CITY OF IRWINDALE

5050 N. IRWINDALE AVE., IRWINDALE CA 91706 • PHONE: (626) 430-2200

NOTICE AND AGENDA FOR THE SPECIAL AND REGULAR MEETING OF THE

CITY COUNCIL

SUCCESSOR AGENCY TO THE IRWINDALE COMMUNITY REDEVELOPMENT AGENCY

HOUSING AUTHORITY

May 28, 2025

SPECIAL MEETING – 4:30 P.M.
REGULAR MEETING – 6:00 PM

LARRY G. BURROLA - Mayor

H. MANUEL ORTIZ - Mayor Pro Tem

ALBERT F. AMBRIZ - Councilmember

MARK A. BRECEDA - Councilmember

MANUEL R. GARCIA - Councilmember

Via Zoom Webinar: https://us02web.zoom.us/j/87104592389

In the event that a Zoom broadcast is unavailable, staff will promptly notify the public through its social media platforms. The public meeting will proceed in accordance with The Brown Act.

Listen Over Phone: 1-669-900-6833; Webinar ID: 871-0459-2389

Spontaneous Communications: The public is encouraged to address the City Council on any matter listed on the agenda or on any other matter within its jurisdiction. The City Council will hear public comments on items listed on the agenda during discussion of the matter and prior to a vote. The City Council will hear public comments on matters not listed on the agenda during the Spontaneous Communications period.

Pursuant to provisions of the **Brown Act**, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future City Council meeting.

Americans with Disabilities Act: In compliance with the ADA and Government Code section 54953(g), the City Council has adopted a reasonable accommodation policy to swiftly resolve accommodation requests. The policy can be found on the City's website: https://www.irwindaleca.gov/DocumentCenter/View/8075/AB-2449-Reasonable-Accommodation-Policy. If you need special assistance to participate in a City Council or Commission meeting or other services offered by this City, including an electronic or printed copy of the City's reasonable accommodation policy, please contact City Hall at (626) 430-2200. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Staff reports are available for inspection at the office of the Chief Deputy City Clerk, City Hall, 5050 N. Irwindale Avenue, during regular business hours (8:00 a.m. to 6:00 p.m., Monday through Thursday).

Compensation for Board Members: Compensation for the members of the Irwindale City Council is $750.16 a month. In accordance with Government Code Section 54952.3, Councilmembers will not receive any additional compensation or stipend for the convening of the regular meetings of the Successor Agency to the Irwindale Community Redevelopment Agency. Councilmembers will receive additional compensation of $50/meeting, not to exceed $150 per month, for the convening the regular meetings of the Irwindale Housing Authority and an additional compensation of $300/meeting for convening the regular meetings of the Irwindale Reclamation Authority.

Code of Ethics

As City of Irwindale Council Members, our fundamental duty is to serve the public good. We are committed to the principle of an efficient and professional local government. We will be exemplary in obeying the letter and spirit of Local, State and Federal laws and City policies affecting the operation of the government and in our private life. We will be independent and impartial in our judgment and actions.

We will work for the common good of the City of Irwindale community and not for any private or personal interest. We will endeavor to treat all people with respect and civility. We will commit to observe the highest standards of morality and integrity, and to faithfully discharge the duties of our office regardless of personal consideration. We shall refrain from abusive conduct, personal charges or verbal attacks upon the character or motives of others.

We will inform ourselves on public issues, listen attentively to public discussions before the body, and focus on the business at hand. We will base our decisions on the merit and substance of that business. We will be fair and equitable in all actions, claims or transactions. We shall not use our official position to influence government decisions in which we have a financial interest or where we have a personal relationship that could present a conflict of interest, or create a perception of a conflict of interest.

We shall not take advantage of services or opportunities for personal gain by virtue of our public office that are not available to the public in general. We shall refrain from accepting gifts, favors or promises of future benefit that might compromise our independence of judgment or action or give the appearance of being compromised.

