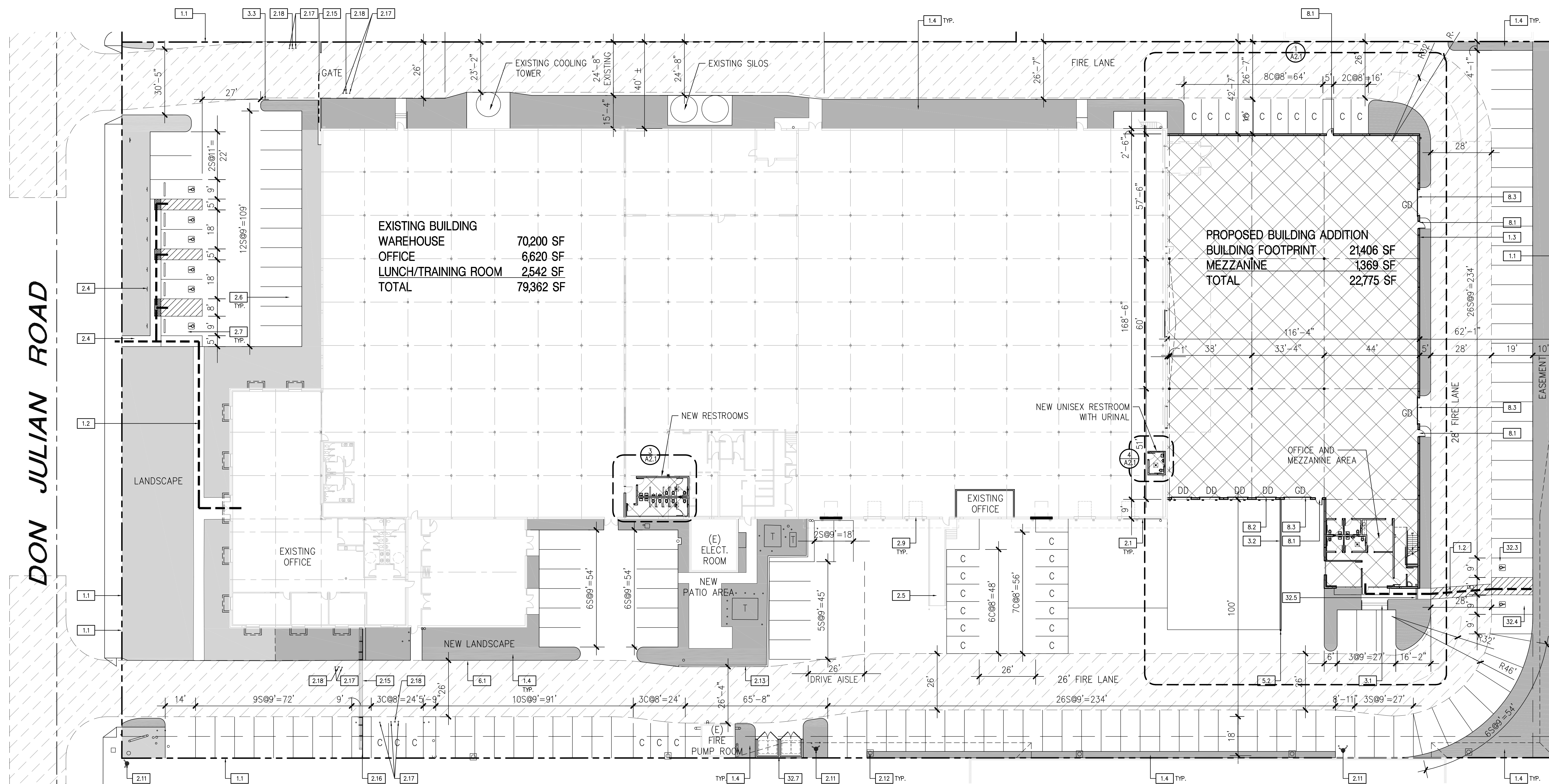
I am the legal owner of the property that is the subject of this application or have been authorized by the owner to act on his/her behalf regarding this application. I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial 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.

John Killen
Name of preparer: Xebec Building Company Preparer's signature: _____

Date: 1-x-2015

Attachment 2

Site Plan



EXISTING BUILDING
WAREHOUSE 70,200 SF
OFFICE 6,620 SF
LUNCH/TRAINING ROOM 2,542 SF
TOTAL 79,362 SF

PROPOSED BUILDING ADDITION
BUILDING FOOTPRINT 21,406 SF
MEZZANINE 1,369 SF
TOTAL 22,775 SF

DON JULIAN ROAD

KEYNOTES - SITE PLAN

- 1.1 PROPERTY LINE/ R.O.W.
- 1.2 ACCESSIBLE PATH OF TRAVEL
- 1.3 NEW BUILDING ADDITION
- 1.4 NEW LANDSCAPE AREA
- 2.1 (E) TILT-UP CONCRETE WALL PANEL
- 2.2 (E) LANDSCAPE
- 2.3 (E) CONCRETE PAVING
- 2.4 (E) CONCRETE WALKWAY
- 2.5 (E) CONCRETE ACCESSIBLE RAMP
- 2.6 (E) PARKING STALLS
- 2.7 (E) ACCESSIBLE PARKING
- 2.8 (E) SCE TRANSFORMER/ EQUIPMENT
- 2.9 (E) LOADING DOCK
- 2.10 (E) CONCRETE RAMP
- 2.11 (E) FIRE HYDRANT
- 2.12 (E) POLE LIGHT
- 2.13 (E) RETAINING WALL
- 2.14 (E) ROOF ACCESS STAIR
- 2.15 (E) METAL GATE
- 2.16 (E) METAL FENCE
- 2.17 (E) BOLLARD TO BE REMOVED
- 2.18 (E) CARD READER TO BE RELOCATED
- 3.1 CONCRETE STAIR W/ HANDRAIL
- 3.2 CONCRETE 42" GUARDRAIL
- 3.3 CONCRETE CURB W/ LANDSCAPE
- 5.2 48" HIGH CONCRETE FILLED STEEL PIPE PROTECTION BOLLARD UNO. PAINT SAFETY YELLOW
- 6.1 REDWOOD HEADER, REFER TO CIVIL DRAWINGS
- 8.1 HOLLOW METAL MAN DOOR, PAINT TO MATCH BLDG. 3" WIDE X 7" HIGH
- 8.2 SECTIONAL DOCK DOOR, 9' WIDE X 10' HIGH
- 8.3 SECTIONAL DOCK DOOR, 12' WIDE X 14' HIGH
- 32.1 CONCRETE TRASH/RECYCLING ENCLOSURE 8'X10' WITH 6' HIGH WALL
- 32.2 CONCRETE WALKWAY
- 32.3 VAN ACCESSIBLE PARKING STALL
- 32.4 ACCESSIBLE PARKING STALL
- 32.5 12" GROOVED BORDER

GENERAL NOTES - SITE PLAN

- CITY OF INDUSTRY DEVELOPMENT GUIDELINES
- PARKING:**
- STANDARD STALL DIMENSIONS: 9'W X 19'D.
 - COMPACT STALL 8'W X 16'D. MAX. 20% OF REQUIRED PARKING.
 - MIN. AISLE WIDTH 26'.
- ACCESSIBLE PATH OF TRAVEL
 - ▨ FIRE LANE
 - ▨ (E) LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
 - ▨ (N) LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
 - ⊠ SCOPE OF WORK
 - (E) EXISTING

DRAWING INDEX:

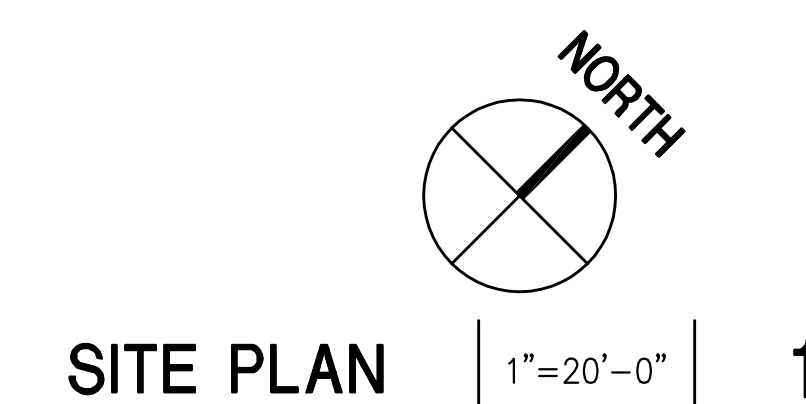
A1.1 SITE PLAN WITH BUILDING ADDITION
A1.2 FIRE ACCESS PLAN
A2.1 FLOOR PLAN
A4.1 BUILDING EXTERIOR ELEVATIONS
A4.2 ENLARGED BUILDING EXTERIOR ELEVATIONS

SHEET 1 OF 1 TOPOGRAPHIC SURVEY
SHEET 1 OF 3 TITLE SHEET
SHEET 2 OF 3 GRADING & DRAINAGE PLAN
SHEET 3 OF 3 GRADING & DRAINAGE DETAIL

CONCEPTUAL LANDSCAPE PLAN

PROJECT DESCRIPTION:
BUILDING ADDITION OF APPROXIMATELY 21,406 SF BUILDING FOOTPRINT AND 1,369 SF MEZZANINE AREA FOR TOTAL OF 22,775 SF. BUILDING USE WILL BE OFFICE AND WAREHOUSE. BUILDING CONSTRUCTION WILL BE CONCRETE TILT-UP WITH A MAIN PARAPET HEIGHT OF APPROX. 35'. A TOTAL OF FOUR (4) DOCK LEVEL DOORS AND THREE (3) GRADE LEVEL DOORS WILL BE PROVIDED. TWO ADDITIONAL RESTROOMS TO BE ADDED IN THE WAREHOUSE WITHIN THE EXISTING BUILDING.

Site Area	SF	Acres
Site Area (sf)	218,062	5.01
Building Area		
Existing Building Footprint		
Proposed Building Addition		
Footprint		21,406
Mezzanine		1,040
Sub-Total Floor Area for Parking		101,808
Proposed Building Addition Mezz. Stair		329
Total Building Area		102,137(*)
Parking Required (*)		
0-25,000 sf	1/500	50
25,000 -100,000 sf	1/750	100
100,000 sf +	1/1000	3.0
		153
Parking Provided		
Standard		126
Compact		29
Total Provided		155
Coverage		
F.A.R.	0.0%	
Landscape Area Required	12.0%	26,167
Landscape Area Provided	13.1%	28,615



SITE PLAN 1"=20'-0" 1



SITE PLAN WITH BUILDING ADDITION

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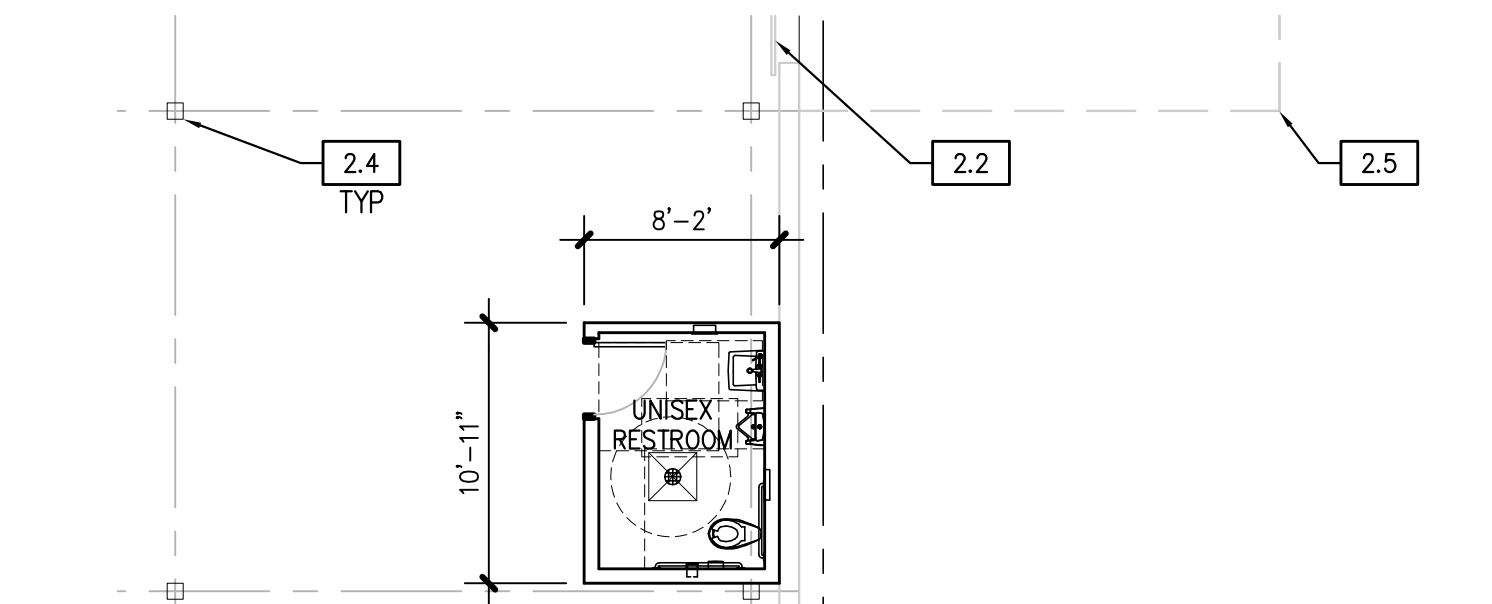
JOB NO:	XBC015.01	SHEET NO:	
DATE:	10/27/14		
DRAWN:	GAA		A1.1
FILE NAME:	XBC015_A1.1		

Attachment 3

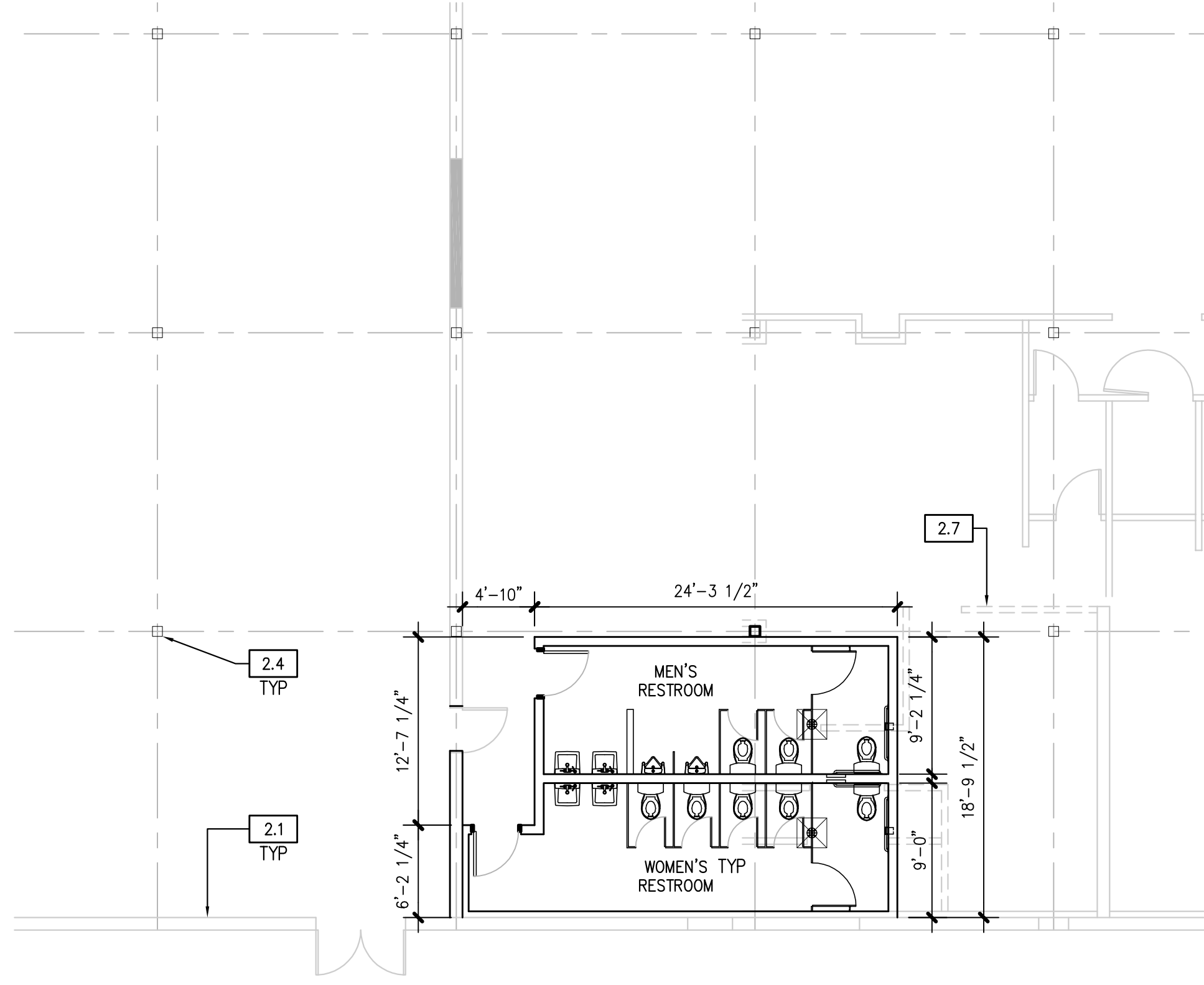
Floor Plan

KEYNOTES - FLOOR PLAN

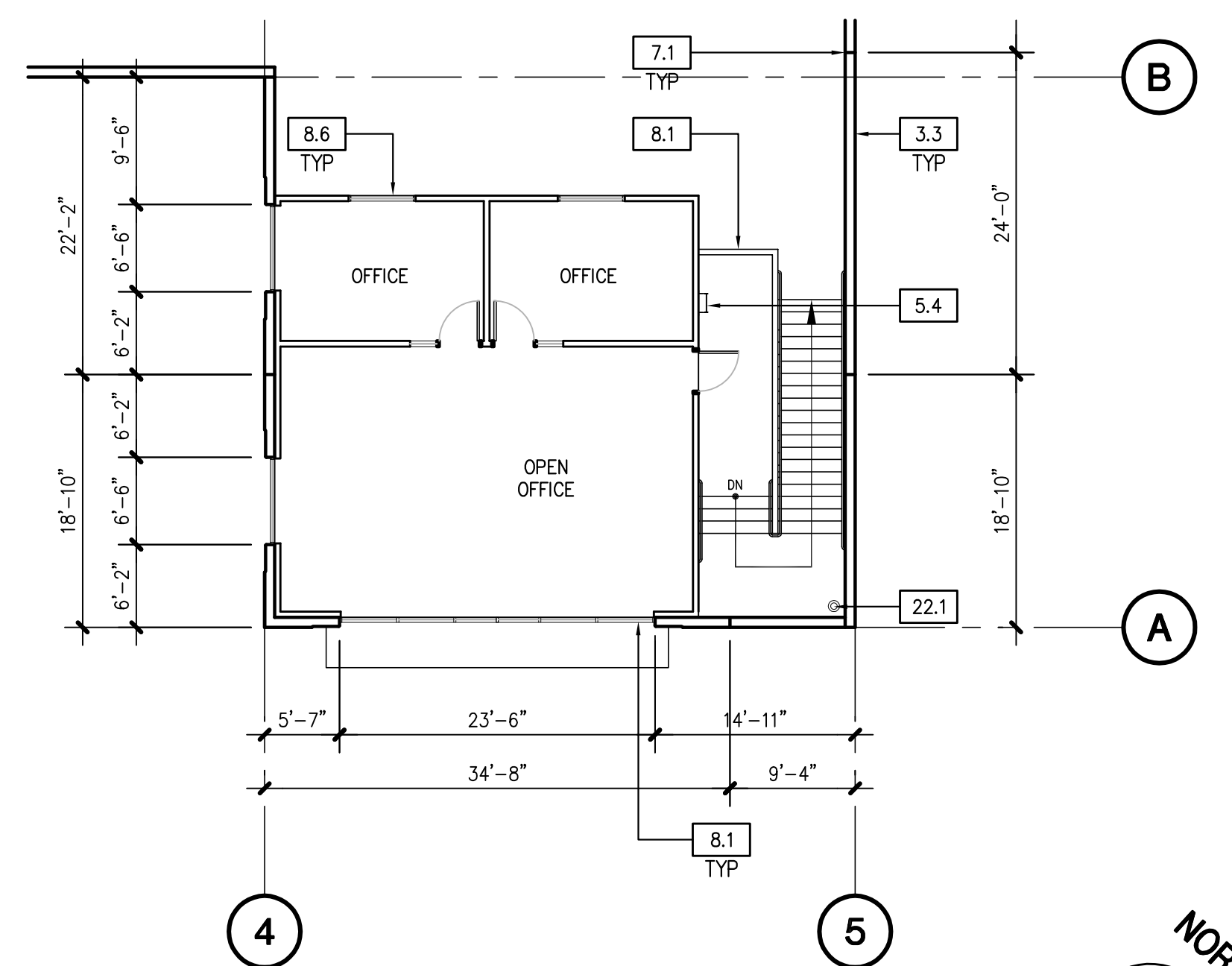
- 1.1 PROPOSED GROUND FLOOR STORAGE
- 1.2 PROPOSED MEZZANINE
- 2.1 (E) TILT-UP CONCRETE WALL PANEL
- 2.2 (E) GRADE DOOR
- 2.3 (E) 3' x 7' MAN DOOR
- 2.4 (E) COLUMN
- 2.5 (E) CANOPY TO BE DEMOLISHED
- 2.6 (E) STRUCTURE TO BE DEMOLISHED
- 2.7 (E) PARTITIONS TO BE DEMOLISHED
- 3.1 CONCRETE STAIR W/ HANDRAIL AND 42" HIGH GUARDRAIL
- 3.2 CONCRETE TILT-UP 42" HIGH GUARDRAIL
- 3.3 CONCRETE TILT-UP WALL PANEL
- 5.1 STRUCT. STEEL COLUMN
- 5.2 EXT. METAL DOWNSPOUT WITH ROOF AND OVERFLOW SCUPPER
- 5.3 PROPOSED BRACE FRAME
- 5.4 ROOF ACCESS LADDER
- 5.5 48" HIGH CONCRETE FILLED STEEL PIPE PROTECTION BOLLARD UNO.
- 5.6 PAINT SAFETY YELLOW METAL CANOPY
- 7.1 PANEL JOINT
- 8.1 EXTRUDED ALUMINUM AND GLASS STOREFRONT
- 8.2 ALUMINUM AND GLASS ENTRY DOOR
- 8.3 HOLLOW METAL MAN DOOR, PAINT TO MATCH BLDG. 3' WIDE X 7' HIGH
- 8.4 OVERHEAD SECTIONAL DOCK DOOR, 9' WIDE X 10' HIGH
- 8.5 OVERHEAD SECTIONAL DOCK DOOR, 12' WIDE X 14' HIGH
- 8.6 WINDOW
- 11.1 DOCK BUMPERS - PER MFR. RECOMMENDATION
- 22.1 ROOF DRAIN PIPE