We will behave in a manner that does not bring discredit or embarrassment to the City of Irwindale. We will be honest in thought and deed in both our personal and official lives.

Ultimate responsibility for complying with this Code of Ethics rests with the individual elected official. In addition to any other penalty as provided by law, violation of this Code of Ethics may be used as a basis for disciplinary action or censure of a Council Member.

These things we hereby pledge to do in the interest and purposes for which our government has been established.

IRWINDALE CITY COUNCIL

SPECIAL MEETING

1. CALL TO ORDER

2. ROLL CALL: Councilmembers: Albert F. Ambriz, Mark A. Breceda, Manuel R. Garcia; Mayor Pro Tem H. Manuel Ortiz, Mayor Larry G. Burrola

3. AB 2449 DISCLOSURES

Remote participation by a member of the legislative body for just cause or emergency circumstances

4. SPONTANEOUS COMMUNICATIONS

Spontaneous communications are limited to the special meeting agenda items only.

5. RECESS TO CLOSED SESSION

A. Public Employee Performance Evaluation
Pursuant to California Government Code Section 54957

Title: City Manager

B. Conference with Real Property Negotiator
Pursuant to California Government Code Section 54956.8

Property: 4846 Irwindale Avenue
Agency Negotiator - Julian Miranda, City Manager/Executive Director
Negotiating Parties: Linda Edeggers Trust
Under Negotiation: Price and terms of payment
**Housing Authority Item*

Property: 16202-16214 Arrow Highway and 16216-16300 Arrow Highway
Agency Negotiator - Julian A. Miranda, City Manager
Negotiating Parties: Lee Arce, LLC
Under Negotiation: Acquisition of Property

C. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
Significant Exposure to Litigation
[Pursuant to Government Code sections 54954.5(c), 54956.9 (d)(3), (e)(1)]

Based on existing facts and circumstances, this closed session is only to decide whether a closed session is authorized pursuant to Government Code section 54956.9(d)(2), which provides: "A point has been reached where, in the opinion of the legislative body of the local agency on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the local agency." Facts and circumstances are

those that might result in litigation against the local agency but which the local agency believes are not yet known to a potential plaintiff or plaintiffs, which facts and circumstances need not be disclosed.

Number of cases: 2

D. Conference with Legal Counsel - Anticipated Litigation
Initiation of litigation [Pursuant to Government Code Section 54956.9 (d)(4)]

Number of Cases: One

E. Conference with Legal Counsel - Existing Litigation
Pursuant to Government Code Sections 54954.5(c), 54956.9(d)(1)

Name of Case: Luz Aguilar v. City of Irwindale
Case Number: 24STCV04897

6. RECONVENE IN OPEN SESSION

7. REPORT FROM CLOSED SESSION

8. ADJOURNMENT

REGULAR MEETING

9. CALL TO ORDER

10. PLEDGE OF ALLEGIANCE

11. INVOCATION

12. ROLL CALL: Councilmembers: Albert F. Ambriz, Mark A. Breceda, Manuel R. Garcia; Mayor Pro Tem H. Manuel Ortiz; Mayor Larry G. Burrola

13. AB 2449 DISCLOSURES
Remote participation by a member of the legislative body for just cause or emergency circumstances

14. CHANGES TO THE AGENDA

15. COUNCIL MEMBER TRAVEL REPORTS

16. COUNCILMEMBER COMMENTS

17. INTRODUCTION OF NEW EMPLOYEES/PROMOTIONS

A. Introduction of Irwindale Police Officer Ricky Moreno

B. Introduction of Irwindale Reserve Police Officer Chris Miranda

C. Introduction of Bus Driver Denise Martinez

18. PROCLAMATIONS / PRESENTATIONS / COMMENDATIONS

A. Check Presentation by Kearny Real Estate Company to the Irwindale Community Foundation

19. CONSENT CALENDAR

A. Minutes of the Special and Regular Meeting Held March 26, 2025
Department: City Clerk

Recommendation: Approve

B. Warrants / Demands / Payroll
Department: Finance

Recommendation: Approve.

C. UES Contract Amendment No. 1
Department: Community Development

Recommendation: That the City Council approve the attached contract Amendment No. 1 with Universal Engineering Sciences (UES), Inc., for the contract extension and preparation of an Environmental Impact Report in association with land use entitlement applications for property located at 15801 First Street, Irwindale, CA 91706.

D. Approve the purchase and outfitting of one (1) Prowler All-Terrain Vehicle and waive formal bidding bidding requirements, and the purchase of (1) enclosed trailer.
Department: Police

Recommendation: **Adopt Resolution No. 2025-42-3630** entitled: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE WAIVING FORMAL BIDDING REQUIREMENTS PURSUANT TO IRWINDALE MUNICIPAL CODE SECTION 3.44.080(C), AUTHORIZING THE CITY MANAGER TO ENTER INTO A PURCHASE AGREEMENT WITH ATV CORP. FOR THE PURCHASE AND OUTFITTING OF ONE POLICE ALL-TERRAIN VEHICLE AND ONE ENCLOSED TRAILER, AND AUTHORIZING AN APPROPRIATION OF $70,373.35 FROM THE GENERAL FUND RESERVES FOR THE PURCHASE."

E. Acceptance of the Morada Street – CMU Block Wall Improvement Project
Department: Engineering

Recommendation:
That the City Council (1) ratify changes to the original scope of work and accept the improvements and maintenance responsibilities for the constructed improvements of the Morada Street – CMU Block Wall Improvement Project, 5239 Morada Street (2) approve the final construction project

amount of $113,843.80 under the construction contract with Leonida Builders, Inc.; (3) authorize the City Clerk to record the Notice of Completion; and (4) authorize the Finance Director to release the 5% retention amount for the construction project.

F. Approval of SB1 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Allocation for Fiscal Year 2025-2026
Department: Engineering

Recommendation: That the City Council (1) approve the SB1 Local Streets and Roads Program proposed project list for Fiscal Year 2025-2026 and authorize staff to submit said list to the California Transportation Commission; and (2) **adopt Resolution No. 2025-46-3634** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-2026 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017"

G. Irwindale Business Center Sewer and Streetlight Maintenance Assessment Districts Engineer's Report and Notice of Intent to Levy
Department: Finance

Recommendation:

1. **Adopt Resolution No. 2025-41-3629** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE, OPERATION, AND CAPITAL REPLACEMENT OF THE CITY'S SANITATION AND SEWERAGE SYSTEMS WITHIN THE SEWER MAINTENANCE DISTRICT LOCATED WITHIN THE IRWINDALE BUSINESS CENTER; DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE SEWER MAINTENANCE DISTRICT FOR FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS."

2. **Adopt Resolution No. 2025-40-3628** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE OF STREET LIGHTING LOCATED WITHIN THE STREET LIGHTING MAINTENANCE DISTRICT (THE IRWINDALE BUSINESS CENTER); DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE STREET LIGHTING MAINTENANCE DISTRICT FOR THE FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS."

3. Set the Public Hearing for June 11, 2025, to consider setting assessments for the two above-mentioned Assessment Districts.

20. SPONTANEOUS COMMUNICATIONS

This is the time set aside for members of the audience speak on items not on this agenda that are within the City Council's subject matter jurisdiction. State law prohibits any Council discussion or action on such communications unless 1) the Council by majority vote finds that a catastrophe or emergency exists; or 2) the Council by at least four votes finds that the matter (and need for action thereon) arose

within the last five days. Since the Council cannot participate (except as stated), it is requested that all such communications be made in writing to be included on the next agenda for full discussion and action

All members of the public are asked to observe the City's Rules of Procedure and Public Meeting Decorum. The City's Rules of Procedure and Public Meeting Decorum can be found on the City's website, and Chapter 2.40 of the Irwindale Municipal Code. You may also contact the City Clerk's Office for copies.