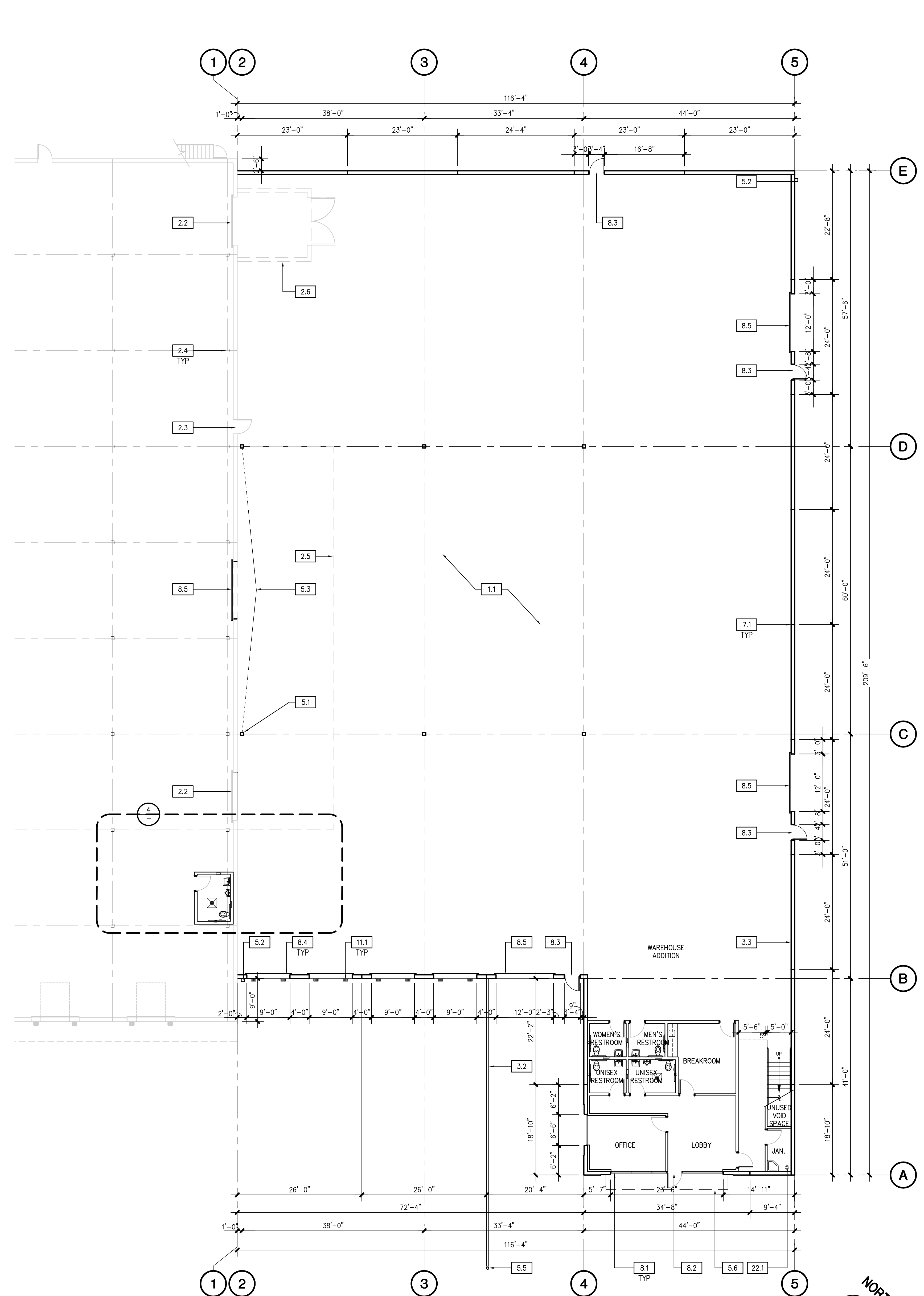
NEW UNISEX RESTROOMS | 1/8"=1'-0" | 4



NEW WAREHOUSE RESTROOMS | 1/8"=1'-0" | 3



MEZZANINE FLOOR PLAN | 3/32"=1'-0" | 2



GROUND FLOOR PLAN | 3/32"=1'-0" | 1

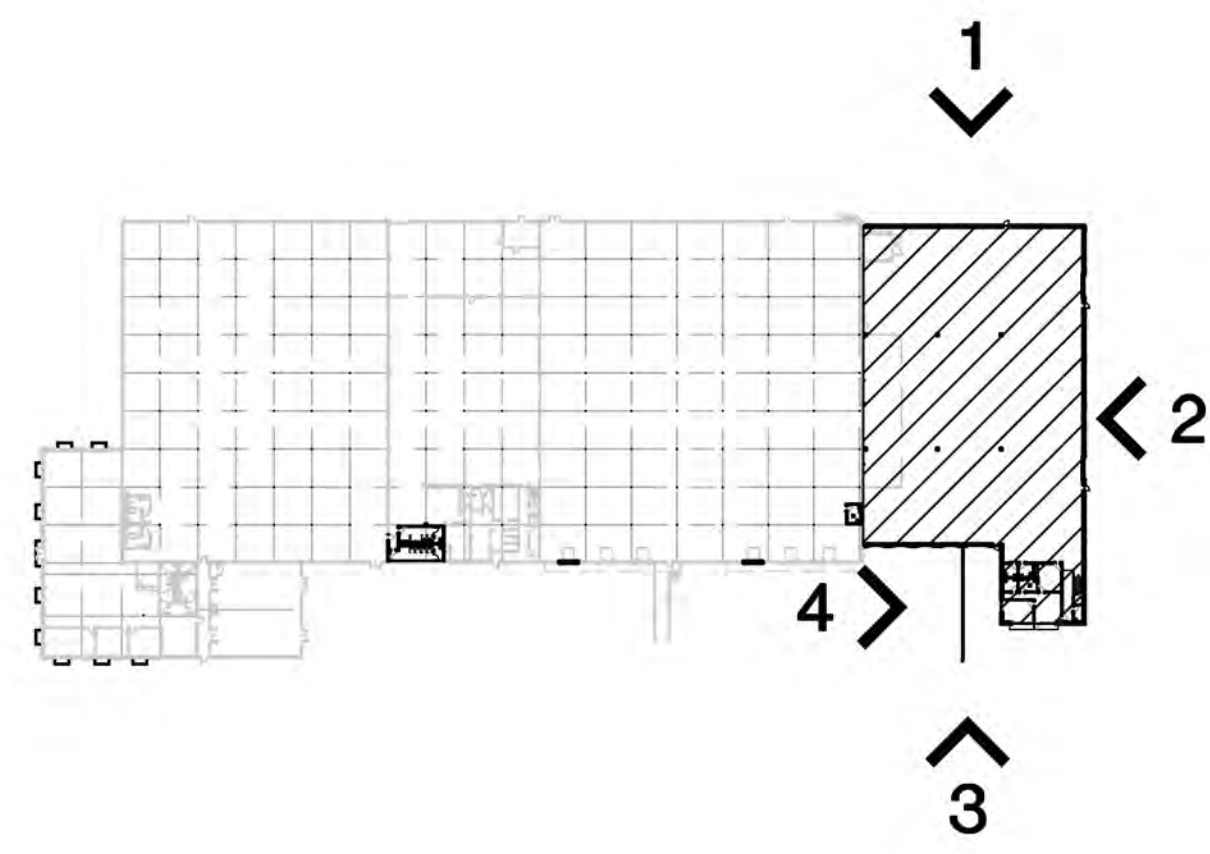
NO.	DESCRIPTION	DATE
1	ENTITLEMENT SUBMITTAL	02/19/15

FLOOR PLAN

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Attachment 4

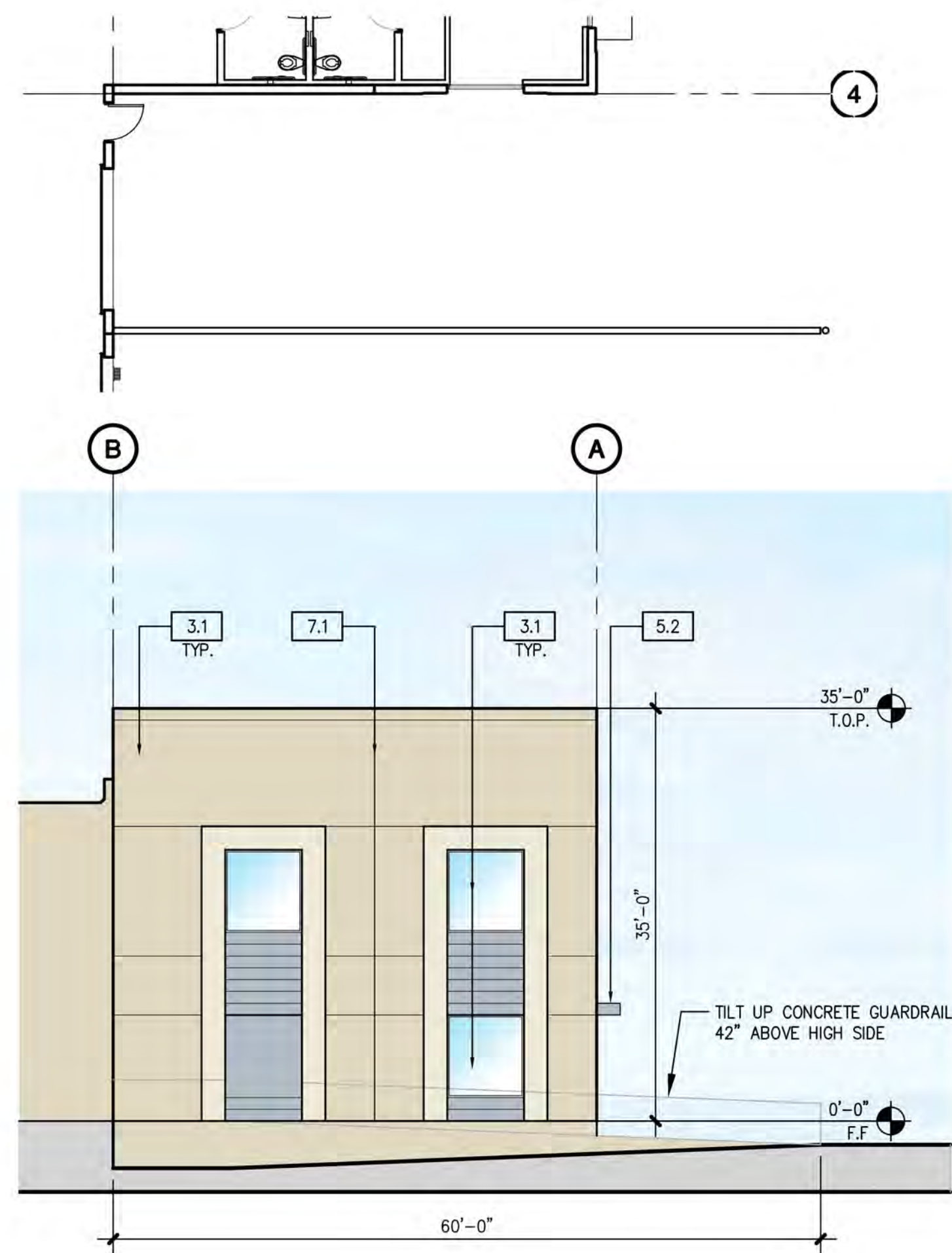
Elevations



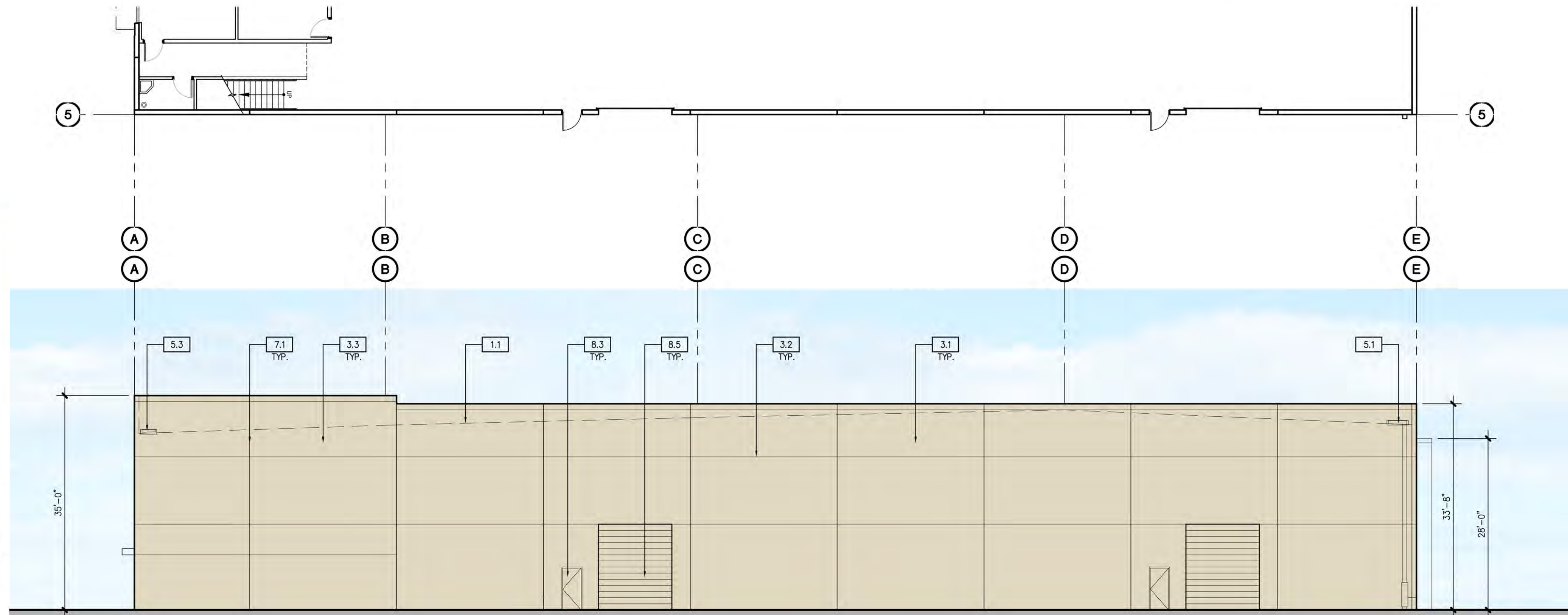
KEYNOTES - ELEVATION

- 1.1 ROOF LINE
- 2.1 (E) TILT-UP CONCRETE WALL PANEL
- 2.2 (E) MAN DOOR
- 2.3 (E) CANOPY
- 2.4 (E) PANEL JOINT
- 2.5 (E) LOADING DOCK
- 2.6 (E) STOREFRONT SYSTEM
- 2.7 (E) STOREFRONT SYSTEM AND ENTRY
- 2.8 (E) RAMP
- 2.9 (E) STAIR
- 3.1 TILT-UP CONCRETE WALL PANEL, PAINTED
- 3.2 2" REVEAL W/ MAX. 3/4" CHAMFER
- 3.3 3/4" V GROOVE REVEAL
- 3.4 CONCRETE STAIR W/ HANDRAIL AND 42" HIGH GUARDRAIL
- 3.5 CONCRETE LANDING & STEPS W/ HANDRAIL
- 3.6 CONCRETE WALL T.O.W. 42" ABOVE HIGHER ADJACENT GRADE, PAINT TO MATCH BUILDING COLOR
- 5.1 EXT. METAL DOWNSPOUT WITH ROOF AND OVERFLOW SCUPPER
- 5.2 METAL CANOPY
- 5.3 SCUPPER
- 7.1 PANEL JOINT
- 8.1 EXTRUDED ALUMINUM AND GLASS STOREFRONT
- 8.2 ALUMINUM AND GLASS ENTRY DOOR
- 8.3 HOLLOW METAL MAN DOOR, PAINT TO MATCH BLDG. 3' WIDE X 7' HIGH
- 8.4 OVERHEAD SECTIONAL DOCK DOOR, 9' WIDE X10' HIGH
- 8.5 OVERHEAD SECTIONAL GRADE DOOR, 12' WIDE X14' HIGH
- 10.1 BUILDING/ TENANT SIGNAGE (N.I.C.)
- 11.1 DOCK BUMPERS - PER MFR. RECOMMENDATION

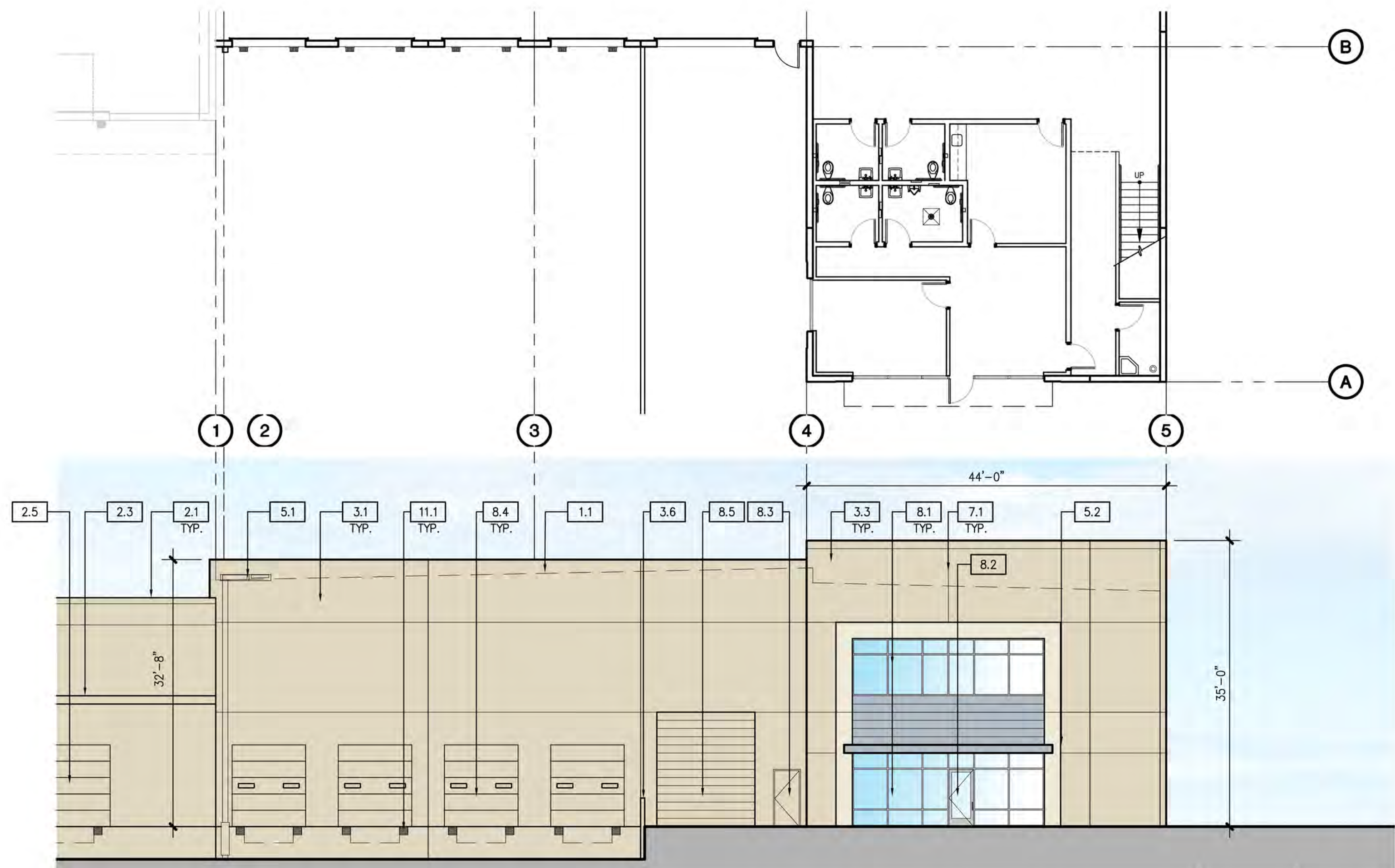
BLDG REF. | NTS | **5** |



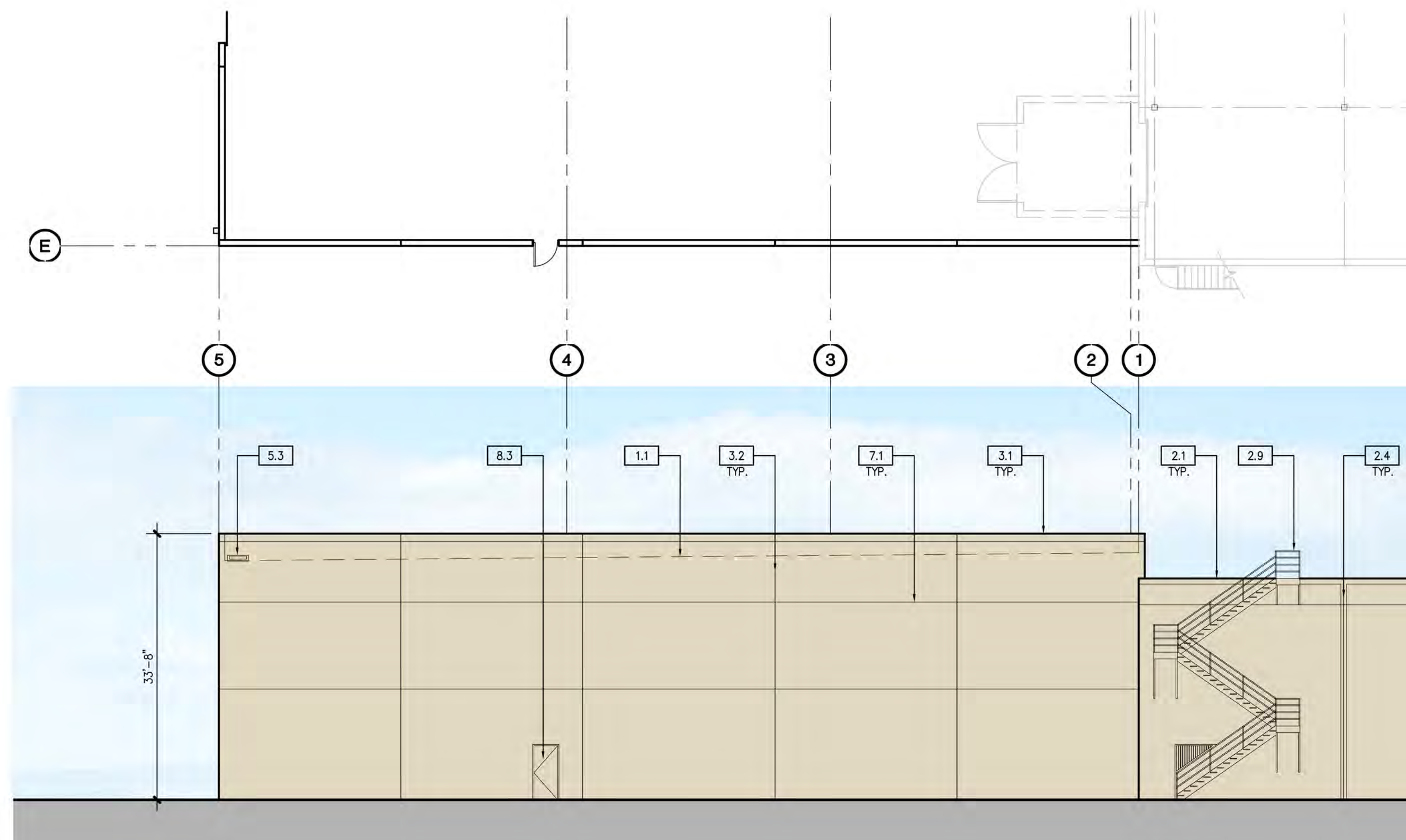
ENLARGED WEST ELEVATION | 3/32"=1'-0" | **4**