Each speaker will be limited to 3 minutes unless such time limits are extended. If a member of the public wishes to donate their time to another speaker, both persons must be physically present and in attendance of the meeting. The Presiding Officer may, in his or her discretion, extend the 3-minute time limitation for the particular subject for all speakers. Organized groups of persons wishing to address the Council on the same subject should select a spokesperson to represent the group, so as to avoid unnecessary repetition. In no event shall the total amount of speaking time for exceed 6 minutes per person for the subject under discussion.

The Council may regulate a speaker who is speaking too long or out of order, being unduly repetitious, discussing irrelevancies, or extending to items not within its subject matter jurisdiction. Please be reminded that discrimination, abusive use of profanity, unruly disruption, and violent or physically threatening conduct is discouraged. Members of the public shall not disrupt the orderly conduct of the meeting. The Presiding Officer will request that a person cease any disruptive conduct, and if not immediately stopped, will direct the person to be removed from the meeting.

Public Comments will be heard in the following order:

1: In-person attendees

2: Teleconference attendees

3: In-person and teleconference attendees who have not previously provided comments on the matter(s) being discussed by the legislative body

21. NEW BUSINESS

At this time, members of the audience may ask to be heard regarding an item on New Business.

A. Amending FY 2024-2025 Adopted Budget to add Three Additional Capital Improvement Program Projects and Authorize Budget Transfers between Funds, Projects, and Accounts
Department: Finance

Recommendation: **Adopt Resolution No. 2025-47-3635** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING A BUDGET AMENDMENT TO THE FISCAL YEAR 2024-2025 ADOPTED BUDGET AND ESTABLISHING THREE NEW CAPITAL IMPROVEMENT PROGRAM ("CIP") PROJECTS: 1) COMMUNITY CENTER SKYLIGHT REPLACEMENT (CIP NO. 8249) FOR $300,000; 2) SWIMMING POOL IMPROVEMENTS PROJECT PHASE II (DESIGN WORK ONLY) (CIP

NO. 8250) FOR $500,000; 3) PUBLIC LIBRARY IMPROVEMENT PROJECT PHASE II (CIP NO. 8251) FOR $1905,772.85, AND AUTHORIZE BUDGET TRANSFERS FROM EXISTING BUDGET TO FUND THESE PROJECTS AND CLOSE, REMOVE AND ADJUST OTHERS."

B. Verbal Update on the Irwindale Library Project
Department: Administration

Recommendation: Receive and file the update.

C. Recreational Vehicle Parking on City Streets
Department: Administration

Recommendation: Discuss the parking of recreational vehicles on City streets and provide direction to staff.

D. Approving and Adopting the Vision Zero Policy and the Safe Streets for All Comprehensive Safety Action Plan
Department: Engineering

Recommendation: That the City Council (1) approve and adopt the Safe Streets for All Comprehensive Safety Action Plan; and (2) approve and **adopt the Vision Zero Policy Resolution No. 2025-36-3624** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AND ADOPTING A VISION ZERO POLICY AND THE SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN."

22. PUBLIC HEARINGS

At this time, members of the audience may ask to be heard regarding an item on Public Hearings.

A. Status Update on Vacancies in Compliance with Assembly Bill 2561 (2024) – Local Public Employees: Vacant Positions
Department: Human Resources

Recommendation: City Council conduct a public hearing and receive and file the information presented on position vacancies in compliance with Assembly Bill 2561 (AB 2561).

23. CITY MANAGER'S REPORT

24. REQUESTS FOR AGENDA ITEMS BY CITY COUNCIL

If a City Council Member is interested in a task or project, the City Council Member shall request that the item be agendized in this section.

25. ADJOURN

SUCCESSOR AGENCY TO THE IRWINDALE COMMUNITY REDEVELOPMENT AGENCY

26. AB 2449 DISCLOSURES

Remote participation by a member of the legislative body for just cause or emergency circumstances

27. CONSENT CALENDAR

A. Minutes of the Regular Meeting Held March 26, 2025
Department: City Clerk

Recommendation: Approve

28. SPONTANEOUS COMMUNICATIONS

This is the time set aside for members of the audience to speak on items not on this agenda. Spontaneous Communications for the Successor Agency are subject to the same State prohibitions and City guidelines as cited on the City Council agenda.

29. NEW BUSINESS

At this time, members of the audience may ask to be heard regarding an item on New Business.

30. PUBLIC HEARINGS

At this time, members of the audience may ask to be heard regarding an item on Public Hearings.

31. ADJOURN

HOUSING AUTHORITY

32. AB 2449 DISCLOSURES

Remote participation by a member of the legislative body for just cause or emergency circumstances

33. CONSENT CALENDAR

A. Minutes of the Regular Meeting Held April 9, 2025
Department: City Clerk

Recommendation: Approve

34. SPONTANEOUS COMMUNICATIONS

This is the time set aside for members of the audience to speak on items not on this agenda. Spontaneous Communications for the Housing Authority are subject to the same State prohibitions and City guidelines as cited on the City Council agenda.

35. NEW BUSINESS

At this time, members of the audience may ask to be heard regarding an item on New Business.

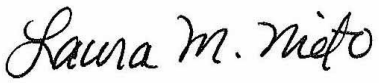
36. PUBLIC HEARINGS

At this time, members of the audience may ask to be heard regarding an item on Public Hearings.

37. ADJOURN

AFFIDAVIT OF POSTING

I, Laura M. Nieto, Chief Deputy City Clerk, certify that I caused the agenda for the regular meeting of the City Council, Irwindale Successor Agency to the Irwindale Community Redevelopment Agency and Housing Authority, to be held on May 28, 2025, be posted at the City Hall, Library, and Post Office on **May 22, 2025**.



Laura M. Nieto, MMC
Chief Deputy City Clerk

IRWINDALE CITY COUNCIL CHAMBERS **MARCH 26, 2025**
5050 N. IRWINDALE AVENUE **WEDNESDAY**
IRWINDALE, CALIFORNIA 91706 **5:00 P.M.**

The Irwindale **CITY COUNCIL** met in a special meeting at the above time and place.

ROLL CALL: Present: Councilmembers Albert F. Ambriz, Manuel R. Garcia, Mayor Pro Tem H. Manuel Ortiz; Mayor Larry G. Burrola

Absent: Councilmember Mark A. Breceda

Also Present: Julian A. Miranda, City Manager; Adrian Guerra, City Attorney; Theresa Olivares, Assistant City Manager; and Laura Nieto, Chief Deputy City Clerk

AB 2449 DISCLOSURES None.

SPONTANEOUS COMMUNICATIONS There were no speakers.

RECESS TO CLOSED SESSION At 5:03 p.m., the City Council met in Closed Session to discuss the following:

Public Employee Performance Evaluation
Pursuant to California Government Code Section 54957

Title: City Manager

ACTION: Evaluation performed; discussion held; no reportable action taken.

Conference with Real Property Negotiator
Pursuant to California Government Code Section 54956.8

Property: 16336 Arrow Highway
Agency Negotiator: Julian A. Miranda, City Manager
Negotiating Parties: Grainger, Linette Trust; Linette Grainger
Under Negotiation: Price and terms of payment

ACTION: Update provided, no direction provided nor any action taken.

Property: 16249 Arrow Highway
Agency Negotiator: Julian A. Miranda, City Manager
Negotiating Parties: Dynasty Realty / The Bravo Group
Under Negotiation: Price and terms of payment

ACTION: Update provided, no direction provided nor any action taken.

RECONVENE IN OPEN SESSION At 6:01 p.m., the City Council reconvened in Open Session.

ADJOURNMENT There being no further business to conduct, the meeting was adjourned at 6:02 p.m.