ENLARGED EAST ELEVATION | 3/32"=1'-0" | **2**



ENLARGED SOUTH ELEVATION | 3/32"=1'-0" | **3**



ENLARGED NORTH ELEVATION | 3/32"=1'-0" | **1**

NO.	DESCRIPTION	DATE
△	ENTITLEMENT SUBMITTAL	02/19/15

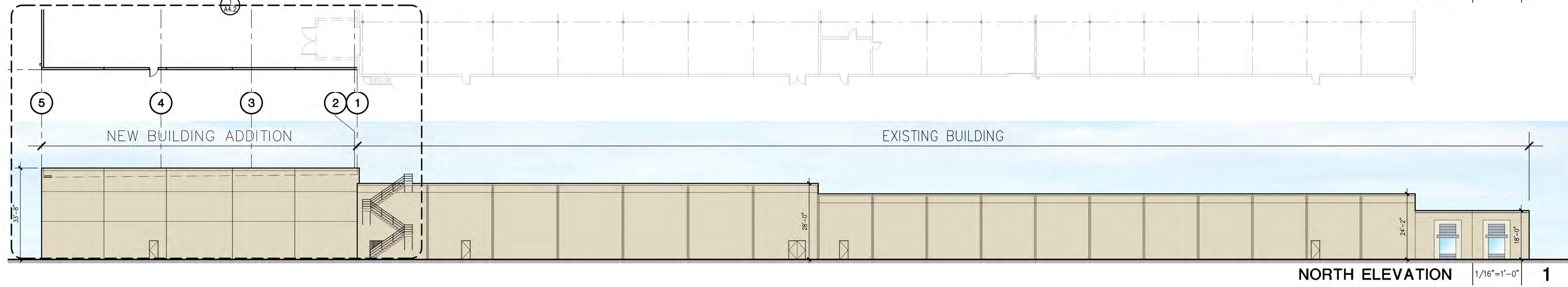
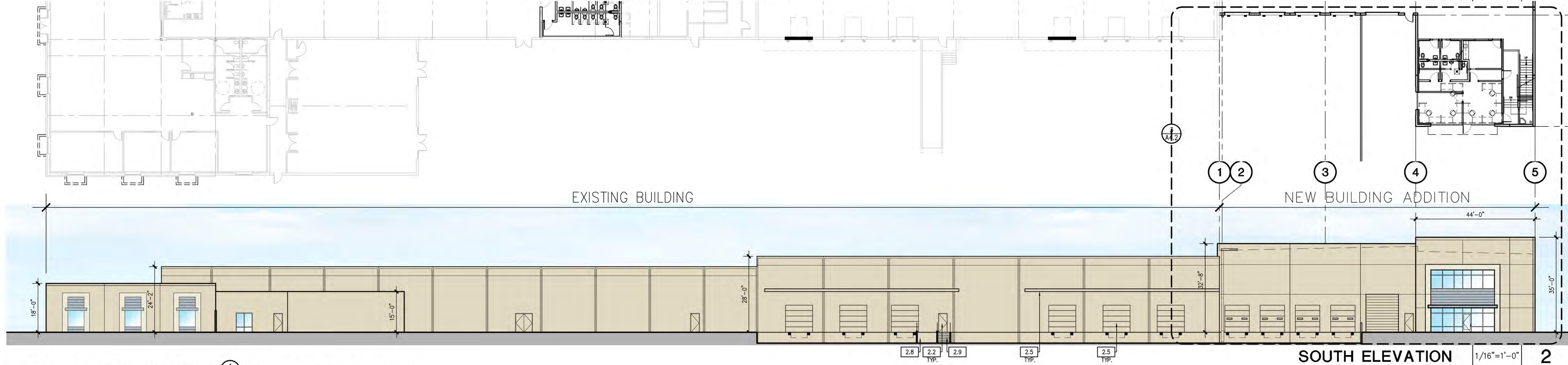
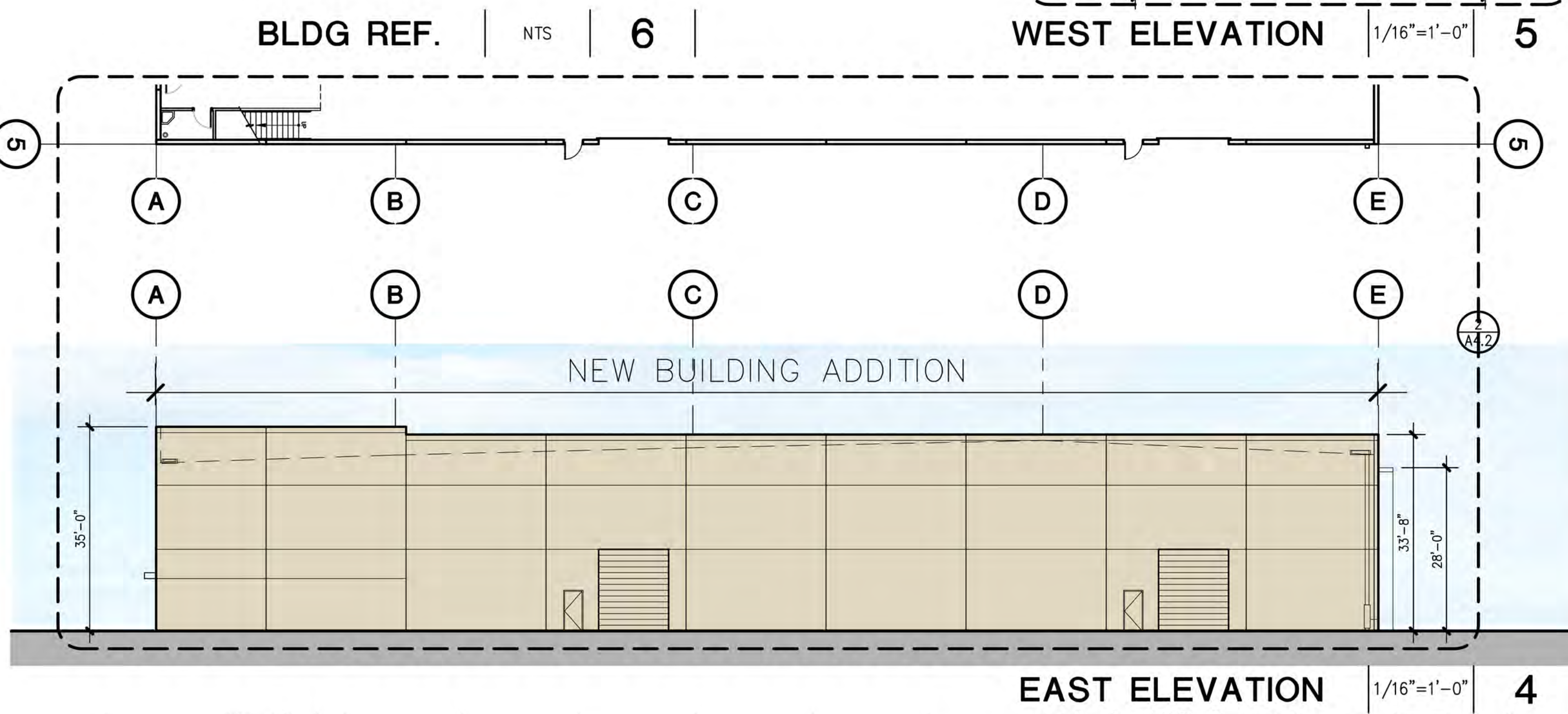
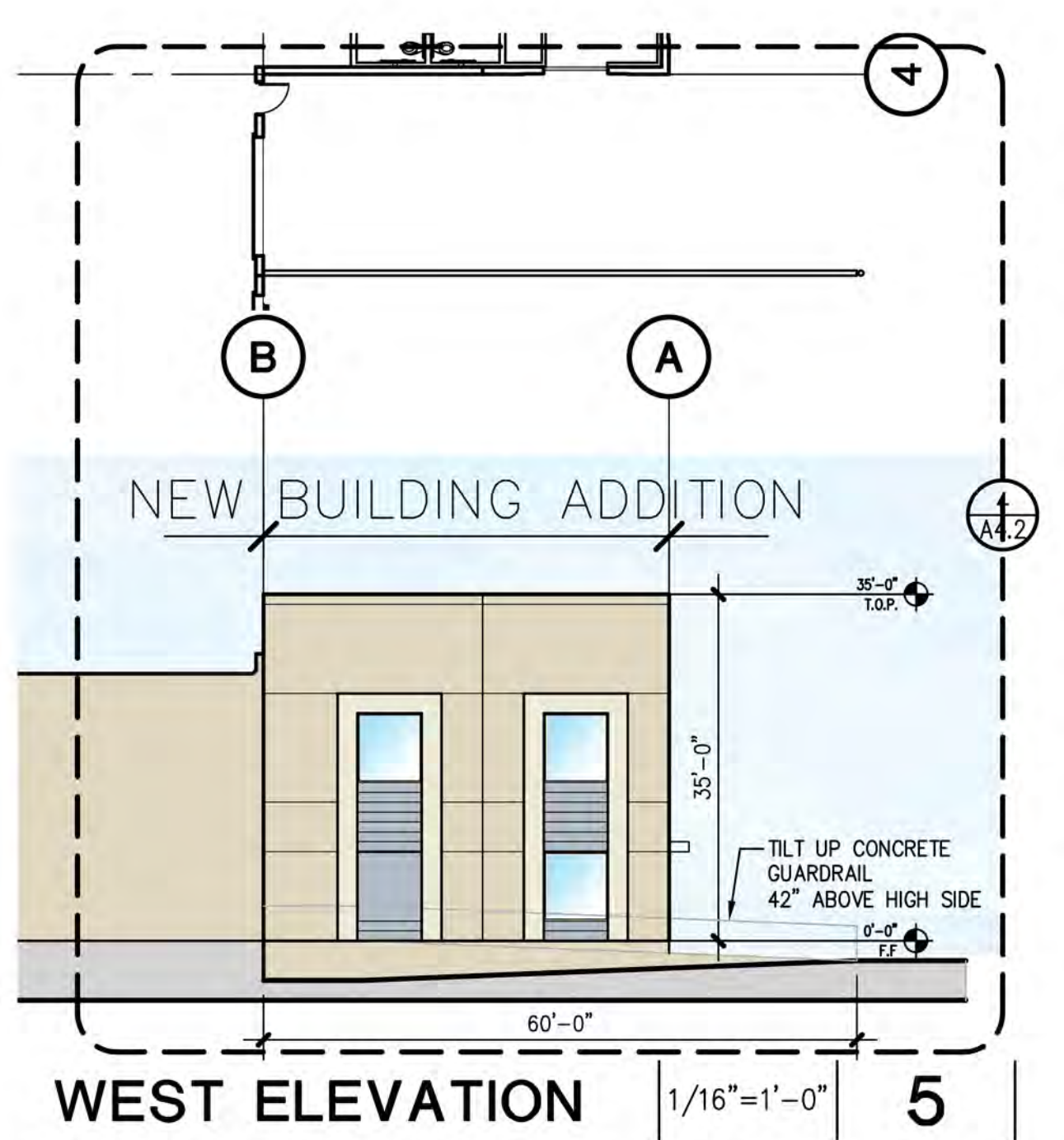
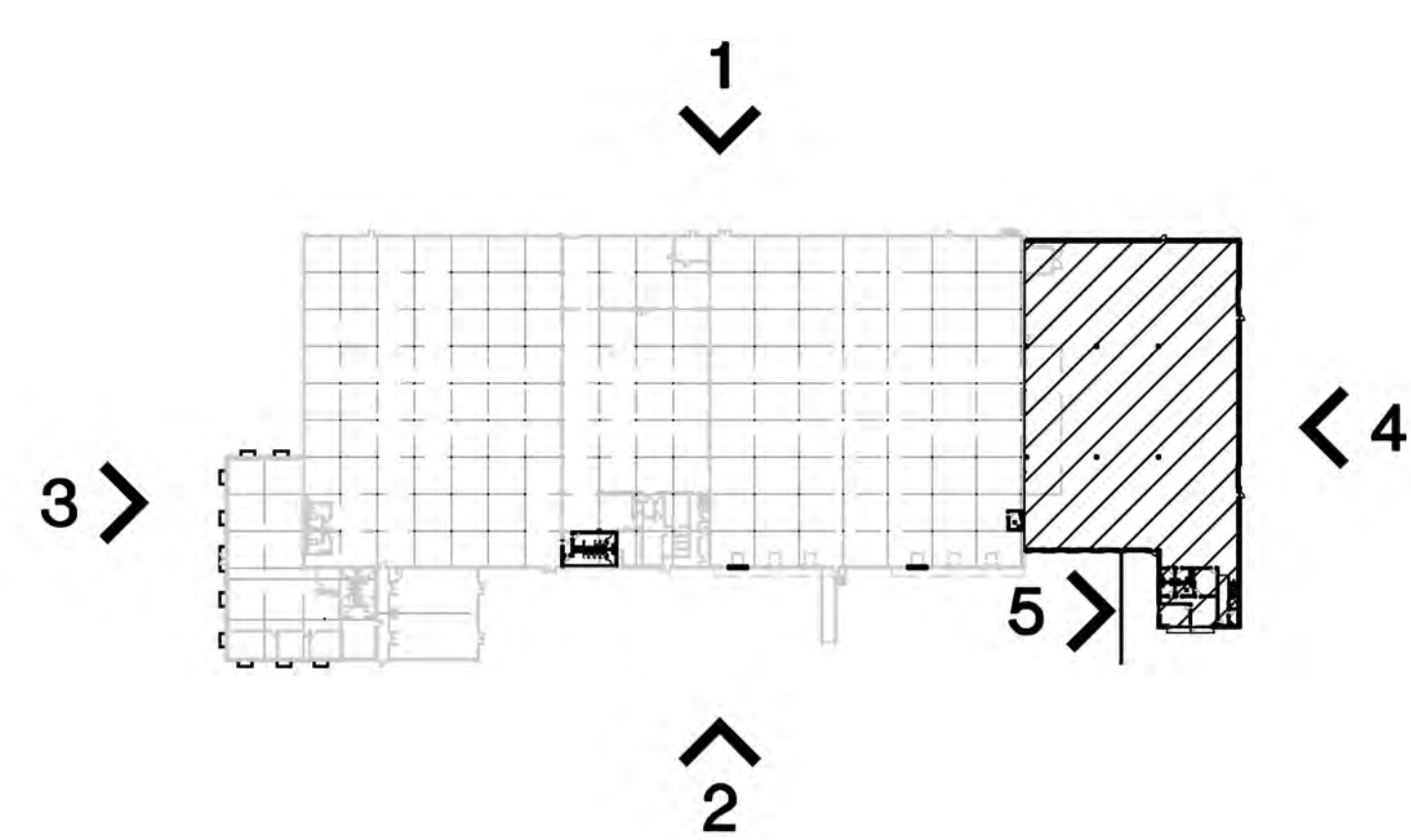
**ENLARGED BUILDING
EXTERIOR ELEVATIONS**

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DATE	10/27/14		
DRAWN	GAA		
FILE NAME	XBC017_4.2		

KEYNOTES - ELEVATION

- 1.1 ROOF LINE
- 2.1 (E) TILT-UP CONCRETE WALL PANEL
- 2.2 (E) MAN DOOR
- 2.3 (E) CANOPY
- 2.4 (E) PANEL JOINT
- 2.5 (E) LOADING DOCK
- 2.6 (E) STOREFRONT SYSTEM
- 2.7 (E) STOREFRONT SYSTEM AND ENTRY
- 2.8 (E) RAMP
- 2.9 (E) STAIR
- 3.1 TILT-UP CONCRETE WALL PANEL, PAINTED
- 3.2 2" REVEAL W/ MAX. 3/4" CHAMFER
- 3.3 3/4" V-GROVE REVEAL
- 3.4 CONCRETE STAIR W/ HANDRAIL AND 42" HIGH GUARDRAIL
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- 3.6 CONCRETE WALL T.O.W. 42" ABOVE HIGHER ADJACENT GRADE, PAINT TO MATCH BUILDING COLOR
- 5.1 EXT. METAL DOWNSPOUT WITH ROOF AND OVERFLOW SCUPPER
- 5.2 METAL CANOPY
- 5.3 SCUPPER
- 7.1 PANEL JOINT
- 8.1 EXTRUDED ALUMINUM AND GLASS STOREFRONT
- 8.2 ALUMINUM AND GLASS ENTRY DOOR
- 8.3 HOLLOW METAL MAN DOOR, PAINT TO MATCH BLDG. 3' WIDE X 7' HIGH
- 8.4 OVERHEAD SECTIONAL DOCK DOOR, 9' WIDE X10' HIGH
- 8.5 OVERHEAD SECTIONAL GRADE DOOR, 12' WIDE X14' HIGH
- 10.1 BUILDING/ TENANT SIGNAGE (N.I.C.)



NO.	DESCRIPTION	DATE
1	ENTITLEMENT SUBMITTAL	02/19/15

BUILDING EXTERIOR ELEVATIONS

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DATE:	10/27/14		
DRAWN:	GAA		
FILE NAME:	XBC017_4.1		

Attachment 5

Location Map

DP 15-3 Location Map



Attachment 6

Environmental Background: a) Notice of Availability of a Negative Declaration, and b) Initial Study for K Tops Warehouse Addition Development Plan 15-3, March 2015, PlaceWorks

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

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

Project and Location: Development Plan 15-3 is a request to construct a 22,775 square foot addition to an existing industrial warehouse/office building at 15051 Don Julian Road 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 and a Negative Declaration (ND) has been prepared and is recommended for consideration at the public meeting described below. The ND reflects the independent judgment of City staff and considers project design features, site and surrounding environmental conditions, previous environmental evaluations, standard construction/engineering practices, and potential future projects. 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 ND is available for a minimum 20-day public review period beginning April 2, 2015, and ending April 22, 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 Negative Declaration and Development Plan 15-3 at a regular scheduled meeting to be held on April 23, 2015 at 9:00 AM. The meeting will be held in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744.

Questions and Comments: Questions and written comments should be directed to the 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 | City of Industry

Initial Study

K-Tops Warehouse/Office Building Addition

Development Plan 15-03

Prepared for:

City of Industry

Troy Helling, Senior Planner
15625 East Stafford, Suite 100
City of Industry, California 91744-0366
626.333.2211

Project Number:

IND-07.140

Prepared by:

PlaceWorks

Dwayne Mears, Principal, Environmental Services
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com



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A. Development Plan Application

1. Introduction

K-Tops, the project applicant, is seeking approval of a Development Plan (No. 15-03) for the proposed expansion of an existing industrial warehouse/office building at 15051 Don Julian Road in the City of Industry, California. Current improvements to the project site include a single-story, 79,362-square-foot (sq. ft.) warehouse/office building, asphalt- and concrete-paved parking lot with 152 stalls and loading areas, and landscaping at the building entrance. The Development Plan would involve the construction of a 22,775 sq. ft. building addition on the north side of the existing warehouse/office building. The proposed addition consists of a 1,369 sq. ft. mezzanine with three offices and 21,406 sq. ft. of additional warehouse space. Two restrooms would also be added within the existing warehouse space. Site improvements include 18,517 sq. ft. of landscape areas and three new parking stalls. The total land area of approximately 5.0 acres is unchanged. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the requested discretionary action 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 East San Gabriel Valley in Los Angeles County, California. The City of Industry extends approximately 14 miles east-west across the southern San Gabriel Valley (see Figure 1, *Regional Location*). The San Gabriel Valley extends east-west from near central Los Angeles on the west to the eastern Los Angeles County boundary and is bounded to the north by the San Gabriel Mountains and to the south by the Puente Hills. The project site is on the west side of the City of Industry. Regional access to the site is from the Pomona Freeway (State Route [SR] 60) via the 7th Avenue interchange.

The project site is on the north side of Don Julian Road between South 9th Avenue and Turnbull Canyon Road (see Figure 2, *Local Vicinity*). The site is 5.0 acres and comprises all of Los Angeles County Tax Assessor Parcel Number (APN) 8208-014-007.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site is currently developed with a single-story, 79,362 sq. ft. warehouse/office building, asphalt- and concrete-paved parking lot with 152 stalls and truck loading areas, and landscaping at the building entrance (see Figure 3, *Aerial Photograph*). The site is accessed from two driveways off Don Julian Road. Photographs taken during site visits on March 5, 2015, are provided in Figures 4a and 4b, *Site Photographs*.

1. Introduction

1.2.2 Surrounding Land Use

Figure 3, *Aerial Photograph*, shows that the project site is bounded by industrial uses on all sides. Don Julian Avenue forms the southern boundary. Adjacent to the west is Nutek Electronics and to the east is Digital DPD (printings services). Further southwest of the project site (approximately 750 feet) is the San Jose Creek, a concrete-lined flood control channel. The nearest residential uses are one-third mile south of the project site, south of Salt Lake Avenue.

1.3 PROJECT DESCRIPTION

1.3.1 Environmental Information Forms

A copy of the Development Plan Application is provided in Appendix A. The Site Plan is provided as Figure 5, and Figure 6 shows the proposed Building Elevations.

1.3.2 Construction

Project implementation would result in the following improvements:

- A one-story 22,775 sq. ft. concrete tilt-up building addition on the north side of the existing warehouse/office building. The proposed addition consists of a 1,369 sq. ft. mezzanine with three offices, and 21,406 sq. ft. of additional warehouse space.
- A total of four loading docks, one garage door, a man door and storefront entry on the south side of the building addition, and two garage doors and man doors on the east side of the building. The doors will be painted to match the existing building.
- Two additional restrooms within the existing warehouse space. One restroom would be unisex and the other would include men's and women's restrooms.
- Once the addition has been constructed, the parking lot would be repaved and restriped to accommodate additional parking stalls and loading docks. This modification would result in 155 parking spaces, of which 29 will be compact spaces. Six handicapped parking spaces are currently provided at the parking lot off Don Julian Road.
- New landscaping that, upon completion, would exceed the required area based on total building area. Further, a new patio area will be constructed near the existing electrical room along the southern side of the building.

1.3.3 Project Phasing and Operation

The proposed project would have a single construction phase. Operations would continue in the existing building while construction is underway. Construction would begin upon project approval by the City of Industry and is expected to be completed within eight months.

1. Introduction

1.3.4 Demolition

To accommodate the building addition, three free-standing storage structures and an existing canopy attached to the building would be demolished. The demolition area is 1,834 sq. ft.

1.4 EXISTING ZONING AND GENERAL PLAN

The proposed project would be constructed on a single parcel, APN 8208-014-007, in the City of Industry. The parcel is zoned Industrial (I), and the General Plan land use designation is Employment. The proposed project would be consistent with the General Plan and is allowed under the current zoning designation.

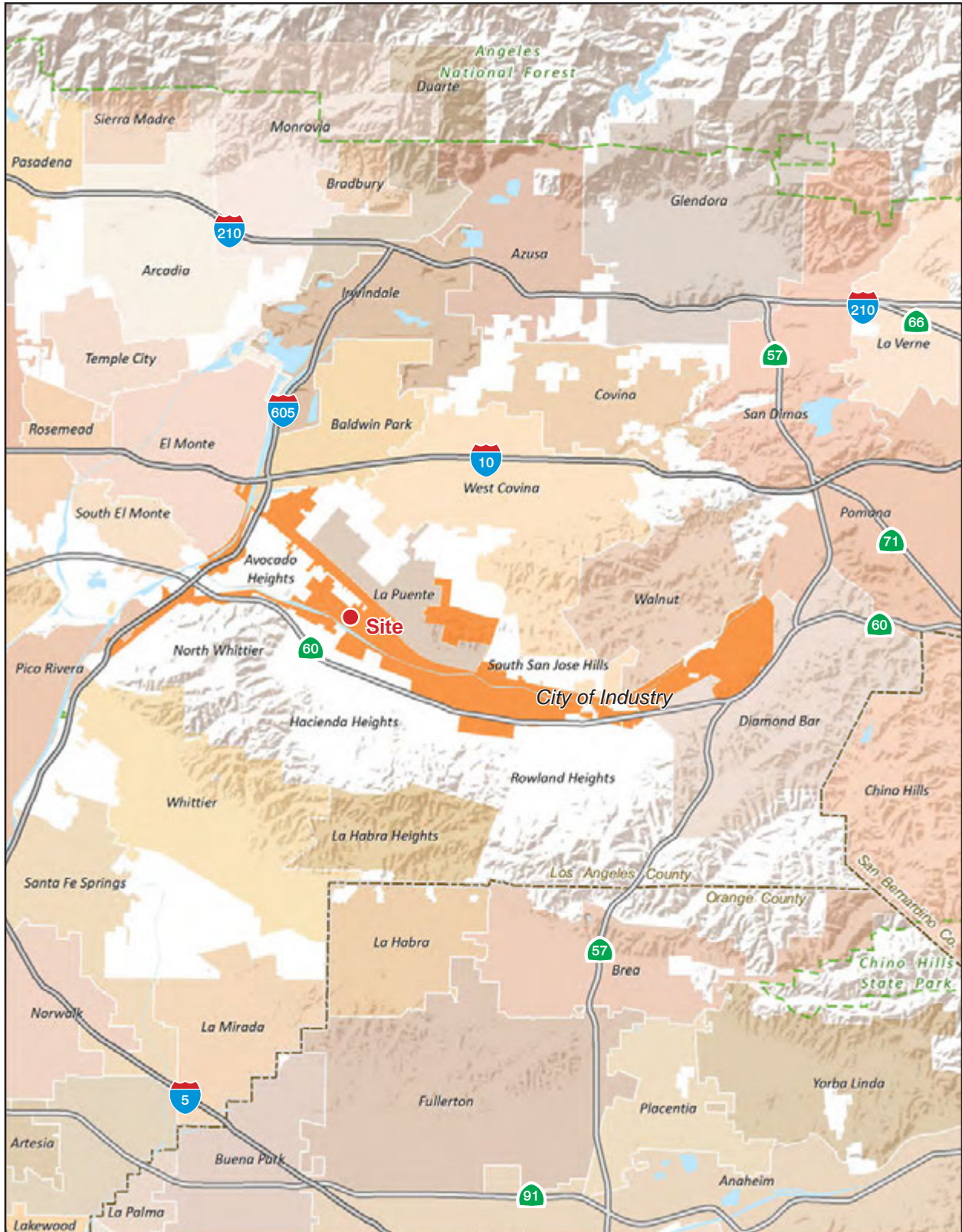
1.5 CITY ACTION REQUESTED

The applicant is seeking the City's approval of Development Plan 15-03 to construct a 22,775 sq. ft. one-story addition to the north side of the existing warehouse/office building, repaving and restriping of the parking lot to provide three additional spaces and loading dock areas, additional restrooms within the existing building, a new outdoor patio area, and landscaping throughout the property. The Development Plan Application (see Appendix A) was reviewed by the City of Industry Planning Department, and the project was determined to be in compliance with applicable Municipal Code requirements, as proposed.

1. Introduction

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Figure 1 - Regional Location
1. Introduction



Note: Unincorporated county areas shown in white.



Source: ESRI, 2015.

1. Introduction

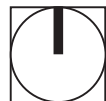
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Figure 2 - Local Vicinity
1. Introduction



--- Project Site - - - City Boundary

0 500
Scale (Feet)



Source: ESRI, 2015.

1. Introduction

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Figure 3 - Aerial Photograph
1. Introduction



— Project Site

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Scale (Feet)



Source: Google Earth Pro, 2015

1. Introduction

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Figure 4a - Site Photographs
1. Introduction



Partial views of south and west building elevations showing building addition area.



View of structures to be removed to accommodate building addition and new parking areas.

1. Introduction

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Figure 4b - Site Photographs
1. Introduction



View of surrounding uses adjacent to northwest corner of the project site.

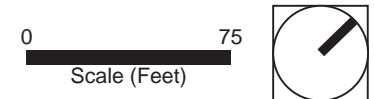
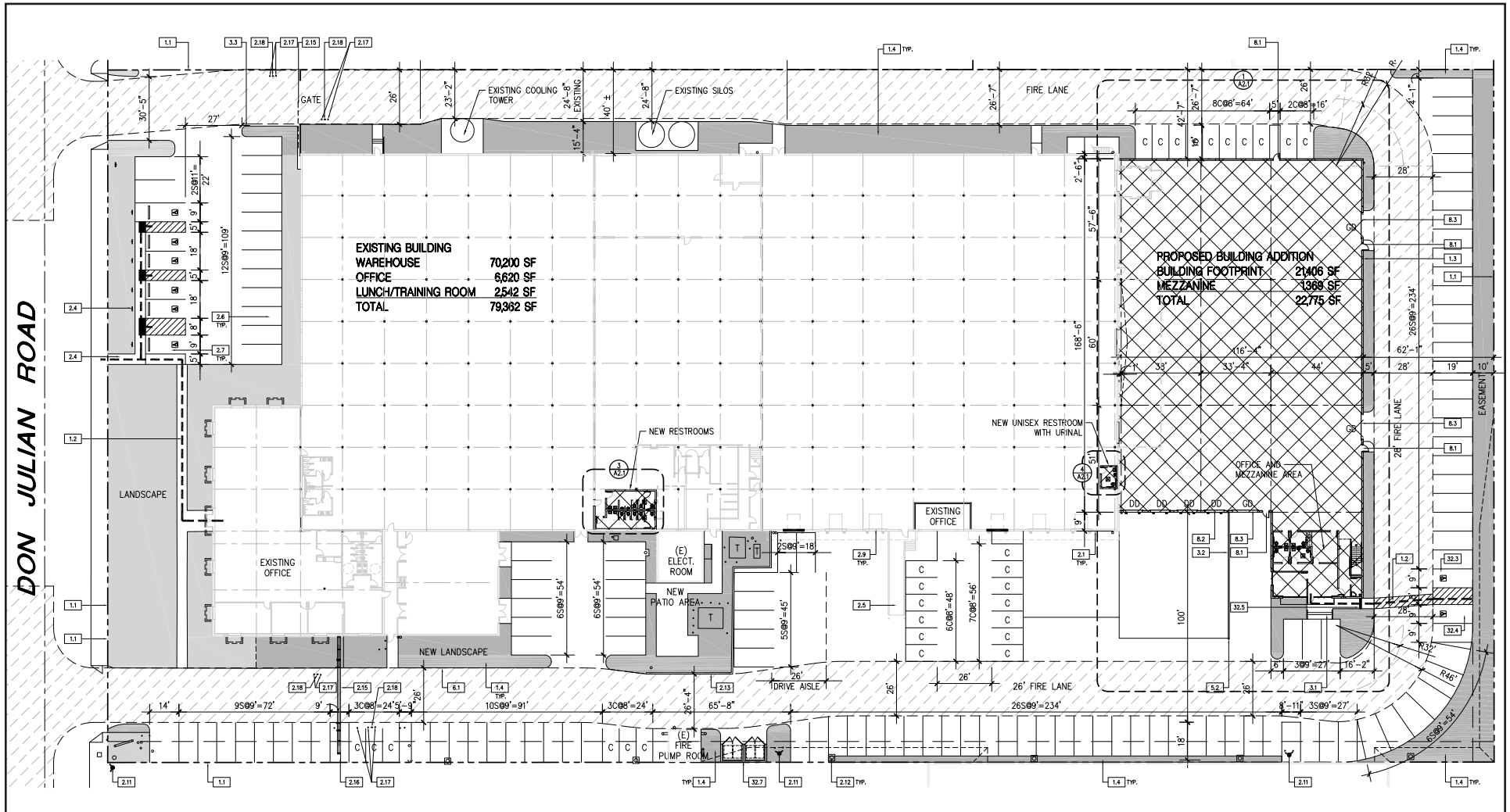


View of use southeast of project site.

1. Introduction

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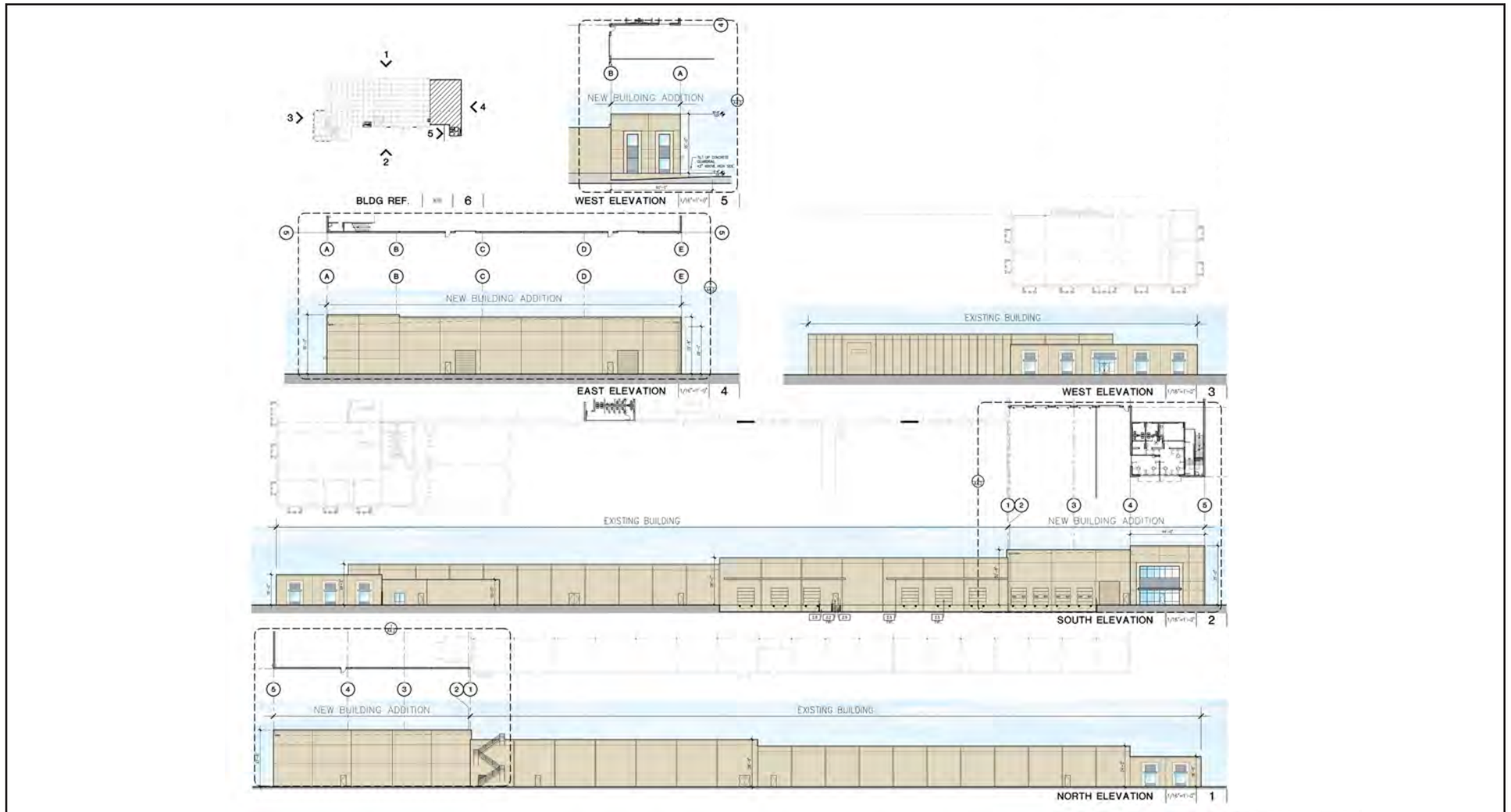
Figure 5 - Site Plan
1. Introduction



1. Introduction

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Figure 6 - Building Elevations
1. Introduction



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Scale (Feet)

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** K-Tops Warehouse/Office Building Addition

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

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

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

Mr. Troy Helling, Senior Planner
626.333.2211

4. **Project Location:** 15051 Don Julian Road

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

Andy Hsieh, K-Tops
15051 Don Julian Road
City of Industry, CA 91746

6. **General Plan Designation:** Employment

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

8. **Description of Project:**

The proposed addition consists of a 1,369 sq. ft. mezzanine with three offices and 21,406 sq. ft. of additional warehouse space. Two restrooms would be added within the existing warehouse space. Additional site improvements include 18,517 sq. ft. of landscaped areas, a new patio, and three new parking stalls. The total land area of 5.0 acres is unchanged.

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9. Surrounding Land Uses and Setting:

The project site is bounded by industrial uses on all sides. Don Julian Avenue forms the southern boundary of the property.

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

Los Angeles County Fire Department

Los Angeles County Department of Public Works, Building and Safety Division

State Water Resources 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"/> Agricultural and Forest 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

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).

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.

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.

“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.

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

2. Environmental Checklist

standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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.

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

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.

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.

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

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e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	

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c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b)	Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?			X	

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b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site				X
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f)	Otherwise substantially degrade water quality?			X	
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j)	Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:					
a)	Physically divide an established community?				X
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII. NOISE. Would the project result in:					
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	

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c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	
XIII. POPULATION AND HOUSING. Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection?			X	
b)	Police protection?			X	
c)	Schools?				X
d)	Parks?				X
e)	Other public facilities?				X
XV. RECREATION. Would the project:					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVI. TRANSPORTATION/TRAFFIC. Would the project:					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	

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c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e)	Result in inadequate emergency access?				X
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
g)	Result in inadequate parking capacity?				X
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a)	Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X
b)	Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e)	Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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3. Environmental Analysis

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

3.1 AESTHETICS

Would the project:

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

No Impact. The project site is situated in a highly urbanized, extensively developed part of the City of Industry. Adjacent properties are already developed with industrial buildings similar in size and appearance to the proposed warehouse addition. The San Gabriel Mountains to the north and Puente Hills to the south provide the greatest opportunities for scenic vistas in the City of Industry. However, views of these two ranges are largely obscured at the site by existing development. Construction of the 35-foot-high warehouse addition (at its highest point) would not alter open spaces or scenic vistas in the vicinity of the site. 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. The project site consists of an already developed industrial property in an urbanized part of the City of Industry; the project site and its immediate vicinity do not possess any scenic resources. The site does not contain historic buildings nor any rock outcroppings, and only a few non-native ornamental trees were noted. In addition, the project site is not adjacent to or near a designated state scenic highway. The nearest officially designated state scenic highway is SR-2, more than 22 miles to the northwest (Caltrans 2014). Therefore, no impacts would occur with respect to scenic resources.

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

Less Than Significant Impact. The proposed project would not degrade the existing visual character or quality of the project site and its surroundings. The project would create a 22,775 sq. ft. addition (of which 21,406 sq. ft. represents the building footprint) to an existing, one-story warehouse/office building. The proposed height, mass, and design of the addition would match the existing onsite building, which is similar to existing industrial buildings in the area. A portion of the building addition would extend to 35 feet high, which is 7 feet above the existing building. However, the addition is at the back of the property and, as noted above, the project site is surrounded by industrial uses. Building materials and colors would match the existing building, and therefore not conflict or be incompatible with the existing visual character of the site and its surroundings. The project impacts to the visual character or quality of the site and its surroundings would be less than significant.

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

Less Than Significant Impact. Although not identified in the Development Plan, it is likely that the proposed project would introduce new sources of light at the project site, notably, rooftop-mounted security lights similar to the ones currently installed on the building. Such lighting would be installed to accommodate safety and security while minimizing impacts on surrounding areas. Nevertheless, the new sources of lighting, in principle, have the potential to increase nighttime light and glare in the project area. Through its Development Plan review process, the City of Industry helps ensure that new lighting installed during site development comports with applicable lighting requirements and guidelines. New lighting would be designed, arranged, directed, or shielded to prevent excess illumination or light spillover onto adjoining properties.

Based on the drawings and plans, the exterior of the proposed warehouse addition would not contain enough glass or reflective materials to produce distracting glare. An aluminum and glass storefront entry system would be constructed along the south side of the building addition. The upper and lower windows provide natural lighting into the warehouse/office building. As discussed above, the site is in an industrial area is not surrounded by sensitive uses. The project impacts associated with light and glare would be less than significant.

3.2 AGRICULTURE AND FOREST 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

No Impact. The project site has no agricultural resources and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2014). Therefore, the proposed project would not convert farmland to nonagricultural uses and no impact would occur.

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

No Impact. The project site has no agricultural resources and is not zoned for agricultural use. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of

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farmland not designated as Prime Farmland. The project site is not under a Williamson Act contract; no impact would occur.

- 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 in an extensively developed, urbanized part of the City of Industry and does not lie within or adjacent to forest land or timberland. The site is zoned for industrial use, and project implementation would not impact forest land, timberland, or timberland zoning. 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 zoned for industrial use. There is no forest land on or near the project site that would be converted to non-forest use. No impact would occur.

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

No Impact. The proposed project has no agricultural or forest resources and is not designated as Farmland on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2014). Therefore, the proposed project would not convert Farmland to non-agricultural uses or forest land to non-forest use. No impact would occur.

3.3 AIR QUALITY

This section of the Initial Study addresses the impacts of the proposed project on ambient air quality and its potential for exposing people, especially sensitive individuals, to unhealthful pollutant concentrations. The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxides (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as in either attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2014a).

Where available, the significance criteria established by the applicable air quality management district or air pollution control district were relied upon for the impact evaluations.

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Would the project:

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 one of CEQA's goals by informing local decision-makers early in the project planning process so that air quality concerns are adequately addressed. It also provides the local agency with updated information about their role in helping attain the AQMP's clean air goals. The most recent comprehensive plan is the 2012 AQMP, which was adopted by the SCAQMD Governing Board on December 7, 2012.

Regional growth projections are used by the 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 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 that would warrant intergovernmental review by SCAG.

Although the proposed project could result in a modest 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 General Plan's Industrial land use designation. In addition, the project would not affect the regional emissions inventory or conflict with the AAQS attainment strategies outlined in the 2012 AQMP. Furthermore, regional emissions resulting from the construction and operation of the proposed project would not exceed SCAQMD emissions thresholds, and the project would not be considered a substantial source of air pollutant emissions. The project would not conflict or obstruct implementation of the AQMP. The impact of the proposed project would be less than significant.

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

Less Than Significant Impact. During implementation of the proposed project, construction activities would result in the generation of air pollutants. These pollutants are expected to consist of: 1) exhaust emissions from diesel-powered off-road construction equipment such as backhoes, loaders, etc.; 2) fugitive dust that could be generated during construction-related earthmoving/grading; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of volatile organic compounds (VOCs) due to the application of asphalt, paints, and coatings.

Construction of the proposed warehouse addition would involve limited demolition of existing asphalt pavement, site preparation, local grading, construction of the proposed warehouse addition, and landscaping over an approximately eight-month period. Based on prior construction emission modeling estimates (i.e., California Emissions Estimator Model) for projects of comparable scale and duration, the anticipated emissions of VOCs, CO, SO₂, PM₁₀, and PM_{2.5} generated from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Consequently, impacts would be less than significant. Once the warehouse addition is constructed, long-term air pollutant emissions could be

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experienced due to the equipment used onsite, truck idling, natural gas used for heating (energy), and trips generated by the expanded warehouse building (transportation). The proposed warehouse addition is not expected to significantly increase air pollutant emissions due to increased truck traffic associated with warehouse operations. For these reasons, long-term operation-related impacts to air quality would be less than significant.

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

Less Than Significant Impact. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS. 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. Construction activities would not result in emissions in excess of SCAQMD's significance thresholds. Operational activities would also not result in emissions that would exceed SCAQMD's significance thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants and impacts would be less than significant.

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 significantly contribute to these elevated 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.

Localized significance thresholds (LSTs) are based on the California AAQS. LSTs are intended to protect sensitive receptors, 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, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). Recent emission modeling for larger proposed construction projects in the City of Industry, with much closer sensitive receptors, have shown that daily construction-related emissions would not exceed the LSTs. Therefore, localized impacts would be less than significant. No mitigation measures are required.

Significant truck idling is not anticipated once the proposed project has been implemented, and maximum daily operational emissions are unlikely to exceed SCAQMD localized significant thresholds (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 necessary.

Considering the modest anticipated traffic increase due to project implementation (see Section 3.16, *Transportation/Traffic*), 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 necessary.

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

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

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

According to the SCAQMD, the types of facilities or operations that are prone to generate objectionable odors include: agriculture (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding, landfills, petroleum refineries, rendering plants, rail yards, and wastewater treatment plants (SCAQMD, 2005). Unlike these land uses, warehousing operations, including those involving storage and distribution of goods, are unlikely to generate objectionable odors. Exhaust emissions from construction equipment and truck traffic, volatile organic compounds emitted during building painting, and parking lot paving could periodically generate odors. However, these odors are unlikely to be intense, and therefore would not affect a significant number of people or be perceived as unpleasant. The impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:

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

No Impact. The project site was previously graded and developed for industrial use. Furthermore, the site is almost entirely paved or covered with buildings. There are no natural communities (and no associated species) on or in the immediate vicinity of the project site. The area surrounding the project site is a highly urbanized, built-out part of the City of Industry that is devoted to industrial and commercial land use. Therefore, there would be no impact on candidate, sensitive, or special status species, either directly or via modification of an existing habitat.

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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 U.S. Fish and Wildlife Service?**

No Impact. Sensitive natural communities are comparatively rare in the area surrounding the project site. Communities that provide habitat for sensitive animal or plant species or areas that constitute important wildlife corridors are similarly rare. No such communities are present on or in the vicinity of the project site. Riparian habitats are those occurring along the banks of rivers and streams. The National Wetlands Mapper does not show any federally protected streams, wetlands, or riparian habitat on or adjacent to the project site (USFWS 2015a). The closest water body designated as “riverine” by the US Fish and Wildlife Service is San Jose Creek, which lies roughly 750 feet south of the project site. San Jose Creek is confined to a concrete-lined channel, and it does not possess riparian habitat. There would be no adverse impacts on riparian habitat or other sensitive natural community.

- 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, as defined by Section 404 of the federal Clean Water Act, are lands that are 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. Because wetlands are not present on or in the vicinity of the project site, 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?**

No Impact. Wildlife corridors are typically composed of undeveloped open space that connects larger wildlife habitats. The project site and its immediate vicinity form a heavily industrialized area that does not support native or migratory fish or wildlife or overland wildlife movement. The site does not contain trees or shrubs that would be used for nesting by migratory birds. No impact would occur.

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

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

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

No Impact. The project site is in a developed, industrialized, urban environment that is surrounded by similar land uses. It is not in an adopted Habitat Conservation Plan area designated by the United States Fish

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and Wildlife Service (USFWS 2015b) or a Natural Community Conservation Plan area designated by the California Department of Fish and Wildlife (CDFW 2014). Furthermore, the project site is not located within an existing or proposed Significant Ecological Area designated by the County of Los Angeles (LACDRP 2015). No impact would occur.

3.5 CULTURAL RESOURCES

Would the project:

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

No Impact. Section 15064.5 defines historical 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 “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;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is currently developed as warehouse facility. The proposed project would entail very little demolition, notably, a shed-like awning on the rear of a small, secondary warehouse building. There are no resources listed on the National Register of Historic Places on the project site or in its vicinity (NPS 2014). Similarly, there are no California Historical Landmarks located on or near the project site (COHP 2014). Therefore, no impact to historical resources would occur as a result of the proposed project.

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

No Impact. No archaeological resources are known to exist within or near the project site. The entire site was disturbed during earlier development-related grading, and construction of the proposed one-story warehouse/office addition would require additional grading and trenching. These activities are unlikely to require excavation to significant depths (estimated less than 5 feet deep) and would take place in a relatively small, well-defined part of the property. Therefore, it is very unlikely that project-related grading or excavation would uncover or damage buried archaeological resources. No impacts to archaeological resources are anticipated as a result of project implementation.

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

No Impact. No unique paleontological and geologic resources are known to exist on or in the vicinity of the project site. The site is relatively flat. There are no exposed bedrock outcrops or other unique geological or paleontological features on or near the site. It is very unlikely that the shallow construction-related grading and excavation would perturb or destroy a buried paleontological resource or unique geologic feature. No impact would occur.

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

No Impact. No human remains are known to be present at the project site. Given the previous grading and excavation that took place during initial site development, and the small, well-defined area that would be disturbed during the construction of the proposed warehouse/office addition, it is highly unlikely that any human remains would be uncovered during project construction. Nevertheless, California Health and Safety Code Section 7050.5 requires that if human remains are discovered on a project site, disturbance of the site shall halt until the county coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. The proposed project would be required to adhere to existing laws regarding the discovery of human remains. Therefore, no impact would occur.

3.6 GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Fault rupture impacts can occur when a structure is located on top of an active fault that experiences ground failure and related displacement during an earthquake. The project site is not in an Alquist-Priolo Earthquake Fault Zone¹¹ mapped by the California Geological Survey, nor is it situated on or near any known active fault. By definition, active faults have ruptured within the last 11,000 years. The

¹¹ The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes.

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northwest-trending Whittier Fault, which lies roughly 2 miles south of the project site, is the Alquist-Priolo Earthquake Fault Zone closest to the project site (CDC 2010). Because active faults do not traverse the site, project development would not expose people or structures to substantial hazards due to surface rupture. Therefore, no impacts would occur and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Much like the rest of southern California, the project site would be subject to ground shaking and potential damage in the event of a major seismic event. Major active faults near the project site include the Whittier, Cucamonga, Chino, and Puente Hills Faults (CDC 2010). On a regional scale, the San Andreas Fault is capable of producing an earthquake that could cause significant damage at the site. Each of these faults is classified as active, with strong seismic capabilities. Lesser faults that are closer to the site include the potentially active Walnut Creek and San Jose Faults. The expected ground-motion characteristics of future earthquakes depend on many variables, such as the distance to the earthquake hypocenter, the magnitude and duration of the earthquake, the properties of soil and bedrock beneath the site, and other factors.

Based on the available data, the impacts associated with ground shaking at the project site would not be more severe than at other sites in seismically active southern California. Structures intended for human occupancy must meet or exceed California Building Code (CBC) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors that include occupancy type, the properties of soil and bedrock beneath the site, and the strength and probability of anticipated ground motion at the site. The project would have a geotechnical investigation conducted per CBC requirements; the geotechnical investigation would calculate seismic design parameters that must be used in the design of the proposed building.

The City of Industry's Building Regulations are found in Title 15 of the City's Municipal Code (Buildings and Construction). Chapter 15.04 (Building Code) adopts the most recent version of the Los Angeles County Building Code by reference. Compliance with the requirements of the Los Angeles County Building Code for structural safety during a seismic event would reduce hazards from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to unconsolidated, saturated sand or silt deposits that can lose their load-bearing capacity when subjected to intense shaking. Like much of the available land in the City of Industry, the project site is in an area that is underlain by comparatively shallow groundwater as well as unconsolidated sediments that consist of interbedded silts, sands, and gravel. The thickness of these unconsolidated sediments beneath the site has not been determined. Unconsolidated silts, sands, and gravel may produce surface cracking, differential settlement, and, depending upon groundwater depth, liquefaction during high-intensity seismic ground shaking.

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The California Geological Survey, a branch of the State Department of Conservation, is required to map certain earthquake hazards pursuant to the Seismic Hazards Mapping Act of 1990. These hazards include areas where earthquakes are likely to cause liquefaction. In 1999, the California Geological Survey updated existing seismic hazard maps for portions of southern California, including the area that encompasses the City of Industry. The updated map that covers the project site shows indicates that the site is located in a state-mapped liquefaction hazard zone (CDC 1999), which is defined as follows:

Areas where historic occurrence of liquefaction or local geological, geotechnical, or groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. (CDC 1999)

Cities, counties, or another local permitting authority must regulate certain development “projects” within these seismic hazard zones. Development permits must be withheld until the geological and soil conditions of the project site are investigated and appropriate mitigation measures, if necessary, are incorporated into Development Plans.

Future workers or site visitors potentially could be subjected to impacts due to seismically induced liquefaction. However, the warehouse/office addition proposed for the site would be constructed in accordance with grading and engineering standards outlined in the Los Angeles County and California Building Codes, which would help safeguard the buildings and structures from liquefaction that might occur during future seismic events. Additionally, as standard procedure by the City of Industry, grading and soil compaction require the preparation of site-specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies, which are required to be submitted to the City for review and approval prior to the commencement of any grading activities.² Based on the available information, impacts due to seismic-related ground failure, including liquefaction, and construction of the proposed project are anticipated to be less than significant. No mitigation measures are necessary.

iv) Landslides?

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

² However, if the City finds that no undue hazard exists, based on previous studies conducted in the immediate vicinity of the project site, the preparation of the geotechnical report may be waived.

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

Less Than Significant Impact. Erosion is the movement of rock fragments and soil from one place to another. In the area of the project site, erosion is most likely to occur on exposed (i.e., unpaved) slopes where moving water can transport soil downslope. The potential for erosion can be increased by ground-disturbing activities (e.g., grading, excavation) if effective control measures are not used. The project site and surrounding area are in a highly urbanized area of very low topographic relief. No significant slopes are present at or near the project site.

Project construction would entail demolition, excavation, and grading activities that would temporarily disturb surface soils and potentially result in erosion. The project applicant would be required to adhere to the applicable provisions outlined in Chapter 13.16 (Storm Water and Urban Runoff Pollution Control) of the City of Industry's Municipal Code, which contains requirements to protect surface water quality and prevent erosion during construction. In particular, Section 13.16.070(C) of the Municipal Code requires that stormwater runoff control measures during construction be adequate to accomplish the following:

- Retain onsite sediments generated on or brought to the project site using treatment control or BMPs.
- Retain construction-related materials and wastes, spills, and residues at the project site and prevent discharges to the streets, municipal storm drain, receiving water, or adjacent properties.
- Contain non-stormwater runoff from equipment and vehicle washing at the project site.
- Control erosion from slopes and channels through the use of effective BMPs, such as limiting grading during the wet season, inspecting graded areas during rain events, planting and maintaining vegetation on slopes, and covering slopes that may be susceptible to erosion.

Upon completion, the only exposed soil would be related to landscaped areas. Properly designed drainage systems, irrigation controls, and landscaping would minimize the likelihood of erosion and the loss of topsoil. Adherence to the City's stormwater and urban runoff pollution regulations would result in a less than significant impact. 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. Hazards related to liquefaction and landslides are addressed in the preceding subsections. Lateral spreading generally refers to landslides that commonly form on gentle slopes and that have rapid fluid-like movement, like water. Such spreading is often accompanied or triggered by liquefaction. The risk of lateral spreading at the project site would be reduced through compliance with recommendations in the site-specific geotechnical investigation.

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In a broader sense, the potential for most landslides is heavily influenced by slope steepness. Considering the essentially flat topography at the project site and in the immediately vicinity, the potential for on- or off-site landsliding as a result of project implementation would be less than significant.

Subsidence generally refers to large-scale collapses of the ground surface. Such subsidence can be caused by factors such as overly aggressive groundwater withdrawal, subsurface mining, and extraction of natural gas. None of these are known to be a concern in the vicinity of the site, or in the greater San Gabriel Valley for that matter.

A site-specific geotechnical investigation would include recommendations for grading and preparation of soil so that it is suitable for construction. Compliance with such recommendations would reduce hazards associated with unstable geologic units. Based on the foregoing, impacts related to on- or off-site landsliding, lateral spreading, subsidence, or collapse 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 can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon can include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can exhibit wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils.

Expansive soils are typically very fine-grained with a high to very high percentage of clay, typically montmorillonite, smectite, or bentonite clay. As noted above, a site-specific geotechnical investigation would include recommendations for grading and preparation of soil so that it is suitable for construction. These recommendations would also consider the presence of expansive soils and appropriate mitigation steps.

The proposed project would be subject to the testing of soil samples for expansion potential as part of the geotechnical evaluation. Recommendations for mitigation measures needed to minimize hazards from expansive soils would be presented in the geotechnical report and implemented during construction. 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. Development of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. The new building would be connected to the existing sanitary sewer via one or more service lines. Therefore, 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 into the atmosphere. These gases are known as greenhouse gases (GHGs).

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The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs -- water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), and ozone (O₃) -- that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluoro- carbons.

This section qualitatively analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on the manufacture of cement, steel, and other "life-cycle" emissions that would occur as a result of the project are not applicable and are not included in this evaluation. Where available, the significance criteria established by the applicable air quality management or air pollution control district were relied upon for the impact evaluations.

Would the project:

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change; therefore, 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, coatings), water/wastewater generation, and waste disposal. Annual GHG emissions were compared to levels recently calculated for similar projects in the City of Industry. 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. This comparison concludes that the proposed project at build-out would not exceed the SCAQMD's proposed screening threshold of 3,000 MTons. Because the GHG emissions associated with the project would not exceed the SCAQMD screening threshold, the proposed project's cumulative contribution to GHG emissions is less than significant.

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

No 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 the 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. Since the release of the 2008 Scoping Plan, CARB has updated the 2020 BAU forecast to reflect GHG

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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. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy 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 and California Green Building Standards Code (CALGreen). The US Environmental Protection Agency (EPA) has also adopted the Heavy-Duty National Program to reduce GHG emissions and fuel consumption in the heavy-duty highway vehicle sector, which includes combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). The project's GHG emissions would be reduced by 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 SCAG region, the SCS was adopted in April 2012 (SCAG 2012a). 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 project is designated for industrial uses in the City of Industry's General Plan; 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 SCS.

The proposed project would not have the potential to interfere with the State of California's or SCAG's ability to achieve GHG reduction goals and strategies. No impact would occur and no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

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

Project-related construction activities would require the use of hazardous materials such as fuels, lubricants, and greases in construction equipment and paint or coatings. Onsite construction equipment might require routine or emergency maintenance that could result in the accidental release of lubricants, fuel, transmission

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fluid, or other materials to the ground surface. These materials would not be used in such quantities or stored in such a manner that they would pose a significant safety hazard or environmental threat.

In addition, the use, transport, and disposal of hazardous materials during the project construction phase must conform to the laws and regulations of several federal, state, and local agencies, including the EPA, California Department of Toxic Substances Control (DTSC), California Occupational Safety & Health Administration, California Department of Transportation (Caltrans), and Los Angeles County Fire Department (LACFD). Compliance with the applicable laws and regulations would ensure that these hazardous materials are handled in an appropriate manner and would minimize the potential for adverse impacts. For example, spills or leaks of petroleum products during construction activities must be immediately contained and the hazardous materials identified and cleaned up in a prescribed manner.

Warehouse operations routinely involve the use of small quantities of hazardous materials that are used for building and landscape maintenance (e.g., solvents, cleaning agents, paints, pesticides). When properly used, these materials would not result in a significant hazard. Based on the available information, it appears unlikely that the future operations would involve the storage or transport of large quantities of hazardous materials. In any event, businesses that store hazardous materials above certain specified thresholds must file a Business Plan with the LACFD,³ including a materials inventory and an emergency response plan. Additionally, strict adherence would be required during project operation to all emergency response plan requirements. The routine use and storage of small quantities of hazardous materials during project construction and operation would not pose significant hazards to the public or the environment. Therefore, the impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. The use, storage, and disposal of small quantities of hazardous materials by the project would have to comply with various local, state, and federal regulations. Project workers during construction and operation would be trained on the proper use and handling of hazardous materials. Construction projects and warehouse operations typically maintain emergency supplies for the containment and cleanup of small spills of hazardous materials. In the event of a larger spill that exceeds the capacity of these emergency supplies, project workers would immediately request assistance from the LACFD. Emergency response procedures would be outlined in the contingency plan of a Business Plan if hazardous materials above threshold quantities were stored onsite. With these safeguards in place, the impacts would be less than significant, and no mitigation measures are necessary.

³ The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry. The Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

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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. With the exception of small quantities of common hazardous materials that are used for building and landscape maintenance, the proposed operations at the project site are not expected to handle large quantities of hazardous materials or substances. Similarly, the handling and/or generation of significant hazardous waste are unlikely, and the proposed operations are not expected to emit hazardous emissions. No preschools, elementary, middle, or high schools lie within 0.25 mile of the project site. The closest schools are approximately one mile from the project site. Therefore, the proposed project would not pose a hazard to nearby schools, and 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 specifies that the DTSC, California Department of Health Services, State Water Quality Control Board, and local enforcement agencies compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has migrated.

Based on a recent review of environmental agency databases maintained by the State Water Quality Control Board (GeoTracker) and the DTSC (EnviroStor), the project site is included on a list of hazardous materials sites compiled pursuant to this requirement. The following information was obtained from the GeoTracker records:

- Under the operation of a previous owner/operator of the site, Dexter Electronic Materials, Corporation, a release of volatile organic compounds (VOC) was detected (soils and ground water).
- Corrective action was taken between 1986 and 1997.
- A No Further Action letter was issued in 1997 by the Los Angeles Regional Water Quality Control Board (RWQCB).
- In 2006, Henkel Loctite Corporation, the subsequent owner/operator of the site (since 2000) received an additional No Further Action letter from the Department of Toxic Substances Controls which confirmed that the site no longer contained Tiered Permitting – Hazardous Waste Treatment Units.

Although the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the historical VOC releases have been addressed to the satisfaction of the RWQCB

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and DTSC. In light of this determination, the project site would not create a significant hazard to the public or the environment. Therefore, the impacts would be less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles 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?**

No Impact. The project site is not in an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The nearest public airport is the El Monte Airport, located approximately 5.5 miles northwest of the site (Airnav 2015). Therefore, project development would not cause aviation-related hazards for people working in the project area, 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. The Los Angeles County Sheriff's Department (150 Hudson Avenue) and the City of Industry Civic Financial Center (101 Hudson Avenue) operate heliports approximately 0.7 mile east of the project site (Airnav 2015). The site is currently zoned for industrial use, and project development would not augment or alter existing safety hazards associated with current operations at either of these heliports. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing. Helicopter takeoffs and landings at nearby heliports occur infrequently and are far enough away that they would not pose a hazard to onsite workers. No impact would occur.

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

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

Further assessments of potential hazards and resources available for responding to hazards are in the County of Los Angeles All-Hazard Mitigation Plan (AHMP) adopted by the County Board of Supervisors in June 2005. The AHMP includes a vulnerability analysis for many types of hazards, including earthquakes, floods, fires, and man-made hazards including terrorism and civil unrest; goals and objectives for strategies for mitigating hazards; proposed strategies and actions for reducing vulnerability to identified hazards; and lists of facilities and equipment available for responding to disasters.

The proposed project would be required to provide the necessary on- and offsite access and circulation improvements for emergency vehicles and services during the construction and operational phases, subject to City of Industry and LACFD approval. The access and circulation features of the proposed development

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project would accommodate emergency ingress and egress from Don Julian Road, as shown on Figure 5, *Site Plan*.

The proposed project would be subject to the City's Development Plan review and permitting process and would incorporate all applicable design and safety features in City of Industry and LACFD regulations necessary to accommodate local emergency services (e.g., adequate access roads, emergency exits, fire hydrants, striped turnabouts). Furthermore, existing emergency access to surrounding properties would not be altered or disrupted under the proposed project, and offsite roadway modifications would not be necessary. Finally, the proposed project would not require full road closures or otherwise impact the functionality of surrounding roads that are used as public safety access routes. Therefore, the project would not impair implementation of or physically interfere with the ERP, and no impact would occur.

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

No Impact. The project site is in a highly urbanized and built-out area of the City of Industry. No fire hazard severity zones are mapped at or near the project site by the California Department of Forestry and Fire Prevention (CAL FIRE 2007). Therefore, no significant risk of loss, injury, or death involving wildland fires would occur as a result of the proposed project.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:

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

Less Than Significant Impact. Runoff resulting from storms or development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, soil, and animal waste. This can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released, untreated, into a local waterway. Untreated stormwater runoff degrades water quality in surface and groundwater and can affect drinking water, human health, and plant and animal habitats. Additionally, increased runoff from developed surfaces can increase the intensity of flooding and erosion.

Requirements for waste discharges potentially affecting stormwater from construction sites in California of one acre or more are set forth in the Construction General Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. The disturbed area of the site is less than one acre, and therefore project construction would not be subject to requirements of the Construction General Permit. However, as discussed in Section 3.6(b), *Geology and Soils*, the project would comply with Chapter 13.16.070 of the City of Industry's Municipal Code (Construction Activity Storm Water Measures), which contains construction activity stormwater requirements to preserve water quality and prevent erosion in the City. Compliance with these requirements would ensure no violation of water quality standards or waste discharge requirements would occur. Impacts would be less than significant.

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

Less Than Significant Impact. The project site is located above the Puente Groundwater Basin, a tributary basin to the Main San Gabriel Groundwater Basin. For many years, water extraction rights have been separately adjudicated in these two basins, and groundwater use is overseen by their respective Watermasters so that excessive groundwater withdrawals, or overdraft conditions, are avoided.

There are several water purveyors that service the City of Industry, each of which has a different supply network that generally embraces some combination of groundwater extraction, imported water, and reclaimed or recycled water. The San Gabriel Valley Water Company (SGVWC) would provide water to the project. Much of the SGVWC's water supply comes from groundwater that is pumped from production wells in the Main San Gabriel and Central Groundwater Basins, with lesser supplies derived from recycled water. The SGVWC also has a stand-by connection with the Metropolitan Water District for delivery of treated water imported from the Colorado River and the State Water Project (SGVWC 2010). The anticipated increases in water demand arising from project implementation are modest, and they would not significantly impact groundwater supplies or levels.

The project site is not used for intentional groundwater recharge, and the construction and operation of the warehouse/office addition would have little impact on local groundwater recharge. The existing site is almost completely paved and affords little opportunity for stormwater infiltration. The project development would increase the area devoted to landscaping, compared to present conditions, which could provide opportunities for minor amounts of local groundwater recharge via percolation. However, any such recharge would not affect regional groundwater levels or supplies. Impacts are therefore less than significant.

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

No Impact. At project completion, the entire site would be developed with buildings, parking areas, driveways, and landscaping. There would be little opportunity for site drainage to result in substantial onsite or offsite erosion or siltation. During project construction, compliance with City of Industry regulations for stormwater control would minimize the possibility for erosion from the site, as previously discussed. The project would not alter the course of the closest watercourse, concrete-lined San Jose Creek, which lies south of the project site. Therefore, no impact would occur.

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

Less Than Significant Impact. Site- and area-wide drainage is controlled by typical sheet flow and "curb and gutter" systems that direct stormwater runoff into local catchment basins to San Jose Creek, for eventual

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discharge to the San Gabriel River. Because the site and surrounding area are almost completely covered by buildings or are paved, there is little opportunity for local drainage to result in substantial onsite or offsite erosion or siltation. The project would not result in the alteration of watercourses in the vicinity of the site, including San Jose Creek, roughly 750 feet south of the project site, or the San Gabriel River, approximately 3 miles to the west. Therefore, no impact would occur.

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

Less Than Significant Impact. Anticipated runoff volume would not exceed the capacity of the existing stormwater drainage system, nor would it introduce new sources of polluted runoff. Project impacts related to stormwater control and management would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. The project impacts related to water quality would be less than significant, as explained above.

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

No Impact. The proposed project does not involve construction of any housing units. Furthermore, the flood insurance rate map prepared by the Federal Emergency Management Agency (FEMA 2008) for the project area indicates that the project site is in Flood Zone “X,” which is outside designated 100-year and 500-year flood zones. Therefore, no impact would occur.

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

No Impact. As stated above, the project site is not within a 100-year or 500-year flood hazard area. Development of the proposed project would not impede or redirect flood flows, since there is no potential for flood flows to travel through or near the project site. Therefore, 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. Four dams have been identified in the San Gabriel River Watershed that lie generally upstream from the City of Industry—Puddingstone Dam, Santa Fe Dam, Thompson Creek Dam, and Whittier Narrows Dam. The project site is not located in the flood inundation areas associated with the failure of any of these dams (City of Industry 2014). No impacts are associated with flooding as a result of the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial

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body of water. Although there are no large water tanks in the area that could impact the project site, there are dams in the region that could create flooding impacts. As noted above, the project site is not located in an identified flood inundation area due to dam failure and no impact would occur.

Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The project site is approximately 20 miles inland from the Pacific Ocean, thus impacts from tsunamis are considered negligible, and no impact would occur.

Mudflows are landslide events in which a mass of saturated soil flows downhill as a very thick liquid. The project site and surroundings are relatively flat and contain no abrupt changes in elevation. As previously indicated, the project site is not located in a mapped landslide hazard area. Additionally, there are no substantial slopes on or in the immediate vicinity of the site with the potential to produce mudflows. In the absence of slopes, the potential for mudslides to affect the proposed project is considered negligible and no impact would occur.

3.10 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The project site is located within an existing industrial area of the City of Industry. Established commercial and industrial businesses, including similar warehouse buildings, surround the site (see Figure 3, *Aerial Photograph*). Construction of the proposed warehouse/office addition would be a compatible land use development and would not physically divide or encroach upon the surrounding community. Therefore, no impact would occur.

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

No Impact. The project site is zoned and designated for Industrial use in the City of Industry General Plan. The proposed a warehouse/office addition would be consistent with the General Plan and is allowed under the zoning designation. Project implementation would not change existing land uses or require a change of the existing land use designations or regulations. Due to the largely industrial character of the site's surroundings, the proposed project would not conflict, or be incompatible, with the existing character of the surrounding area. Because the project would not conflict with any applicable land use plan, policy, or regulation, no impact would occur.

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

No Impact. As previously explained, the project site is not within or near a Habitat Conservation Plan area (USFWS 2015b) or Natural Community Conservation Plan area (CDFW 2014). No impact would occur.

3.11 MINERAL RESOURCES

Would the project:

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

No Impact. There are no lands within the City of Industry designated by the State Mining and Geology Board as being of regional or statewide significance (City of Industry 2014). Project development would not result in the loss of availability of mineral resources of value to the region and residents of the state. No impact would occur.

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

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

3.12 NOISE

The generation of noise associated with the proposed project would occur over the short term for site construction activities. In addition, noise would result from the long-term operation of the project. Both types of noise impacts are examined in the following sections.

Would the project result in:

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

Less Than Significant Impact. The City of Industry does not have any regulations governing maximum permissible noise levels for manufacturing or warehouse operations. An impact could be significant if a project were sited in a location where noise levels would exceed the appropriate standards. In this case, the project is located in a highly developed industrial area, where the tolerance for noise is higher than in or near a residential area. The nearest residential area is one-third of a mile south of the site. Aside from distance, industrial uses, San Jose Creek, and Salt Lake Avenue separate the site from these residences, and therefore they are not considered sensitive receptors.

The project involves the proposed addition of 22,775 sq. ft. In addition, two restroom facilities would be installed within the existing warehouse. Other improvements include additional landscaping and repaving/restriping the parking lot. Both the City of Industry and County of Los Angeles recognize that the

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control of construction noise is difficult at best and provide exemption for this type of noise when the work is performed within the hours specified within the County of Los Angeles Noise Ordinance. Project construction would be prohibited between the hours of 7 PM and 7 AM, which are the most noise-sensitive portions of the day, and on Sundays or holidays.

Construction activities would be eight months in duration, during daytime hours, and would cease upon completion of the proposed improvements. Consequently, the project would not expose sensitive receptors or other people to excessive noise levels. Impacts would be less than significant, and no mitigation measures are required.

Noise would be generated during project operations, but would generally be at the same frequency and volume as the noise-generating activities currently conducted at the site. The warehouse addition would provide four additional loading docks, which would accommodate more traffic. After accessing the project site from Don Julian Road, trucks would proceed to the new loading dock area, which is on the south side of the building addition. (see Figure 5, *Site Plan*). By State law, diesel trucks are prohibited from idling for more than five minutes at any one location, which would limit noise impacts from loading and off-loading operations. As discussed above, there are no sensitive receptors proximate to the site. Given the above considerations, noise levels associated proposed project operations would be essentially unchanged from current conditions, and impacts would be less than significant.

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

Less Than Significant Impact. Potential vibration impacts associated with development projects are usually related to the use of use of heavy construction equipment during a) demolition and grading phases of construction and/or b) the operation of large trucks over uneven surfaces during project operations. The City of Industry does not set quantitative standards for vibration impacts. However, the County of Los Angeles Noise Ordinance, Section 12.08.560 (Vibration), prohibits operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way.

With respect to construction, Caltrans notes that groundborne vibration is typically associated with blasting operations, the use of pile drivers, and large-scale demolition activities, none of which are anticipated for the construction or operation of the project. Rather, the project's site development would include performing surface repairs, repaving/re-striping some areas of the parking lot, trenching for new utilities, erecting the one-story addition to the existing building, and installing hardscape and landscaping. Because these construction activities would not require the use of equipment that has the potential to produce substantial levels of groundborne vibration, vibration impacts during construction would be less than significant.

The project site would serve as a warehousing facility with on-site truck and trailer movements. Operation of the expanded warehouse/office building would not involve any mechanical equipment that would induce significant groundborne vibration. The project would, however, involve the movements of heavy trucks and trailers. Vibration from vehicles is dependent on vehicle speed and weight, plus the presence of surface

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discontinuities. Due to site constraints and road geometry, these truck movements would occur at very low speeds (less than 15 miles per hour). Traffic flows, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage; even with notable potholes or degraded railroad crossings (Caltrans 2004). As vibration dissipates rapidly with distance and since trucks will be traveling at very low speeds and over relatively smooth surfaces, vibration effects during project operation would not be perceptible or result in any undue effects. Further, as noted above, the nearest sensitive receptors are one-third of a mile from the site, and are separated by two roadways, buildings and, San Jose Creek that would preclude perception vibration impacts. Thus, vibration impacts during project operations would be less than significant.

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

Less Than Significant Impact. Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. The project is a proposed expansion of an existing warehouse/office building. On-site mechanical equipment activity is not anticipated to appreciably increase with expansion of the warehouse area. Further, these types of equipment are consistent with similar equipment at existing facilities in the area. Therefore, no substantial noise level increases would occur due to the contributions of the proposed project. Thus, noise levels from project mechanical equipment would be less than significant.

As discussed in Section 3.16, *Transportation/Traffic*, the project is anticipated to generate 81 additional vehicle trips, including 16 daily trips associated with medium- and heavy-duty trucks. Given the similar, if not more intense warehousing and truck movement activities at facilities in the area, including the project site, the project's operations would not substantially increase area noise levels and this permanent noise source would be less than significant.

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

Less Than Significant Impact. As discussed above, both the City of Industry and County of Los Angeles recognize that the control of construction noise is difficult at best and provide exemption for this type of noise when the work is performed within the hours specified in the County of Los Angeles Noise Ordinance. The county regulates construction noise through the County Code, Sections 12.08.440 and 12.12.030. Pursuant to Section 12.08.440, the county prohibits the operation of tools or equipment used in construction between weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial real-property line. For these tools, the County also sets maximum noise limits for long-term construction operation. However, the County permits noise levels to exceed these limits if the activity, operation, or noise source cannot be feasibly be done in a manner that would comply with these conditions. In addition, the County prohibits construction activities that involve excavating/earth-moving activities between weekday hours of 8:00 PM and 6:30 AM, or at any time on Sundays or holidays that makes loud noises that disturb persons occupying sleeping quarters in a place of residence.

3. Environmental Analysis

Two types of noise impacts could occur during the project construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadway, notably, Don Julian Road. However, any increase in noise would be less than 1 dBA when averaged over a 24-hour period, and would therefore have a less than significant impact on noise receptors along the truck routes.

The second type of impact is related to noise generated by onsite construction, when local residents would be subject to elevated noise levels due to the operation of various types of construction equipment. Construction activities are typically carried out in discrete steps, each of which has a relatively distinct mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses.

Construction would be performed more than one-third mile from existing sensitive receptors. There are also large, intervening buildings that preclude line-of-sight pathways, such that they are unlikely to experience intermittent construction-related noise. As such, the impact of these short-term, temporary construction noise levels on offsite residential receptors would be less than significant.

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

No Impact. The project site is not located within an area covered by an airport land use plan or within two miles of a public airport or public-use airport. As indicated in Section 3.8.f, the nearest public airport is El Monte Airport, approximately 5.5 miles northwest of the site. (Airnav 2015). While light plane and other aircraft noise may be occasionally noticeable in the project area, the project is well beyond any airport's noise control zone. Therefore, the proposed project would not expose people residing or working in the area to excessive noise levels and no impact would occur.

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

Less than Significant Impact. The Los Angeles County Sheriff's Department (150 Hudson Avenue) and the City of Industry Civic Financial Center (101 Hudson Avenue) operate heliports approximately 0.7 mile east of the project site (Airnav 2015). The project site is beyond either facility's 60-dBA CNEL noise contour. While all areas of the City of Industry and the broader Los Angeles metropolitan area are occasionally subject to helicopter noise, such impacts are infrequent and typically of short duration. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14, Section 91.119). Helicopter takeoffs and landings from nearby heliports or occasional flyovers would not expose workers or visitors to the restaurant to excessive noise levels. Impacts would be less than significant.

3. Environmental Analysis

3.13 POPULATION AND HOUSING

Would the project:

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

Less Than Significant Impact. The proposed project involves the construction of a one-story addition to an existing warehouse/office building; it does not include the construction of new homes or the extension of infrastructure such as roads or sewers. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate construction-related employment (estimated eight months) and increased operational employment, although the latter is expected to be small.

Projected employment densities for various land uses vary widely, depending on the location and actual business activities. In general, employment densities for warehouse land uses range from one employee per 1,000 square feet of building space to one employee per 7,500 square feet. Office-space job densities are more on the order of one employee per 150 to 500 square feet of building space. For Los Angeles County, estimates developed by SCAG are approximately one employee for 1,500 square feet of warehouse space and one employee for 400 square feet of low-rise office space (Natelson Company 2001). Using these values, the project's additional warehouse space of 21,406 square feet and mezzanine/office space of 1,369 square feet yields 17 jobs.

SCAG estimates that employment in the City of Industry will increase from 84,070 in 2008 to 88,404 in 2035, or 4,334 additional jobs (SCAG 2012a). The seasonally adjusted unemployment rate in Los Angeles County was 7.9 percent in January 2015 (EDD 2015). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers into the region. The impacts would be less than significant, and no mitigation measures are necessary.

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

No Impact. The project site is currently developed with a one-story warehouse/office building. Therefore, existing housing would not be involved, and replacement housing would not be needed. No impact would occur.

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

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

3. Environmental Analysis

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 City of Industry contracts with the Los Angeles County Fire Department for fire protection services. The City is served by LACFD Division 8, Battalion 12, which mans and operates six fire stations (Fire Station Nos. 26, 43, 87, 91, 118, and 145). In addition to the City of Industry, Battalion 12 provides fire protection services to Roland Heights, La Puente, La Mirada, and Hacienda Heights. The closest LACFD fire station to the project site is Fire Station #43 at 921 South Stimson Avenue in the City of Industry, about 1.3 miles southeast of the site.

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

The City of Industry invites the participation of the LACFD in the development review process in order to ensure that the necessary fire prevention and emergency response components are incorporated into the project. All site and building improvements proposed under the project would be subject to review and approval by LACFD prior to building permit and certificate of occupancy issuance. Furthermore, the City of Industry imposes standard conditions of approval during the Development Plan review process, and the following standard condition would be imposed on the project: “The applicant shall construct adequate fire protection facilities to the satisfaction of LACFD.” Therefore, impacts on fire protection services would be less than significant and no mitigation measures are necessary.

b) Police protection?

Less Than Significant Impact. The City of Industry contracts with the Los Angeles County Sheriff’s Department (LASD) for police services. The LASD has a patrol station in the City of Industry at 150 Hudson Avenue, less than 0.75 mile northeast of the project site. This station also provides police services to the cities of La Puente and La Habra Heights, as well as the unincorporated Los Angeles County communities of East and West Valinda, Bassett/North Whittier, and Hacienda Heights.

Development of the proposed project could result in a slight increase in calls for police protection, although new public safety issues are unlikely. Development of the project is not expected to create a need for new and/or expanded police facilities or additional staff. The LASD would continue to provide police services to

3. Environmental Analysis

the project area. Therefore, the impact of the proposed project on police protection would be less than significant, and no mitigation measures would be necessary.

c) Schools?

No Impact. Demand for public services such as schools is generally based on residential land use and the associated school-age population. The proposed project does not involve residential development, and it would not induce population growth. Therefore, the project would not increase the demand on local schools, and no impact would occur.

d) Parks?

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

e) Other public facilities?

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

3.15 RECREATION

Would the project:

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

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

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

No Impact. The proposed project would not include recreational facilities or require the construction or expansion of such facilities. No impact would occur.

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3.16 TRANSPORTATION/TRAFFIC

Would the project:

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

Less Than Significant Impact. The proposed project would expand the warehouse footprint by 21,406 sq. ft. and add 1,369 sq. ft. of mezzanine/office (see Figure 5, *Site Plan*). Based on the Institute of Transportation Engineers’ (ITE) *Trip Generation* manual (9th edition), the project-generated vehicle trips can be calculated using the gross floor area of the primary land use for the proposed project. The ITE manual describes warehousing use (land use Type 150) as warehouses that are primarily devoted to the storage of materials, but may also include office and maintenance areas. Therefore, it is appropriate to use the warehousing land use category to calculate the trips anticipated by the proposed project.

Table 1 shows the vehicle trips that would be generated by the proposed project according to the generation rates outlined in the ITE manual. As shown in Table 1, the proposed project would generate 81 daily trips, with 7 trips in the AM peak hour and 7 trips in the PM peak hour.

Land Use	Quantity (TSF)	ITE Trip Rate ¹	Peak Hour		Daily
			AM	PM	
Warehouse (150)	22.7	AM Peak Hour = 0.30 PM Peak Hour = 0.32 Daily = 3.56	7	7	81

¹ Source: ITE, *Trip Generation* (9th ed.).

According to the City of Fontana Truck Trip Generation Study, the recommended daily trip generation vehicle mix for warehouses smaller than 100,000 square feet in gross floor area (designated as “light warehouse” in the study) can be broken down as follows (City of Fontana 2003):

Passenger vehicles = 80.3 percent of total daily trips

Large 2-axle truck = 5.2 percent of total daily trips

Large 3-axle truck = 4.5 percent of total daily trips

Large 4(+)-axle truck = 10.0 percent of total daily trips

3. Environmental Analysis

In accordance with the recommended vehicle mix percentages outlined in this study, the proposed project's 81 additional daily trips are anticipated to break down as follows:

Passenger vehicles = 65 daily trips

Large 2-axle truck = 4 daily trips

Large 3-axle truck = 4 daily trips

Large 4(+)-axle truck = 8 daily trips

Therefore, total additional daily passenger vehicle trips would be 65 and total daily medium- and heavy-duty truck trips would be 16.

Regional access to the project site is provided via SR-60, with the majority of project traffic being routed to SR-60 via Don Julian Avenue and 7th Avenue. The traffic study for the City's General Plan Update found that key intersections along 7th Avenue and Don Julian Road—including SR-60 ramp intersections with 7th Avenue—operate at levels of service (LOS) A to C during the AM and PM peak hours, which are acceptable for intersection operations. Because nearby intersections operate at acceptable LOS (LOS D or better) and because the project-generated AM and PM peak hour trips would be nominal, project-related trips are not anticipated to substantially increase the congestion at nearby intersections. Additionally, project-related truck activities would generally occur outside of the peak hours and would therefore not affect the operation of nearby intersections during these hours.

The City of Industry does not have guidelines for preparing traffic impact analyses. The County of Los Angeles requires that a traffic impact analysis be prepared for projects that generate more than 500 daily trips. As shown above, the proposed project would generate 81 trips and would not require a traffic impact analysis.

Additionally, on average, the proposed project would generate one vehicle trip every eight plus minutes during peak hours; therefore, it is expected that there would be no queues to enter the project driveways, and there would be no delays for drivers waiting to enter or exit Don Julian Road.

In summary, even though the project would result in an increase in vehicle trips in the project area, the anticipated impacts to the existing intersections and road system would not be significant.

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 published by the Metropolitan Transit Authority (MTA) in December 2010 (MTA 2010). Area freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, implementation of such a project could result in significant

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congestion impacts, and a traffic impact analysis could be required. The proposed project, however, is not of potential regional significance, and the MTA congestion thresholds listed below would not be exceeded:

- 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 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 proposed project is a one-story addition to a warehouse building whose maximum height would be 35 feet. Project construction would not result in a change in air traffic patterns or an increase in air traffic levels. There are no airports in the immediate project vicinity, and the proposed project would not create any structures that could interfere with air travel or air safety. The project would not increase or alter air traffic, 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: The anticipated increases in vehicle traffic and vehicular turning movements at the site access driveways and nearby intersections are expected to be modest as a result of project implementation. The potential for hazards arising from increased traffic conflicts or vehicular accidents would be low. The project, therefore, would not substantially increase hazards due to a design feature or incompatible uses, and the impacts would be less than significant.

e) Result in inadequate emergency access?

No Impact. The access and circulation features at the proposed project would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the project site using the entrance off Don Julian Road. As shown on Figure 5, *Site Plan*, the warehouse/office building would be accessible via the two existing driveways. All emergency access features are subject to and must satisfy the City of Industry design requirements and be approved by the LACFD. No impacts would occur.

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

No Impact. The proposed development project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The sidewalk along the northeast side of Don Julian Road would remain accessible to pedestrians, and pedestrian crosswalks are present in the project vicinity. Further, the project

3. Environmental Analysis

would not affect existing public transit routes or stops. The proposed project would not conflict with policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, and the project would not decrease the performance or safety of such facilities. No impact would occur.

g) Result in inadequate parking capacity?

No Impact. According to the City of Industry's parking standards, the total number of spaces required on site to accommodate the project with the proposed additions is 153 spaces. Development plans indicate that 155 spaces would be provided (see Appendix A). The proposed parking capacity would meet the City of Industry requirements, and the project would not result in inadequate parking capacity. No impacts related to parking would occur.

3.17 UTILITIES AND SERVICE SYSTEMS

Would the project:

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

No Impact. The project would not involve onsite wastewater treatment separate from the wastewater treatment provided by the Sanitation Districts of Los Angeles County (LACSD 2014a). Relatively small volumes of wastewater from newly built restrooms would be added to the existing wastewater sewer connection and conveyed to the LACSD's treatment plant for routine treatment prior to discharge. The project would comply with City of Industry Municipal Code requirements governing wastewater discharges, and no impact would occur.

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. The project site is currently developed with a 79,362 sq. ft. warehouse/office building. The project proposes two additional restroom facilities; a men's and women's restroom and a unisex restroom. The increase in water demand or wastewater volume arising from project implementation would be modest. The LACSD wastewater treatment facility that serves the existing commercial/industrial operations is the San Jose Creek Water Reclamation Plant (WRP). With a capacity of 100 million gallons per day (gpd), this facility could handle the anticipated wastewater volume increase without expansion. Operation of the proposed project would result in a modest, incremental increase in water demand that could be accommodated by the existing water supply system and the area's water purveyor, the San Gabriel Valley Water Company. For these reasons, the impacts would be less than significant. No mitigation measures are necessary.

3. Environmental Analysis

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

Less Than Significant Impact. The proposed project would not require the construction or expansion of facilities to manage stormwater flow; the existing onsite collection system and storm drains have sufficient capacity to manage current and projected runoff from the site. The impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. The City of Industry is serviced by various water suppliers in anticipation of present and future needs. The incremental water needs of the proposed project are modest during both construction and operation and would not require the procurement of additional entitlements. Therefore, the existing water supply system would be capable of supplying water for the construction and operation of the proposed project, including drinking water provided by the San Gabriel Valley Water Company. The impacts of the proposed project on water supplies and entitlements 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. The existing LACSD wastewater treatment facility has sufficient capacity to meet the incremental wastewater volume expected to be generated by the project. Impacts would be less than significant, and no mitigation measures are necessary.

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

Less Than Significant Impact. The LACSD provides solid waste disposal services to the City of Industry, including the project site. Solid waste generated by the proposed project would be processed by one or more facilities that currently serve the waste management needs of the community, including the Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, and Commerce Refuse-to-Energy Facility. Despite the closure of the nearby Puente Hills Landfill in October 2013, the LACSD has indicated that the network of existing waste management facilities will be able to meet the region's needs in the short term. Long-term waste disposal needs will be met by exporting solid waste by rail to the Mesquite Regional Landfill in Imperial County (LACSD 2014b).

Solid waste would be generated during both the construction and operational phases of the proposed project. The volume of solid waste generated during construction would be relatively minor, since project development would require little demolition. Once operational, it is anticipated that the project would generate solid waste at a rate typical of warehouse/office operations in the area.

Once complete, the project would be required to adhere to the City of Industry's waste reduction measures. Additionally, the proposed project would be required to comply with the provisions of the 2013 CalGreen

3. Environmental Analysis

Building Standards Code, which outlines requirements for construction waste reduction, material selection, and natural resource conservation.

The LACSD's existing and proposed solid waste disposal capacity is adequate to accommodate the incremental volume of solid waste that would be generated by the proposed project and would not require the development of additional landfill capacity beyond what is already planned. Therefore, project impacts would be less than significant, and no mitigation measures are necessary.

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

No Impact. The US Environmental Protection Agency administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In the State of California, Assembly Bill (AB) 939, the Integrated Solid Waste Management Act of 1989 (Public Resources Code §§ 40050 et seq.) required every California city and county to divert 50 percent of its waste from landfills by the year 2000 through recycling, source reduction, and composting. AB 939 also requires California counties to demonstrate 15 years' disposal capacity for all jurisdictions within the county or provide a plan to transform or divert its waste. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The proposed project would have to comply with all applicable laws and regulations governing solid waste management and disposal, including those listed above. The proposed project would not affect the City of Industry's ability to meet the required AB 939 waste diversion requirements, as it has in the past. For example, the proposed project would help the City achieve its source reduction, recycling, and waste stream diversion goals for solid waste through the provision and use of an onsite recycling bin and enclosure. Therefore, 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?

No Impact. Project approval would allow the development of a one-story addition to an existing warehouse/office building in a fully urbanized area of the City of Industry. The project site has been previously disturbed, and no wildlife habitat is present. Additionally, the surrounding area is built out with commercial and industrial uses, and there are no undeveloped areas in the vicinity of the project site. Natural communities and populations of rare or threatened plant or animal species do not exist on or near the project site and would not be impacted by the project. Additionally, the site does not meet the criteria to be considered historically significant. Therefore, the proposed project would not degrade any natural environment or cultural resources, and no impact would occur.

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- 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. Project approval would allow the development of a one-story addition to an existing warehouse/office building in a fully urbanized area of the City of Industry. The proposed project would be consistent with the long-term goals of developing the project site with industrial uses in the City’s general plan. Therefore, the project would not weight short-term goals more than long-term environmental goals of the City. Additionally, the environmental issues relevant to the project are very localized, confined to the immediate project area. Project development would not result in impacts that are individually limited but cumulatively considerable, as defined above. Therefore, no significant, cumulatively considerable impacts are anticipated to result from the proposed project, and no mitigation measures are necessary.

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

Less Than Significant Impact. This Initial Study reviewed the proposed project’s potential impacts to aesthetics, air quality, noise, traffic, public health and safety, and other environmental issues. The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. Therefore, the impacts would be less than significant.

4. Consultant Recommendations

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

Date

Dwayne Mears, AICP, for PlaceWorks

4. Consultant Recommendations

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5. Lead Agency Determination

(To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

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

Attachment 7
Resolution No. CC 2015-07

RESOLUTION NO. CC 2015-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING THE ISSUANCE OF A NEGATIVE DECLARATION PURSUANT TO THE REQUIREMENTS OF CEQA AND ADOPTING DEVELOPMENT PLAN 15-3 TO ALLOW THE CONSTRUCTION OF A 22,775 SQUARE FOOT ADDITION TO AN EXISTING WAREHOUSE ON PROPERTY LOCATED AT 15051 DON JULIAN ROAD, WITHIN A "M" – INDUSTRIAL ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, GAA Architects, Inc., on behalf of K-Tops Plastic Manufacturing, Inc., a California corporation, has filed an application for approval of Development Plan No. 15-3 to allow the construction of a 22,775 square foot addition to an existing 79,596 square foot warehouse (the "Application") on property located at 15051 Don Julian Road in the City of Industry within the "M"-Industrial Zone (the "Site"); and,

WHEREAS, the use proposed in the Application is allowed in the "M"-Industrial Zone subject to the approval of a Development Plan; and,

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

WHEREAS, an Initial Study and 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 the City Council has exercised its independent judgment when considering said Initial Study and Negative Declaration and all public comments received in connection therewith; and,

WHEREAS, said Initial Study and Negative Declaration and all related environmental documents forming the basis for this 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 23, 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. 15-3, 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 23, 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.

SECTION 4. Based upon the Initial Study and Negative Declaration prepared for the project referenced in the Application, the City Council exercises its independent judgment and finds that no substantial evidence exists that the approval of the Application, as conditioned hereby, will have a significant effect on the environment within the meaning of CEQA and hereby approves the issuance of the Negative Declaration prepared with respect to the Application.

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

PASSED, APPROVED AND ADOPTED this 23rd 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 15-3

Location Map





CITY OF INDUSTRY

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

EXHIBIT B

Standard Requirements and Conditions of Approval

Application: Development Plan 15-3
Applicant: GAA Architects on behalf of K-Tops
Location: 15051 Don Julian Road

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 the construction will disturb more than 5,000 sq ft or soil, the State of California requires storm water to be treated. To do this, the applicant is required to prepare a Standard Urban Storm Water Mitigation Plan which requires devices, like a CDS unit, to treat and clean storm water. The City of Industry uses CDS units as the required best management practice. The only way to use a CDS unit is to connect it to an existing storm drain. In this case there isn't a public storm drain in front of their property so they will have to construct a new public storm drain within our street right of way and connect that new storm drain into an existing storm drain that is east or west of the subject property. The applicant shall work with the City Engineer before grading and building permits are issued and determine the best method of connecting a CDS unit to a public storm drain. All required improvements by the City Engineer shall be completed before final Planning approval for the project.

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. The owner shall dedicate necessary landscape and utility easements along street frontage.
9. 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.
10. The applicant shall provide off-street parking as shown on the approved development plan.
11. The applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications.
12. The owner shall dedicate necessary easements for street or highway purposes.
13. 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.
14. The applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. (Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit.)
15. Street lights shall be designed and installed along the street frontage of a development to the satisfaction of the City Engineer.

16. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).
17. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Interpretation and Enforcement

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

Indemnification and Hold Harmless Condition

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

CITY COUNCIL

ITEM NO. 9.1



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: Honorable Mayor and Members of the City Council

FROM: John Ballas *JB*

DATE: April 15, 2015

SUBJECT: **MOU for Phase IIA of the SR57/60 Confluence, Grand Avenue at Golden Springs Drive Intersection**

Attached for your consideration is a Memorandum of understanding (MOU) between the City of Industry and the Successor Agency to the Industry Urban-Development Agency with respect to the project costs and the use of grant funds for the above project.

The City secured \$6.7 million in local Proposition C grant funds from the "2011 Call for Projects" program administered by the Los Angeles County Metropolitan Transportation Authority (LACMTA) for a 40% share in project costs related to the right of way acquisition, construction and construction support services. The remaining 60% share is to be funded with bond proceeds from the Successor Agency. The total project costs are estimated at \$16,818,915. Below is a breakdown of the project funding:

PROJECT FUNDING:

Metro Grant Funds	\$ 6,727,566	Proposition C - 25%
Local Match	\$10,091,349	Successor Agency to the Industry Urban- Development Agency
Total	\$16,818,915	

The project includes the improvements to the Grand Avenue and Golden Springs Drive Intersection, which is considered Phase IIA of the 57/60 Confluence Project. A new golf course tunnel will be constructed under Grand Avenue as part of the roadway widening. The project will also widen Golden Springs Drive between Copley Drive and Racquet Club Drive to add a westbound left-turn lane and a dedicated right-turn lane, widen sidewalks and add pedestrian countdown signals.

The project is physically located within the City of Diamond Bar with additional right of way required from the County-owned Diamond Bar Golf Course. Staff has already met with representatives from County Supervisor Don Knabe's office to discuss the required right of way and temporary construction easements that will be required in order to implement the project. The County has indicated that it will grant the necessary easements in advance of the larger, Phase III improvements to the Confluence itself.

The City of Industry will pay all of the projects costs and then seek reimbursement from LACMTA for the 40% share in grant funds. The remaining costs will be invoiced to the Successor Agency. At the completion of the project, the City of Industry shall be fully reimbursed.

The MOU has been reviewed by staff and legal counsels of both the City and the Successor Agency, and found to be in order.

Staff, therefore, recommends that the City Council approve the Memorandum of Understanding.

JDB:mk

MEMORANDUM OF UNDERSTANDING

(SR57/60 Confluence, Grand Avenue at Golden Springs Drive)

This Memorandum of Understanding ("MOU") is made and entered into this 23rd day of April, 2015, by and between the City of Industry (the "City") and the Successor Agency to the Industry Urban-Development Agency (the "Successor Agency").

I. RECITALS

- A. On June 24, 1999, the Industry Urban-Development Agency (the "Agency") entered into a Lease Agreement (as lessor) (the "Lease") with Industry East Land, LLC (as lessee) with respect to a 400 acre site located in the City and subsequently developed as an industrial/commercial park consisting of approximately 4,000,000 square feet of industrial and commercial buildings, and commonly known as Grand Crossing project. The Lease required the Agency to pay for all infrastructure and all "CEQA requirements", including all project related traffic mitigation measures required for the development of the property. The Successor Agency is, by operation of law, the designated successor to the Agency and is charged, in part, with the responsibility to carry out and conclude the existing obligations of the former Agency.
- B. An Environmental Impact Report, dated April 17, 2000 (the "EIR"), was prepared and certified for the Grand Crossing project. The EIR identified, among other matters, all project related traffic mitigation measures including necessary improvements to the intersection of Grand Avenue and State Route 60 including the intersection of Grand Avenue at Golden Springs Drive.
- C. The proposed Golden Springs Drive and Grand Avenue intersection alteration is an approximately \$16.8 million project to construct the widening of two northbound and one southbound lanes, addition of left and right turn lanes, and sidewalk widening to complement the existing freeway mainline (the "Project"). The Project is located within the City of Diamond Bar and will partially satisfy the traffic mitigation measures identified in the EIR for the intersection of Grand Avenue and the Westbound On/Off ramps. The Project also includes the installation of pedestrian countdown signals. In general, the Project includes the improvements to the Grand Avenue and Golden Springs Intersection, which is a precursor to further improvements in the SR57/60 Confluence Project (Project# F5100). A new golf course tunnel will be constructed under Grand Avenue as part of the Grand Avenue widening. The Project will also widen Golden Springs Drive between Copley Drive and Racquet Club Drive to add a westbound left-turn lane and a dedicated right-turn lane, widen sidewalks and add pedestrian countdown signals.
- D. On September 22, 2011, Los Angeles County Metropolitan Transportation Authority "LACMTA" Board of Directors, authorized a grant to the City in the amount of approximately \$6.7 million in local Proposition C 25 funds for a portion of the Project costs related to right of way acquisition, construction and contract administration had been secured (the "LACMTA Grant"). This will be formalized in form of a Memorandum of Understanding between the City and LACMTA.
- E. The payments to be made by the Successor Agency with respect to the Project as contemplated by this MOU are listed on line item No. 128 on the Recognized Obligation

Payment Schedule ("ROPS"). This listing in the ROPS has been approved by the Successor Agency and the Oversight Board to the Successor Agency in accordance with the requirements of the Health and Safety Code Section 34177. Moreover, the State of California, through the Department of Finance, has authorized the expenditure of funds by the Successor Agency for the Project; however, their express direction is that the Successor Agency (and not the City) be the entity to enter into all necessary agreements with Contractors for the Project.

- F. The City and Successor Agency desire to enter into this MOU for the purpose of allocating responsibility for Project activities and payment of Project costs.

II. AGREEMENT

A. Payment of Project Costs. The City shall pay all Project costs associated with the Project. The Successor Agency will enter into a contract with a contractor ("Contractor") for the construction of the Project. The Successor Agency will submit to the City the invoices from the Contractor for payment by the City. The City will pay the invoices from the Contractor. The City will submit to LACMTA the Quarterly Progress/Expenditure Reports.

B. Reimbursement to City. The City shall submit to the Successor Agency quarterly invoices for reimbursement of all Project costs incurred above the amount of the LACMTA Grant in an amount not to exceed \$10,091,349 (60% of the amounts paid by the City to the Contractor for that quarter). Successor Agency agrees to promptly reimburse City upon receipt of such invoice. In the event of any conflict in the terms of this MOU and the LACMTA Grant, the terms of the LACMTA Grant shall be controlling.

C. Performance of City's Obligations Under the LACMTA Grant. Without the requirement of notice or demand on the part of the Successor Agency, the City shall perform all of its obligations for accounting and reporting under the LACMTA Grant.

D. Accounting of Funds. The City shall provide to the Successor Agency at least once each three (3) month period, and otherwise within ten (10) working days following a written request from the Successor Agency, a written statement showing the amount of funds disbursed by the City, the purposes for which the payments were made and the invoices paid by the City.

E. Term. This MOU shall terminate upon completion of the Project.

F. Notices. Notices shall be given pursuant to this MOU by personal service on the party to be notified, or by written notice upon such party deposited in the custody of the United States Postal Service addressed as follows:

Successor Agency to the Industry Urban-Development Agency
15625 East Stafford Street, Suite 100
Industry, California 91744
Attention: Executive Director

City of Industry
15625 East Stafford Street, Suite 100
Industry, California 91744 Attention: City Manager

G. Modification of Term. No alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

IN WITNESS WHEREOF, the City and Successor Agency have caused this Memorandum of Understanding to be executed by their respective officers, duly authorized, on the day and year above written.

CITY OF INDUSTRY

By: _____
Name: Tim Spohn
Title: Mayor

ATTEST:

SUCCESSOR AGENCY TO THE INDUSTRY
URBAN-DEVELOPMENT AGENCY

By: _____
Name: Tim Spohn
Title: Chairman

ATTEST:

CITY COUNCIL

ITEM NO. 9.2



CITY OF INDUSTRY

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

MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: John Ballas *JB*

DATE: April 15, 2015

SUBJECT: **Funding Agreement for the SR57/60 Confluence, Grand Avenue at Golden Springs Drive Intersection**

Attached for your consideration is a Funding Agreement between the City of Industry and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the improvement of the Grand Avenue and Golden Springs Drive intersection. This project is considered Phase IIA of the 57/60 Confluence. The Funding Agreement specifies the terms, project funding, the scope of work, reporting and expenditure guidelines. The design plans are presently being prepared by WKE, Inc. with the construction contract to bid and be administered by the Successor Agency to the Industry Urban-Development Agency.

The City secured \$6.7 million in local Proposition C grant funds from the "2011 Call for Projects" program administered by LACMTA for a 40% share in project costs related to the right of way acquisition, construction and construction support services. The remaining 60% share is to be funded with bond proceeds from the Successor Agency. The total project costs are estimated at \$16,818,915. Below is a breakdown of the project funding:

PROJECT FUNDING:

Metro Grant Funds	\$ 6,727,566	Proposition C - 25%
Local Match	\$10,091,349	Successor Agency to the Industry Urban- Development Agency
Total	\$16,818,915	

The project includes the improvements to the Grand Avenue and Golden Springs Drive Intersection, which is a precursor to further improvements in the SR 57/60 Confluence Project. A new golf course tunnel will be constructed under Grand Avenue as part of the widening. The project will also widen Golden Springs Drive between Copley Drive and Racquet Club Drive to add a westbound left-turn lane and a dedicated right-turn lane, widen sidewalks and add pedestrian countdown signals.

The project is physically located within the City of Diamond Bar with additional right of way required from the County-owned Diamond Bar Golf Course. Staff has already met with representatives from County Supervisor Don Knabe's office to discuss the required right of way and temporary construction easements that will be required in order to implement the project. The County has indicated that it will grant the necessary easements in advance of the larger, Phase III improvements to the Confluence itself. Construction permits will be issued by the City of Diamond Bar.

A separate MOU between the City of Industry and the Successor Agency, which outlines the arrangement for processing of payments relative to the funding agreement with LACMTA and use of Successor Agency funds is also being presented to Council at this time.

The Funding Agreement has been reviewed by staff and legal counsels of both the City and the Successor Agency, and found to be in order.

Staff, therefore, recommends that the City Council approve the Funding Agreement.

JDB:mk

**CALL FOR PROJECTS
PROPOSITION C
FUNDING AGREEMENT**

This Funding Agreement ("Agreement") is made and entered into effective as of November 18, 2014 ("Effective Date"), and is by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and City of Industry ("GRANTEE") for SR57/60 Confluence, Grand Avenue at Golden Springs Drive - LACMTA Call for Projects ID# F5100 and FTIP# LAF5100 (the "Project").

WHEREAS, as part of the 2011 Call for Projects, the LACMTA Board of Directors, at its meeting on September 22, 2011, authorized a grant to GRANTEE, subject to the terms and conditions contained in this Agreement.

NOW, THEREFORE, the parties hereby agree as follows:

The terms and conditions of this Agreement consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I - Specific Terms of the Agreement
2. Part II - General Terms of the Agreement
3. Attachment A - Project Funding
4. Attachment B - Scope of Work
5. Attachment C - Reporting and Expenditure Guidelines
6. Attachment C1 - Quarterly Progress/Expenditure Report
7. Attachment D- Federal Transportation Improvement Program (FTIP) Sheet
8. Any other attachments or documents referenced in the above documents

In the event of a conflict, the Special Grant Conditions, if any, shall prevail over the Specific Terms of the Agreement and any attachments and the Specific Terms of the Agreement shall prevail over the General Terms of the Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

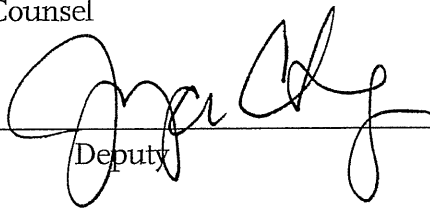
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Arthur T. Leahy
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

MARK J. SALADINO
County Counsel

By:  _____
Deputy

Date: 11/8/15

GRANTEE:

CITY OF INDUSTRY

By: _____
Tim Spohn
City Mayor

Date: _____

APPROVED AS TO FORM:

By: _____
Michele Vadon
City Attorney

Date: _____

PART I
SPECIFIC TERMS OF THE AGREEMENT

1. Title of the Project (the "Project"): SR57/60 Confluence, Grand Avenue at Golden Springs Drive. LACMTA Call for Projects ID# F5100, FTIP # LAF5100.

2. To the extent the Funds are available, LACMTA shall make to GRANTEE a one-time grant of the Proposition C 25% funds in the amount of \$6,727,566 (the "Funds") for the Project in accordance with the terms of this Agreement. LACMTA Board of Directors' action of September 22, 2011, granted the Funds to GRANTEE for the Project. The Funds are programmed over three years, Fiscal Years (FY) 2014-15; 2015-16; and 2016-17. LACMTA Board of Directors' action approved Funds for FY 2014-15 only in the amount of \$837,382. LACMTA Board of Directors' action will be required annually to approve Funds for each subsequent Fiscal Year prior to those Funds being allocated to GRANTEE.

3 The "Project Funding" documents all sources of funds programmed for the Project as approved by LACMTA and is attached as Attachment A. The Project Funding includes the total programmed budget for the Project, including the Funds granted by LACMTA and GRANTEE'S local match requirement (the "GRANTEE Funding Commitment"). The Project Funding also includes the fiscal years in which all the funds for the Project are programmed.

4. GRANTEE shall complete the Project as described in the "Scope of Work." The Scope of Work for the Project is attached to this Agreement as Attachment B. The Scope of Work includes a description of the Project, a detailed description of the work to be completed by GRANTEE including, without limitation, Project milestones consistent with the lapsing policy, and a set schedule. Work shall be delivered in accordance with that schedule unless otherwise agreed to by the parties in writing. If a GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project, then LACMTA will have the option to terminate this Agreement for default as described in Part II, Section 9.

5. Eligible Project expenses are defined in the Reporting and Expenditure Guidelines (Attachment C). The form of the Quarterly Progress/Expenditure Report is attached as Attachment C-1. LACMTA will withhold five percent (5%) of eligible expenditures per invoice as retention pending an audit of expenditures and completion of the Scope of Work.

6. The "FTIP PROJECT SHEET (PDF)" is attached as Attachment D and is required to ensure that the Project is programmed correctly in the most up-to-date FTIP document. The FTIP PROJECT SHEET (PDF) can be found in ProgramMetro FTIP database under the reports section at <https://program.metro.net>. All projects that receive funding through the LACMTA Call for Projects must be programmed into the FTIP which includes locally funded regionally significant projects for information and air quality modeling purposes. GRANTEE shall review the Project in ProgramMetro each year and update or correct the Project as necessary during a scheduled FTIP amendment or adoption to be consistent with the terms of this Agreement, as amended from time to time. GRANTEE will be notified of amendments and adoptions to the FTIP via e-mail. Changes to the FTIP through ProgramMetro should be made as soon as possible after GRANTEE is aware of any changes to the Project, but no later than October 1 of

the year the change or update is effective. Should GRANTEE fail to meet this date, it may affect GRANTEE'S ability to access funding, delay the Project and may ultimately result in the Funds being lapsed. LACMTA shall review and approve any changes GRANTEE makes to the FTIP prior to incorporating such changes in to the TIP.

7. Amendments to this Agreement shall be in writing executed by the parties. No changes to the (i) grant amount, (ii) Project Funding, (iii) the Scope of Work, or (iv) the lapse date of the Funds shall be allowed without a written amendment to this Agreement, approved and signed by the LACMTA Chief Executive Officer or his/her designee and GRANTEE.

8. Notice will be given to the parties at the address specified below unless otherwise notified in writing of change of address. Any notice required or permitted to be delivered hereunder shall be deemed to be delivered upon receipt by the correct address by United States mail, postage prepaid, certified or registered mail, return receipt requested, or by Federal Express or other reputable overnight delivery service addressed to the parties hereto as follows:

LACMTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attention: Teresa Wong; Mail Stop 99-22-4
Email: wongte@metro.net

GRANTEE's Address:

City of Industry
15625 E. Stafford Street, Suite 100
City of Industry, CA 91744-0366
John D. Ballas
Email: jdballas@cityofindustry.org

9. MAINTENANCE OF EFFORT -- MOE

On September 26, 2002, the LACMTA Board of Directors required that prior to receiving Proposition C 10% or 25% grant funds through the Call for Projects, GRANTEE must meet a Maintenance of Effort (MOE) requirement consistent with the State of California's MOE as determined by the State Controller's office. With regard to enforcing the MOE, LACMTA will follow the State of California's MOE requirement, including, without limitation, suspension and re-implementation.

PART II
GENERAL TERMS OF THE AGREEMENT

1. **TERM:**

1.1 The term of this Agreement shall commence on the Effective Date of this Agreement and shall expire upon the occurrence of all of the following, unless terminated earlier as provided herein: (i) the agreed upon Scope of Work has been completed; (ii) all LACMTA audit and reporting requirements have been satisfied; and (iii) the final disbursement of the Funds has been made to GRANTEE. All eligible Project expenses as defined in the Reporting Guidelines (Attachment C) incurred after the Effective Date shall be reimbursed in accordance with the terms and conditions of this Agreement. The parties understand and agree there are certain covenants and agreements which specifically remain in effect after expiration or termination of this Agreement.

1.2 Should LACMTA determine there are insufficient Funds available for the Project; LACMTA may terminate this Agreement by giving written notice to GRANTEE at least thirty (30) days in advance of the effective date of such termination. If this Agreement is terminated pursuant to this section, LACMTA will not reimburse GRANTEE any costs incurred after the effective date of such termination, except those necessary to return any facilities modified by the Project's construction to a safe state. LACMTA's share of these costs will be in equal proportion of the grant to GRANTEE Funding Commitment ratio.

2. **INVOICE BY GRANTEE:** Unless otherwise stated in this Agreement, the Quarterly Progress/Expenditure Report, with supporting documentation of expenses and Project progress as described in Part II, Section 4.1 of this Agreement, and other documents as required by LACMTA, shall satisfy LACMTA invoicing requirements.

Submit invoice with supporting documentation to:
ACCOUNTSPAYABLE@METRO.NET (preferable)

or

mail to:

Los Angeles County Metropolitan Transportation Authority

Accounts Payable

P. O. Box 512296

Los Angeles, CA 90051-0296

All invoice material must contain the following information:

Re: LACMTA Project ID# F5100 and FA# 920000000F5100

Teresa Wong; Mail Stop 99-22-4

3. **USE OF FUNDS:**

3.1 GRANTEE shall utilize the Funds to complete the Project as described in the Scope of Work and in accordance with the Reporting and Expenditure Guidelines and the most recently adopted LACMTA Proposition C Guidelines for the type of Proposition C funds granted by LACMTA hereunder (the "Guidelines").

3.2 GRANTEE shall not use the Funds to substitute for any other funds or projects not specified in this Agreement. Further, GRANTEE shall not use the Funds for any expenses or activities beyond the approved Scope of Work (Attachment B).

*3.3 GRANTEE must use the Funds in the most cost-effective manner. If GRANTEE intends to use a consultant or contractor to implement all or part of the Project, LACMTA requires that such activities be procured in accordance with GRANTEE'S contracting procedures and consistent with State law. GRANTEE will also use the Funds in the most cost-effective manner when the Funds are used to pay "in-house" staff time. This effective use of funds provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

*3.4 GRANTEE'S employee, officers, councilmembers, board member, agents, or consultants (a "GRANTEE Party") are prohibited from participating in the selection, award, or administration of a third-party contract or sub-agreement supported by the Funds if a real or apparent conflict of interest would be involved. A conflict of interest would include, without limitation, an organizational conflict of interest or when any of the following parties has a financial or other interest in any entity selected for award: (a) a GRANTEE Party (b) any member of a GRANTEE Party's immediate family, (c) a partner of a GRANTEE Party; (d) any organization that employs or intends to employ any of the above. This conflict of interest provision will be verified by LACMTA through on-going Project monitoring and through any LACMTA interim and final audits.

3.5 If the Project requires the implementation of an Intelligent Transportation Systems ("ITS") project, GRANTEE shall ensure the Project is consistent with the Regional ITS Architecture. ITS projects must comply with the LACMTA Countywide ITS Policy and Procedures adopted by the LACMTA Board of Directors including the submittal of a completed, signed self-certification form. For the ITS policy and form, see http://www.metro.net/projects/call_projects/.

3.6 If any parking facilities are designed and/or constructed using the Funds, GRANTEE shall coordinate with LACMTA parking program staff (see METRO.net for staff listing) in the planning, design and management of the facility and shall ensure that its implementation is consistent with the LACMTA adopted parking policy. For the parking policy, see http://www.metro.net/projects/call_projects/.

3.7 GRANTEE is obligated to continue using the Project consistent with the public transportation purposes for which the Project was approved. The Project right-of-way and real property purchased to implement the Project shall remain dedicated to public transportation use. The obligations set forth in this section shall survive termination of this Agreement.

3.8 If GRANTEE desires to use the Funds to purchase or lease equipment including, without limitation, vehicles, office equipment, computer hardware or software, or other personal property ("Equipment") necessary to perform or provide the services set forth in the Scope of Work, GRANTEE must obtain LACMTA's written consent prior to purchasing or

leasing any Equipment. Equipment purchased or leased without such prior written consent shall be deemed an unallowable expenditure of the Funds. Equipment acquired as part of the Project shall be dedicated to that Project use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements.

3.9 If an Equipment ceases to be used for the proper use as originally stated in the Scope of Work, GRANTEE will be required to return to LACMTA the Funds used to purchase or lease such Equipment in proportion to the useful life remaining and in equal proportion of the Funds to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.10 If any software is developed with the Funds and if GRANTEE ceases to use the software for public purposes or GRANTEE sells, conveys, licenses or otherwise transfers the software, LACMTA shall be entitled to a refund or credit, at LACMTA's sole option, equivalent to the amount of the Funds spent developing the software. Such refund or credit shall not be required, subject to LACMTA approval of the intended use, if GRANTEE reinvests the proceeds of such sale, conveyance, license or transfer into the Project to offset operating or systems management costs. The obligations set forth in this section shall survive termination of this Agreement.

3.11 If any Project facilities or any real property purchased to implement the Project is no longer used or is no longer needed for the Project, including construction easements or excess property, GRANTEE will be required to return to LACMTA the Funds used to design, construct or acquire such Project facilities or real property in equal proportion of the grant to GRANTEE Funding Commitment ratio. The obligations set forth in this section shall survive termination of this Agreement.

3.12 If GRANTEE desires to use any Project facility or any real property purchased to implement the Project to generate revenue, GRANTEE shall first obtain LACMTA's written consent prior to entering into any such revenue generating arrangement. GRANTEE shall provide LACMTA with the applicable information regarding the transaction, including without limitation, the property at issue, the proposed use of the property, the amount of revenue, any impact to the Project and the proposed use of the revenue. LACMTA consent may be conditioned on whether bond funds were used, and how GRANTEE plans to use the revenue, including, without limitation, sharing any net revenues with LACMTA. If GRANTEE fails to obtain MTA's prior written consent, GRANTEE shall be considered in default and LACMTA shall have all rights and remedies available at law or in equity, including, without limitation the return of the Funds to cover the cost of the property in question. The obligations set forth in this section shall survive termination of this Agreement.

3.13 GRANTEE understands that this Agreement does not provide any rights for GRANTEE to use LACMTA real property needed for the Project. If the Project requires use of LACMTA Property, GRANTEE will need to enter into a separate agreement with LACMTA in accordance with LACMTA real property policies and procedures. Nothing in this Agreement obligates LACMTA to provide GRANTEE with any real estate right.

4. DISBURSEMENT OF FUNDS:

4.1 GRANTEE shall submit the Quarterly Progress/Expenditure Report (Attachment C1) within 60 days after the close of each quarter on the last day of the months November, February, May and August. Should GRANTEE fail to submit such reports within 10 days of the due date and/or GRANTEE submits incomplete reports, LACMTA will not reimburse GRANTEE until the completed required reports are received, reviewed, approved. The Quarterly Progress/Expenditure Report shall include all supporting documentation (such as contractor invoices, timesheets, receipts, etc.) with a clear justification and explanation of their relevance to the Project for reimbursement. If no activity has occurred during a particular quarter, GRANTEE will still be required to submit the Quarterly Progress/Expenditure Report indicating no dollars were expended that quarter. If a request for reimbursement exceeds \$500,000 in a single month, then GRANTEE can submit such an invoice once per month with supporting documentation.

4.2 Disbursements shall be made on a reimbursement basis in accordance with the provisions of this Agreement.

4.3 LACMTA will make all disbursements electronically unless an exception is requested in writing. Disbursements via Automated Clearing House (ACH) will be made at no cost to GRANTEE. GRANTEE must complete the ACH form and submit such form to LACMTA before grant payments can be made. ACH Request Forms can be found at http://www.metro.net/projects/call_projects/call_projects-reference-documents/.

4.4 GRANTEE must provide detailed supporting documentation with its Quarterly Progress/Expenditure Report.

4.5 GRANTEE shall demonstrate that the GRANTEE Funding Commitment has been spent in direct proportion to the Funds invoiced with each quarter's expenditures.

4.6 Expenses that are not invoiced within 60 days after the lapsing date specified in Part II, Section 8.1 below are not eligible for reimbursement.

4.7 Any Funds expended by GRANTEE prior to the Effective Date of this Agreement shall not be reimbursed nor shall they be credited toward the GRANTEE Funding Commitment requirement, without the prior written consent of LACMTA. GRANTEE Funding Commitment dollars expended prior to the year the Funds are awarded shall be spent at GRANTEE'S own risk.

5. AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS:

*5.1 LACMTA, and/or its designee, shall have the right to conduct audits of the Project, as deemed appropriate, such as financial and compliance audits; interim audits; pre-award audits, performance audits and final audits. LACMTA will commence a final audit within nine months of receipt of an acceptable final invoice, provided the Project is ready for final audit (meaning all costs and charges have been paid by GRANTEE and invoiced to LACMTA, and such costs, charges and invoices are properly documented and summarized

in the accounting records to enable an audit without further explanation or summarization including actual indirect rates for the period under review). GRANTEE agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). GRANTEE shall reimburse LACMTA for any expenditure not in compliance with this Agreement and the Guidelines. GRANTEE'S eligible expenditures submitted to LACMTA for this Project shall be in compliance with the Reporting and Expenditure Guidelines (Attachment C) and 2 CFR Subtitle A, Chapter II, Part 225. The allowability of costs for GRANTEE'S contractors, consultants and suppliers submitted to LACMTA through Recipient's Quarterly Progress Reports/Expenditures shall be in compliance with 2 CFR Subtitle A, Chapter II, Part 225 or Federal Acquisition Regulations, Subpart 31 (FAR), whichever is applicable. Any use of the Funds which is expressly prohibited under this Agreement shall be an ineligible use of the Funds and may be disallowed by LACMTA audit. Findings of the LACMTA audit are final. When LACMTA audit findings require GRANTEE to return monies to LACMTA, GRANTEE shall return such monies within thirty (30) days after the final audit is sent to GRANTEE.

*5.2 GRANTEE'S records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by LACMTA to substantiate charges related to the Project (all collectively referred to as "records") shall be open to inspection and subject to audit and reproduction by LACMTA auditors or authorized representatives to the extent deemed necessary by LACMTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by LACMTA to evaluate and verify, direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project. These records must be retained by GRANTEE for three years following final payment under this Agreement. Payment of retention amounts shall not occur until after the LACMTA's final audit is completed.

*5.3 GRANTEE shall cause all contractors to comply with the requirements of Part II, Sections 5.1 and 5.2 above. GRANTEE shall cause all contractors to cooperate fully in furnishing or in making available to LACMTA all records deemed necessary by LACMTA auditors or authorized representatives related to the Project.

*5.4 LACMTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all of the records of GRANTEE and its contractors related to the Project, and shall be allowed to interview any employee of GRANTEE and its contractors through final payment to the extent reasonably practicable.

*5.5 LACMTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of GRANTEE and its contractors, shall have access to all necessary records, including reproduction at no charge to LACMTA, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this Agreement.

5.6 In addition to LACMTA's other remedies as provided in this Agreement, LACMTA shall withhold the Funds and/or recommend not to award future Call for Projects grants to GRANTEE if the LACMTA audit has determined that GRANTEE failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to LACMTA in accordance with LACMTA audit findings) and/or is severely out of compliance with other terms and conditions as defined by this Agreement and the Guidelines, including the access to records provisions of Part II, Section 5.

*5.7 When business travel associated with the Project requires use of a vehicle, the mileage incurred shall be reimbursed at the mileage rates set by the Internal Revenue Service, as indicated in the United States General Services Administration Federal Travel Regulation, Privately Owned Vehicle Reimbursement Rates.

*5.8 GRANTEE shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with 2 CFR Subtitle A, Chapter II, Part 225 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.9 GRANTEE shall also certify final costs of the Project to ensure all costs are in compliance with 2 CFR Subtitle A, Chapter II, Part 225 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement.

5.10 Whenever possible, in exercising its audit rights under this Agreement, LACMTA shall rely on GRANTEE'S own records and audit work to minimize direct audit of contractors, consultants, and suppliers.

6. **ONE TIME GRANT:** This is a one time only grant subject to the terms and conditions agreed to herein and in the Guidelines. This grant does not imply nor obligate any future funding commitment on the part of LACMTA.

7. **SOURCES AND DISPOSITION OF FUNDS:**

7.1 The obligation for LACMTA to grant the Funds for the Project is subject to sufficient Funds being made available for the Project by the LACMTA Board of Directors. If such Funds are not made available for the Project, LACMTA shall have no obligation to provide the Funds for the Project, unless otherwise agreed to in writing by LACMTA.

7.2 GRANTEE shall fully fund and contribute the GRANTEE Funding Commitment, as identified in the Project Funding (Attachment A), towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, GRANTEE agrees to secure and provide such additional non-LACMTA programmed funds necessary to complete the Project.

7.3 GRANTEE shall be responsible for any and all cost overruns for the Project.

7.4 At any time, if GRANTEE receives outside funding for the Project in addition to the Funds identified in the Project Funding at the time this grant was awarded, this Agreement shall be amended to reflect such additional funding.

7.5 If, at the time of final voucher, available funding for the Project (including the Funds, GRANTEE Funding Commitment, and any additional funding) exceeds the actual Project costs, then the cost savings shall be applied in the same proportion as the sources of funds from each party to this Agreement as specified in the Project Funding and both the Funds and GRANTEE Funding Commitment required for the Project shall be reduced accordingly. LACMTA shall have the right to use any cost savings associated with the Funds at its sole discretion, including, without limitation, programming the unused Funds to another project or to another grantee. If, at the time of final voucher, it is determined that GRANTEE has received Funds in excess of what GRANTEE should have received for the Project, GRANTEE shall return such overage to LACMTA within 30 days from final voucher.

8. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS:

8.1 GRANTEE must demonstrate timely use of the Funds by:

- (i) executing this Agreement within ninety (90) days of receiving formal transmittal of the Agreement from LACMTA, or by December 31 of the first Fiscal Year in which the Funds are programmed, whichever date is later; and
- (ii) meeting the Project milestones due dates as agreed upon by the LACMTA and GRANTEE in Attachment B (Scope of Work) of this Agreement. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be expended by the end of the second fiscal year following the year the Funds were first programmed; and
- (iii) submitting the Quarterly Progress/Expenditure Report as described in Part II, Section 4.1 of this Agreement; and
- (iv) expending the Funds granted under this Agreement for allowable costs by the stated lapse date. All Funds programmed for FY 2014-15 are subject to lapse by June 30, 2017. All Funds programmed for FY 2015-16 are subject to lapse by June 30, 2018. All Funds programmed for FY 2016-17 are subject to lapse by June 30, 2019.

8.2 In the event that the timely use of the Funds is not demonstrated as described in Part II, Section 8.1 of this Agreement, the Project will be reevaluated by LACMTA as part of its annual Call for Projects Recertification/Deobligation process and the Funds may

be deobligated and reprogrammed to another project by the LACMTA Board of Directors. If GRANTEE does not complete one element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, this Agreement shall automatically terminate.

9. **DEFAULT:** A Default under this Agreement is defined as any one or more of the following: (i) GRANTEE fails to comply with the terms and conditions contained herein or in the Guidelines; (ii) GRANTEE is consistently behind schedule in meeting milestones or in delivering the Project; or (iii) GRANTEE fails to perform satisfactorily or makes a material change, as determined by LACMTA at its sole discretion, to the Financial Plan, the Scope of Work, or the Project Funding without LACMTA's prior written consent or approval as provided herein.

10. **REMEDIES:**

10.1 In the event of a Default by GRANTEE, LACMTA shall provide written notice of such Default to GRANTEE with a 30-day period to cure the Default. In the event GRANTEE fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period to the satisfaction of LACMTA, LACMTA shall have the following remedies: (i) LACMTA may terminate this Agreement; (ii) LACMTA may make no further disbursements of Funds to GRANTEE; and/or (iii) LACMTA may recover from GRANTEE any Funds disbursed to GRANTEE as allowed by law or in equity.

10.2 Effective upon receipt of written notice of termination from LACMTA pursuant to Section 10.1, GRANTEE shall not undertake any new work or obligation with respect to this Agreement unless so directed by LACMTA in writing. Any Funds expended after termination shall be the sole responsibility of GRANTEE.

10.3 The remedies described herein are non-exclusive. LACMTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

11. **COMMUNICATIONS:**

*11.1 GRANTEE shall ensure that all Communication Materials contain recognition of LACMTA's contribution to the Project as more particularly set forth in "Funding Agreement Communications Materials Guidelines" available on line or from the LACMTA Project Manager. Please check with the LACMTA Project Manager for the web address. The Funding Agreement Communications Materials Guidelines may be changed from time to time during the course of this Agreement. GRANTEE shall be responsible for complying with the latest Funding Agreement Communications Materials Guidelines during the term of this Agreement, unless otherwise specifically authorized in writing by the LACMTA Chief Communications Officer.

*11.2 For purposes of this Agreement, "Communications Materials" include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites radio and public service announcements, electronic

media, and construction site signage. A more detailed definition of "Communications Materials" is found in the Funding Agreement Communications Materials Guidelines.

*11.3 The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.

*11.4 GRANTEE shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce Project Communications Materials for public and external purposes will comply with the requirements contained in this Section.

11.5 The LACMTA Project Manager shall be responsible for monitoring GRANTEE compliance with the terms and conditions of this Section. GRANTEE failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

12. OTHER TERMS AND CONDITIONS:

12.1 This Agreement, along with its Attachments and the Guidelines, constitutes the entire understanding between the parties, with respect to the subject matter herein. The Agreement shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original Agreement or the same level of authority. Adoption of revisions or supplements to the Guidelines shall cause such revisions or supplements to become incorporated automatically into this Agreement as though fully set forth herein.

12.2 In the event that there is any court (proceeding between the parties to enforce or interpret this Agreement, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

12.3 Neither LACMTA nor any subsidiary or their respective directors, officers, agents, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by GRANTEE under or in connection with any work performed by or service provided by GRANTEE, its officers, agents, employees, contractors and subcontractors under this Agreement. GRANTEE shall fully indemnify, defend (with counsel approved by LACMTA) and hold LACMTA, and its subsidiaries and their respective directors, officers, agents and employees harmless from and against any suits and causes of actions, claims, losses, liability, damages, costs and expenses, including without limitation, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of property, any environmental obligation, and any legal fees in any way arising out of acts or omissions to act related to the Project or this Agreement, without requirement that LACMTA first pay such claim. The obligations set forth in this section shall survive termination of this Agreement.

12.4 Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this Agreement.

*12.5 GRANTEE shall comply with and insure that work performed under this Agreement is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of LACMTA. GRANTEE acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations, and LACMTA requirements including any amendments thereto.

12.6 GRANTEE agrees that those sections of this Agreement marked with an asterisk shall be included in every contract entered into by GRANTEE or its contractors relating to work performed under this Agreement and LACMTA shall have the right to review and audit such contracts.

12.7 GRANTEE shall not assign this Agreement, or any part thereof, without prior approval of the LACMTA Chief Executive Officer or his designee, and any assignment without said consent shall be void and unenforceable at the option of LACMTA.

12.8 This Agreement shall be governed by California law. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

12.9 The covenants and agreements of this Agreement shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

12.10 GRANTEE will advise LACMTA prior to any key Project staffing changes.

12.11 GRANTEE in the performance of the work described in this Agreement is not a contractor nor an agent or employee of LACMTA. GRANTEE attests to no organizational or personal conflicts of interest and agrees to notify LACMTA immediately in the event that a conflict, or the appearance thereof, arises. GRANTEE shall not represent itself as an agent or employee of LACMTA and shall have no powers to bind LACMTA in contract or otherwise.

ATTACHMENT A - PROJECT FUNDING

CFP#: 5100
 FTIP#: LAF5100

EA.920000000F5100

PROJECT TITLE: SR57/60 Confluence, Grand Avenue at Golden Springs Drive
GRANTEE/ PROJECT SPONSOR: City of Industry
 (\$ in Actual Dollars)

(LACMTA Programmed Funding and Sponsors Match Only)

PROGRAMMED FUNDS	PRIOR YEARS	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	TOTAL BUDGET	% OF BUDGET
LACMTA PROGRAMMED FUNDING:							
SELECT:							
Proposition C 5%							
Proposition C 10%							
Proposition C 25%		837,382	1,254,184	4,636,000		6,727,566	40.0%
Proposition C 40%							
LACMTA SUBTOTAL						6,727,566	40.0%
GRANTEE/SPONSOR MATCH:							
Grantee Funding Commitment (specify type)							
(Write specific type of funding match)							
SELECT:							
City General Fund							
Prop A or C Local Return							
STPL							
Other							
Successor Agency to the							
Industry Redevelopment Agency							
		1,257,100	1,881,100	6,953,149		10,091,349	60.0%
GRANTEE /PROJECT SPONSOR MATCH SUBTOTAL						10,091,349	60.0%
TOTAL PROGRAMMED FUNDING						\$16,818,915	100.0%

16,818,915

FA, Prop C Attachment A

ATTACHMENT B

SCOPE OF WORK

PROJECT NAME: SR57/60 Confluence, Grand Avenue at Golden Springs Drive

PROJECT LOCATION:

In the City of Diamond Bar at Grand Avenue and Golden Springs Drive Intersection.

PROJECT DESCRIPTION:

This project is sponsored by the City of industry and has the cooperation of Diamond Bar. It is located in the City of Diamond Bar on Grand Av extending from the SR-60 Freeway to the intersection of Grand Av and Golden Springs, a distance of 0.2 miles. The intersection of Grand Av at Golden Springs, between the SR-60 Freeway and Golden Springs, will be widened to accommodate three through lanes – one southbound and two northbound. In the eastbound direction of Golden Springs, a left turn lane and a dedicated right-turn lane will be added and sidewalks will be widened where the roadway intersects with Grand Av. The project also includes the installation of pedestrian countdown signals.

In general, the project includes the improvements to the Grand Avenue and Golden Springs Intersection, which is a precursor to further improvements in the SR57/60 Confluence Project (Project# F5100).

A new golf course tunnel will be constructed under Grand Avenue as part of the Grand Avenue widening. The project will also widen Golden Springs Drive between Copley Drive and Racquet Club Drive to add a westbound left-turn lane and a dedicated right-turn lane, widen sidewalks and add pedestrian countdown signals.

The majority of widening is within city of Diamond Bar street right of way. Temporary Construction Easements and Roadway Easements will be obtained from the Los Angeles County along the golf course slopes. A Temporary Construction Easement will be obtained to re-construct a driveway on the west side of Grand Ave, north of Golden Springs Dr.

Utilities to be relocated on Grand Avenue include Walnut Valley Water District water transmission pipe, underground Southern California Edison power and communication, and Verizon underground telephone.

The City has obtained environmental clearance for the project under the SR57/60 Confluence Project Report and Environmental Document. The City is also responsible for all permits and engineering design of the project.

PROJECT COST:

Roadway Items	\$12,497,489
Structure Items	\$1,544,426
Right of Way	\$977,000
Construction Support	\$1,800,000
TOTAL	\$16,818,915

PROJECT FUNDING:

Metro Grant Funds	\$6,727,566	PC 25%
Local Match	\$10,091,349	Successor Agency to the Industry Urban-Development Agency
Total	\$16,818,915	

PROJECT SCHEDULE:

<i>Milestone</i>	<i>Start</i>	<i>End</i>	<i>Duration (months)</i>
Complete Environmental		Completed Dec 2013	
Project Kick-Off (execute MOU, FTIP programming)	October 2014	December 2014	3
ROW, Bid Package (Final Design, Specifications and Estimate)	Sept 2014	June 2016	19
Advertise/Award	June 2016	Aug 2016	3
Construction	Aug 2016	July 2017	12
Project Completion and Closeout	July 2017	October 2017	3

<i>Task</i>	<i>Start</i>	<i>End</i>	<i>Duration (months)</i>
Execute FA	October 2014	December 2014	3
ROW Certification	Jan 2015	June 2016	18
PS & E / Bid Package	Sept 2014	Dec 2015	16
Advertise / Award	June 2016	Aug 2016	3

Construction	Aug 2016	July 2017	12
Metro Invoicing / Final Invoice Quarterly Narrative / Expense Reports	July 2017	October 2017	3

Sheet	COUNTY	ROUTE	FEET TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

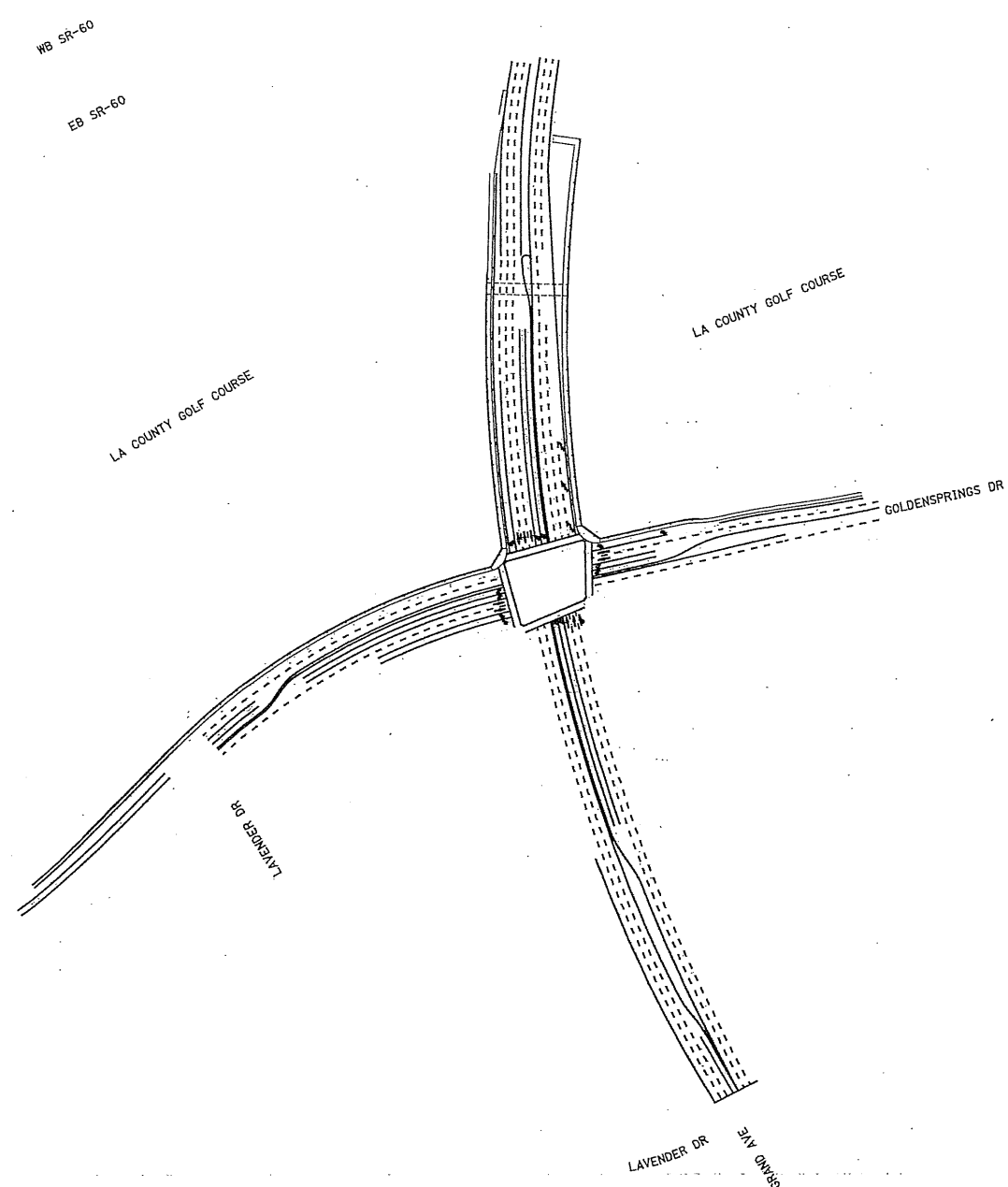
REGISTERED CIVIL ENGINEER
 HANK J. WIKEN
 No. 0-41821
 Po. 06-30-11
 CIVIL
 STATE OF CALIFORNIA

REGISTERED CIVIL ENGINEER
 HANK J. WIKEN
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SR-57/60 CONFLUENCE PROJECT
PHASE 2 -
GRAND AVE AND
GOLDEN SPRINGS DR
PROJECT LAYOUT

EA 000000

CU 00000

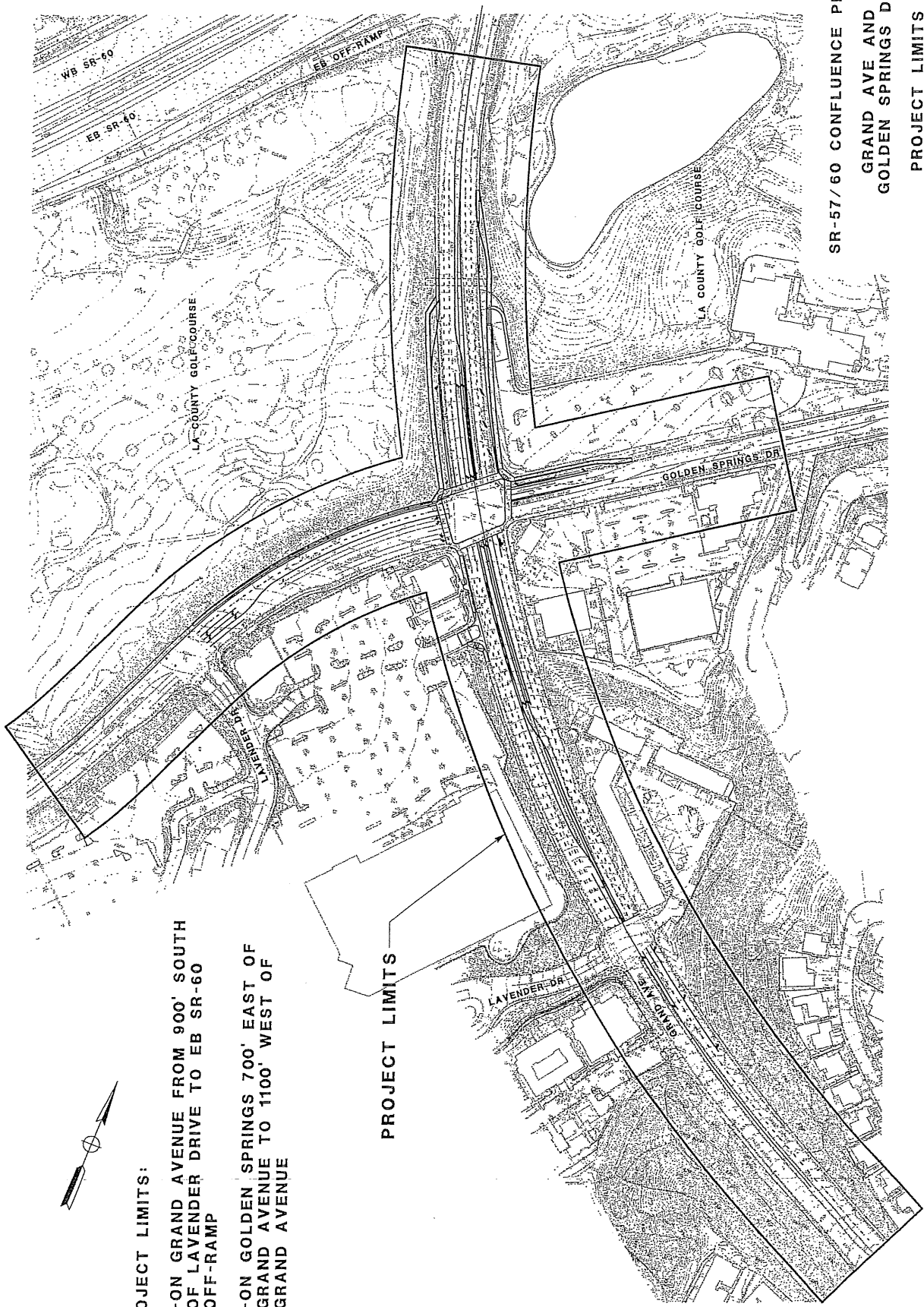
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RELATIVE BORDER SCALE
 IS IN INCHES

BORDER LAST REVISED 4/11/2008

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR



PROJECT LIMITS:

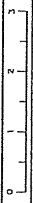
-ON GRAND AVENUE FROM 900' SOUTH OF LAVENDER DRIVE TO EB SR-60 OFF-RAMP

-ON GOLDEN SPRINGS 700' EAST OF GRAND AVENUE TO 1100' WEST OF GRAND AVENUE

PROJECT LIMITS

**SR-57/60 CONFLUENCE PROJECT
 GRAND AVE AND
 GOLDEN SPRINGS DR
 PROJECT LIMITS**

RELATIVE BORDER SCALE
 15" IN INCHES



FA ATTACHMENT C REPORTING & EXPENDITURE GUIDELINES

REPORTING PROCEDURES

- Quarterly Progress/Expenditure Report (Attachment C1) is required for all projects. The Grantee shall be subject to and comply with all applicable requirements of the funding agency regarding project-reporting requirements. In addition, Grantee will submit a quarterly report to the LACMTA at **P.O. Box 512296, Los Angeles, CA 90051-0296**. Please note that letters or other forms of documentation may not be substituted for this form.
- The Quarterly Progress/Expenditure Report covers all activities related to the project and lists all costs incurred. It is essential that Grantee provide complete and adequate response to all the questions. The expenses listed must be supported by appropriate documentation with a clear explanation of the purpose and relevance of each expense to the project. Expenses must reflect the proportionate share of local match, including in-kind, charged to the grant.
- In cases where there are no activities to report, or problems causing delays, clear explanation, including actions to remedy the situation, must be provided.
- Grantees are required to track and report on the project schedule. LACMTA will monitor the timely use of funds and delivery of projects. Project delay, if any, must be reported each quarter. Projects not delivered in a timely manner will be reevaluated by LACMTA as part of the annual Call for Projects Recertification process and the Funds may be deobligated and reprogrammed by the LACMTA Board.
- The Quarterly Progress/Expenditure Report is due to the LACMTA as soon as possible after the close of each quarter, but no later than the following dates for each fiscal year:

<i>Quarter</i>	<i>Report Due Date</i>
July –September	November 30
October - December	February 28
January - March	May 31
April - June	August 31

Upon completion of the Project a final report that includes project's final evaluation must be submitted.

EXPENDITURE GUIDELINES

- Any activity or expense charged above and beyond the approved Scope-of-Work (FA Attachment B) **is considered ineligible** and will not be reimbursed by the LACMTA unless **prior written authorization** has been granted by the LACMTA Chief Executive Officer or his designee.
- Any expense charged to the grant or local match, including in-kind, must be clearly and directly related to the project.
- Any activity or expense charged as local match cannot be applied to any other LACMTA-funded or non-LACMTA-funded projects; activities or expenses related to a previously funded project cannot be used as local match for the current project.
- Administrative cost is the ongoing expense incurred by the Grantee for the duration of the project and for the direct benefit of the project as specified in the Scope-of-Work (Attachment B). Examples of administrative costs are personnel, office supplies, and equipment. As a condition for eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting and budgeting of the project. Additionally, expenses must be reasonable and appropriate to the activities related to the project.
- LACMTA is not responsible for, and will not reimburse any costs incurred by the Grantee prior to the execution of the FA, unless **written authorization** has been granted by the LACMTA Chief Executive Officer or her designee.
- The FA is considered executed when the LACMTA Chief Executive Officer or her designee signs the document.

DEFINITIONS

- Local Participation: Where local participation consists of “in-kind” contributions rather than funds, the following contributions may be included:
 - Costs incurred by a local jurisdiction to successfully complete the project. Examples include engineering, design, rights-of-way purchase, and construction management costs.
 - Donations of land, building space, supplies, equipment, loaned equipment, or loaned building space dedicated to the project.
 - Donations of volunteer services dedicated to the project.
 - A third-party contribution of services, land, building space, supplies or equipment dedicated to the project.
- Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary, consistent with established practices of the organization, and consistent with industry standard of pay for work classification.

- Excessive Cost: Any expense deemed “excessive” by LACMTA staff would be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”, please refer to the Federal Register *OMB Circulars A-87 Cost Principals for State and Local Governments; and A-122 Cost Principals for Nonprofit Organizations*.
- Ineligible Expenditures: Any activity or expense charged above and beyond the approved Scope-of-Work is considered ineligible.

LACMTA FA ATTACHMENT C-1
QUARTERLY PROGRESS / EXPENSE REPORT

Grantee To Complete	
Invoice #	
Invoice Date	
FA#	FA.920000000F
Quarterly Report #	

GRANTEES ARE REQUESTED TO MAIL THIS REPORT TO
P.O. Box #512296, Los Angeles, CA 90051-0296 after the close
of each quarter, but no later than November 30, February 28,
May 31 and August 31. Please note that letters or other forms
of documentation may not be substituted for this form. Refer to the
Reporting and Expenditure Guidelines (Attachment C) for further information.

SECTION 1: QUARTERLY EXPENSE REPORT

Please itemize grant-related charges for this Quarter on Page 5 of this report and include totals in this Section.

	LACMTA Grant \$	Local Match (Incl. In-Kind) \$	Local Match %	Total \$
Project Quarter Expenditure				
This Quarter Expenditure				
Retention Amount				
Net Invoice Amount (Less Retention)				
Project-to-Date Expenditure				
Funds Expended to Date (Include this Quarter)				
Total Project Budget				
% of Project Budget Expended to Date				
Balance Remaining				

SECTION 2: GENERAL INFORMATION

PROJECT TITLE: _____

FA #: _____

QUARTERLY REPORT SUBMITTED FOR:

Fiscal Year : 2013-2014 2014-2015 2015-2016
 2016-2017 2017-2018 2018-2019

Quarter : Q1: Jul - Sep Q2: Oct - Dec
 Q3: Jan - Mar Q4: Apr - Jun

DATE SUBMITTED: _____

LACMTA MODAL CATEGORY:

RSTI Pedestrian Signal Synchronization
 TDM Bicycle Goods Movement
 Transit TEA

LACMTA Area Team Representative / Project Mgr.	Name:	
	Area Team:	
	Phone Number:	
	e-mail:	

Project Sponsor Contact / Project Manager	Contact Name:	
	Job Title:	
	Department:	
	City / Agency:	
	Mailing Address:	
	Phone Number:	
	e-mail:	

SECTION 3 : QUARTERLY PROGRESS REPORT

1. DELIVERABLES & MILESTONES

List all deliverables and milestones as stated in the FA, with start and end dates. Calculate the total project duration. **DO NOT CHANGE THE ORIGINAL FA MILESTONE START AND END DATES SHOWN IN THE 2ND AND 3RD COLUMNS BELOW.**

Grantees must make every effort to accurately portray milestone dates in the original FA Scope of Work, since this will provide the basis for calculating any project delay. If milestone start and/or end dates change from those stated in the Original FA Scope of Work, indicate the new dates under Actual Schedule below and re-calculate the project duration. However, this does not change the original milestones in your FA. **PER YOUR FA AGREEMENT, ANY CHANGES TO THE PROJECT SCHEDULE MUST BE FORMALLY SUBMITTED UNDER SEPARATE COVER TO LACMTA FOR WRITTEN CONCURRENCE.**

FA Milestones	Original FA Schedule in Scope of Work		Actual Schedule	
	Start Date	End Date	Start Date	End Date
Environmental Clearance				
Design Bid & Award				
Design				
Right-of-Way Acquisition				
Construction Bid & Award				
Ground Breaking Event				
Construction				
Ribbon Cutting Event				
Total Project Duration (Months)				

2. PROJECT COMPLETION

A. Based on the comparison of the original and actual project milestone schedules above, project is (select only one) :

- On schedule per original FA schedule
 Less than 12 months behind original schedule
 Between 12-24 months behind original schedule
 More than 24 months behind original schedule

B. Was the project design started within 6 months of the date originally stated in the FA?

- Yes
 No
 Not Applicable

C. Was a construction contract or capital purchase executed within 9 months after completion of design / specifications?

- Yes
 No
 Not Applicable

3. TASKS / MILESTONES ACCOMPLISHED

List tasks or milestones accomplished and progress made this quarter.

4. PROJECT DELAY

If project is delayed, describe reasons for delay (this quarter). Pay particular attention to schedule delays. If delay is for the same reason as mentioned in previous quarters, please indicate by writing "Same as Previous Quarter".

5. ACTION ITEMS TO RESOLVE DELAY

If the project is delayed (as described in #4), include action items that have been, or will be, undertaken to resolve the delay.

SECTION 4: ITEMIZED LISTING OF EXPENSES AND CHARGES THIS QUARTER

All expenses and charges, including grant and local match, must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter's expenditures listed on page 1 of this report. All expenses and charges must be reflective of the approved budget and rates as shown in the FA Attachment B, Scope of Work. Use additional pages if needed.

ITEM	INVOICE #	TOTAL EXPENSES / CHARGES	\$ CHARGED TO LACMTA GRANT	\$ CHARGED TO LOCAL MATCH
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
TOTAL				

Notes:

1. Local match spent in each quarter, must be in the appropriate proportion to LACMTA grant.
2. All receipts, invoices, and time sheets, attached and included with this Expense Report must be listed and shown under the Invoice Number column of the Itemized Listing (above).

Invoice Payment Information:

LACMTA will make all disbursements electronically unless an exception is requested in writing.

ACH Payments require that you complete an ACH Request Form and fax it to Accounts Payable at 213-922-6107
 ACH Request Forms can be found at www.metro.net/callforprojects.

Written exception requests for Check Payments should be completed and faxed to Accounts Payable at 213-922-

I certify that I am the responsible Project Manager or fiscal officer and representative of _____
 _____ and that to the best of my knowledge and belief the information
 stated in this report is true and correct.

Signature

Date

Name

Title

Los Angeles Metropolitan Transportation Authority
2015 Federal Transportation Improvement Program (\$000)

TIP ID		LAF5100		Implementing Agency		Industry, City of					
Project Description: SR57/60 Confluence, Improve Grand Avenue intersection at Golden Springs Drive: Widen Grand Ave, from SR-60 Freeway to Lavender Drive, a distance of 0.2 miles. Project will add 1 thru SB lane and 2 thru NB lane. Widen Golden Springs Drive between Copley Dr and Racquet Club Drive. Add WB left-turn lane and a dedicated right-turn lane, Widen sidewalks and add pedestrian countdown signals.						SCAG RTP Project #: LAF5100 Study: N/A Is Model: YES Model #: PM: John D. Ballas - (626) 333-2211 Email: jdballas@cityofindustry.org LS: N LS GROUP#: Conformity Category: NON-EXEMPT					
System: Local Hwy		Route:	Postmile:	Distance:	Phase: Environmental Document/Pre-Design Phase (PAED)		Completion Date 09/30/2017				
Lane # Extd: 4	Lane # Prop: 7	Imprv Desc: add 2 thru SB lanes and 1 thru NB lane & improve intersection			Air Basin: SCAB	Envir Doc: FINAL ENVIRONMENTAL IMPACT REPORT - 12					
Toll Rate:	Toll Calc Loc:	Toll Method:	Hov acs eg loc:		Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area: Other	Sub-Region: San Gabriel Valley Area				
Program Code: CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS		Stop Loc:		CTIPS ID:	EA#:	PPNO:					
		PHASE	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	PROG TOTAL
		PE									
		RW									
		CON									
		SUBTOTAL									
CITY - City Funds		PE		\$0	\$0	\$0					\$0
		RW		\$0	\$0	\$0					\$0
		CON		\$1,257	\$1,881	\$6,953					\$10,091
		SUBTOTAL		\$1,257	\$1,881	\$6,953					\$10,091
PC25 - Los Angeles County Proposition "C25"		PE		\$0	\$0	\$0					\$0
		RW		\$0	\$0	\$0					\$0
		CON		\$838	\$1,254	\$4,636					\$6,728
		SUBTOTAL		\$838	\$1,254	\$4,636					\$6,728
		TOTAL PE:		\$0							
		TOTAL RW:				\$0					
		TOTAL CON:									\$16,819
- General Comment: Project is on schedule, therefore no changes were made to the 2015 TIP. Project is anticipated to be completed by FY 16/17. - Mdelling Comment: - TCM Comment: No significant modeling change. - Narrative: Project cost stays the same Changed Environmental Document: - from "DRAFT ENVIRONMENTAL IMPACT REPORT" to "FINAL ENVIRONMENTAL IMPACT REPORT" No change in project funding Total project cost remains the same at \$16,819											
Last Revised Adoption 15-00 - STATE PENDING					Change reason: Carry Over, Carry over from 13-0			Total Cost		\$16,819	

CITY COUNCIL

ITEM NO. 9.3




CITY OF INDUSTRY

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

MEMORANDUM

TO: Honorable Mayor and Members of the City Council

FROM: John Ballas, City Engineer 

Date: April 16, 2015

Subject: Ordinance Requiring Prevailing Wage Compliance on Construction Projects.

Summary

Existing California law for California charter cities exempts contracts for locally-funded public works projects from the payment of state-dictated prevailing wages. In October 2013, the Governor approved Senate Bill 7, which amended the Labor Code to block state funding for charter cities that do not pay prevailing wages on public works projects. SB7 was implemented and incorporated as Labor Code Section 1782 (Section 1782). The draft Ordinance confirms the City of Industry's compliance with the California requirements to pay prevailing wages on all public works projects, pursuant to Labor Code Section 1782, and to ensure the City remains eligible for state financial assistance for public works projects advertised for bid or awarded after January 1, 2015.

Existing California law entitles a public entity to enter into Project Labor Agreements (PLA) for a specific project or projects, but the PLAs must comply with Senate Bill 829 and Senate Bill 922, Public Contract Code Section 2503 and Public Contract Code Sections 2500, 2501, and 2502, respectively. These statutes require taxpayer protection provisions be included in the PLA to preserve the City's right to receive state funding or financial assistance for local public works projects.

The State Department of Industrial Relations has requested that the City confirm that the City will comply with the State requirements relating to prevailing wage laws and project labor agreements if the City wishes to continue to be eligible for state funding for public works projects.

Staff Analysis

Prevailing Wages

As a charter city, that California Constitution provides the City of Industry with broad authority to regulate "municipal affairs." One such municipal affair is the ability to contract for public works. This constitutional

grant of authority supersedes state law and as a general rule, a charter city is exempt from the general laws of the state to require the payment of prevailing wages when the fund source is local funds. A charter city is required to pay prevailing wages when the funding source includes state or federal monies.

In 2012, the California Supreme Court confirmed that the wage levels of contract workers constructing locally-funded public works constitute a municipal affair, exempting charter cities from the prevailing wage requirements. Building and Construction Trades Council of California AFL-CIO v. City of Vista (2012) 54 Cal.4th 547. Currently, the City of Industry has no charter provision or ordinance either requiring or prohibiting prevailing wage compliance.

In response to the City of Vista decision, the State Legislature approved SB 7 in 2013, which added Labor Code Section 1782 to the Labor Code. Section 1782 recognizes charter cities' rights to not require prevailing wage compliance, but provides that "[a] charter city shall not receive or use state funding or financial assistance for a construction project if the city has awarded, within the prior two years, a public works contract without requiring the contractor to comply with the [prevailing wage requirements]." (Labor Code Section 1782(b).) Thus, in order to remain eligible for state funding for its local construction projects, a charter city must comply with Labor Code Section 1782 for projects that are advertised for bid or awarded after January 1, 2015.

The proposed Ordinance will mean that payment of prevailing wages will be required on all City public works projects advertised for bid on or after January 1, 2015, except those projects that are exempted under Section 1782, i.e., construction projects of \$25,000 or less or projects of \$15,000 or less when the project is for the "alteration, demolition, repair or maintenance work."

Project Labor Agreements (PLA)

Senate Bill 922, enacted as Public Contract Code Sections 2500, 2501, and 2502, addresses the right and requirements of cities to utilize PLAs for a specific project or projects for local public works. Section 2500 mandates specified requirements for "taxpayer protection" if the public entity "use[s], enter[s] into, or require[s] contractors to enter into, a project labor agreement for a construction project..." More specifically, Section 2500 provides:

(a) A public entity may use, enter into, or require contractors to enter into, a project labor agreement for a construction project only if the agreement includes all of the following taxpayer protection provisions:

(1) The agreement prohibits discrimination based on race, national origin, religion, sex, sexual orientation, political affiliation, or membership in a labor organization in hiring and dispatching workers for the project.

(2) The agreement permits all qualified contractors and subcontractors to bid for and be awarded work on the project without regard to whether they are otherwise parties to collective bargaining agreements.

(3) The agreement contains an agreed-upon protocol concerning drug testing for workers who will be employed on the project.

(4) The agreement contains guarantees against work stoppages, strikes, lockouts, and similar disruptions of the project.

(5) The agreement provides that disputes arising from the agreement shall be resolved by a neutral arbitrator.

(b) For purposes of this chapter, both of the following definitions apply:

(1) "Project labor agreement" means a prehire collective bargaining agreement that establishes terms and conditions of employment for a specific construction project or projects and is an agreement described in Section 158(f) of Title 29 of the United States Code.

(2) "Public entity" means a public entity as defined in Section 1100.

While SB 922 renders the use of PLAs as permissive for both general law and charter cities, general law cities may not adopt a charter provision, ordinance, or initiative that prevents the use of PLAs. Charter cities are reserved the right to bar the use of PLAs. (Public Contract Code Section 2501.) However, should a charter city charter provision, initiative, or ordinance prohibit consideration (1) of PLAs that satisfy the taxpayer protections in Section 2500, or (2) the allocation of funds to city-funded projects covered by a PLA, the charter city shall not be eligible to receive state funding or financial assistance for local public works projects. (Public Contract Code Section 2502.)

SB 829, enacted as Public Contract Code Section 2503, extends the limits imposed on charter cities provided in Section 2502. Section 2503 precludes charter cities from receiving state funding or financial assistance for local public works projects if a "charter provision, initiative, or ordinance ... prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes all the taxpayer protections provisions of Section 2500 for some or all of the construction projects awarded by the city." Sections 2502 and 2503 became effective on January 1, 2015.

Resource Impact

Adoption of this Ordinance will preserve access to state and federal grant funding, offset in part by increased costs on locally-funded projects.

Recommendation

In order to ensure the City remains eligible for state funding and other financial assistance for its construction projects, Staff recommends introduction of the attached Ordinance to confirm the City of Industry's compliance with: (1) the State's prevailing wage law, pursuant to Labor Code Section 1782 and (2) State's requirements for project labor agreements, pursuant to Public Contract Code Sections 2500, et seq.

Attachment

Proposed Ordinance No. 790 confirming the City's compliance with (1) the California prevailing wage requirements provided in Labor code Sections 1770, et seq., and (2) the California project labor agreements in Public Contract Code Sections 2500, et seq.

ORDINANCE NO. 790

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CONFIRMING THE CITY'S COMPLIANCE WITH (1) THE CALIFORNIA PREVAILING WAGE REQUIREMENTS PROVIDED IN LABOR CODE SECTIONS 1770, ET SEQ., AND (2) THE CALIFORNIA PROJECT LABOR AGREEMENTS IN PUBLIC CONTRACT CODE SECTIONS 2500, ET SEQ.

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

SECTION 1. Findings.

- A. The City of Industry is a Charter City protected from State legislative interference in its municipal affairs by the California Constitution, Article XI, Sec. 5(a).
- B. In 2011, the California State Legislature adopted, and the Governor signed, Senate Bill 922, enacted as Public Contract Code Sections 2500, 2501, and 2502, creating the right of cities to establish and utilize Project Labor Agreements (PLA) for a specific project or projects. SB 922 imposes certain requirements be incorporated into the PLAs to provide taxpayer protections should PLAs be utilized. (Section 2500.) Unlike general law cities, charter cities were reserved the right to prevent the use of PLAs for public works projects. (Section 2501.) However, should charter city charter provision, initiative, or ordinance prohibit consideration (1) of PLAs that satisfy the taxpayer protections in Section 2500, or (2) the allocation of funds to city-funded projects covered by a PLA, the charter city shall not be eligible to receive state funding or financial assistance for local public works projects. (Sections 2502.) .
- C. In 2012, the California State Legislature adopted, and the Governor signed, Senate Bill 829, enacted as Public Contract Code Section 2503, which extends the limits imposed on charter cities provided in Section 2502. Section 2503 precludes charter cities from receiving state funding or financial assistance for local public works projects if a "charter provision, initiative, or ordinance ... prohibits, limits, or constrains in any way the governing board's authority or discretion to adopt, require, or utilize a project labor agreement that includes all the taxpayer protections provisions of Section 2500 for some or all of the construction projects awarded by the city." Sections 2502 and 2503 became effective on January 1, 2015.
- D. In State Building and Construction Trades Council of California, AFL-CIO v. City of Vista (2012) 54 Cal.4th 547, the California Supreme Court determined that the subject of prevailing wage rates for locally funded public works construction projects is a municipal affair, and that charter cities are not subject to the state law requirement to pay prevailing wages.
- E. In 2013, the California Legislature adopted and the Governor signed Senate Bill 7, enacted as Labor Code Section 1782, to prohibit a charter city from receiving state funding or financial assistance for any construction project if that city has awarded a public works contract within the prior two years without requiring the contractor pay prevailing wage rates. Labor Code Section 1782 became effective on January 1, 2015.

F. The adoption of this ordinance will preserve the City's access to state and federal grant funding, offset in part by increased costs on locally-funded projects.

SECTION 2. Adding Section 3.52.140. Section 3.52.140 of Chapter 3.52 (Public Projects—Bidding Procedures) of Title 3 (Revenue and Finance) of the Industry Municipal Code is added as follows:

All City public works projects shall comply with the requirements of Labor Code Section 1782 and Article 2 (Wages) of Chapter 1 (Public Works) of Part 7 (Public Works and Public Agencies) of Division 2 (Employment Regulation and Supervision) of the California Labor Code, as it may be amended from time to time, regarding payment of prevailing wages and the City shall not authorize a contractor to not comply Article 2.

SECTION 3. Adding Section 3.52.150. Section 3.52.150 of Chapter 3.52 (Public Projects—Bidding Procedures) of Title 3 (Revenue and Finance) of the Industry Municipal Code is added as follows:

City public works projects may, but shall not be required to, utilize Project Labor Agreements for a specific project or projects. If City adopts the use of PLAs for a specific project or projects, then the PLA shall comply with the requirements of Public Contract Code Section 2500.

SECTION 3. 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 4. Effective Date. This ordinance will become effective 30 days after its final passage.

SECTION 5. 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 14th day of May, 2015.

Tim Spohn, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

APPROVED AS TO FORM:

Michele R. Vadon, City Attorney