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Laura M. Nieto, MMC
Chief Deputy City Clerk

IRWINDALE CITY COUNCIL CHAMBERS **MARCH 26, 2025**
5050 N. IRWINDALE AVENUE **WEDNESDAY**
IRWINDALE, CALIFORNIA 91706 **6:07 P.M.**

The Irwindale **CITY COUNCIL** met in regular session at the above time and place.

ROLL CALL: Present: Councilmembers Albert F. Ambriz, Manuel R. Garcia, Mayor Pro Tem H. Manuel Ortiz; Mayor Larry G. Burrola

Absent: Councilmember Mark A. Breceda

Also Present: Julian A. Miranda, City Manager; Adrian Guerra, City Attorney; Theresa Olivares, Assistant City Manager; Christopher Hofford, Chief of Police; Kambiz Borhani, Director of Finance / City Treasurer; Eddie Chan, Director of Engineering / Building Official; Elizabeth Rodriguez, Public Services Director; Mary Hull, Human Resources Manager, and Laura Nieto, Chief Deputy City Clerk

AB 2449 DISCLOSURES None.

CHANGES TO THE AGENDA

CITY MANAGER MIRANDA: City Manager Miranda advised that Item No. 21A related to the BESS facility will be pulled from tonight's agenda.

COUNCILMEMBER TRAVEL REPORTS None.

COUNCILMEMBER COMMENTS

MAYOR PRO TEM ORTIZ: Mayor Pro Tem Ortiz noted that the building at the corner of Azusa Canyon Road and Los Angeles Street looks to be completed and, as such, staff should expedite the process to complete the construction of a traffic signal at the intersection, and that the building owners should also pay their fair share for the signal's construction.

INTRODUCTION OF NEW EMPLOYEES / PROMOTIONS

ITEM NO. 17A
INTRODUCTION OF PERMIT TECHNICIAN FABIOLA GAZCON

INTRODUCTION OF PERMIT TECHNICIAN FABIOLA GAZCON

Director Chan provided background information and introduced Fabiola Gazcon as a Permit Technician.

PROCLAMATIONS / PRESENTATIONS / COMMENDATIONS

ITEM NO. 18A
METROPOLITAN WATER DISTRICT OF SO. CA PRESENTATION ON PURE WATER

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA PRESENTATION ON PURE WATER PROGRAM

Alyssa Mendez with the Metropolitan Water District of Southern California introduced several members from the District and other organizations and made the presentation.

ITEM NO. 18B
QUARTERLY LEGISLATIVE UPDATE FROM GONSALVES & SON

QUARTERLY LEGISLATIVE UPDATE FROM GONSALVES & SON

Jason Gonsalves gave the presentation.

CONSENT CALENDAR

MOTION

A motion was made by Councilmember Ambriz, seconded by Mayor Pro Tem Ortiz, to approve the Consent Calendar. The motion was unanimously approved; Councilmember Garcia abstaining on Item No. 19J and Councilmember Breceda absent.

ITEM NO. 19A
MINUTES OF THE SPECIAL AND REGULAR MEETINGS HELD FEBRUARY 12, 2025

MINUTES OF THE SPECIAL AND REGULAR MEETINGS HELD FEBRUARY 12, 2025

The minutes of the special and regular meetings held February 12, 2025, were approved as presented.

ITEM NO. 19B
WARRANTS / DEMANDS / PAYROLL

WARRANTS / DEMANDS / PAYROLL

The warrants / demands / payroll were approved.

ITEM NO. 19C
2ND READING OF GATEWAY ORDINANCES

2ND READING OF GATEWAY ORDINANCES

ORDINANCE NO. 787 ADOPTED ON SECOND READING

Ordinance No. 787, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING ZONE ORDINANCE AMENDMENT NO. 02-2023 TO ADD IRWINDALE GATEWAY SPECIFIC PLAN TO TITLE 17 OF THE IRWINDALE MUNICIPAL CODE (IMC), DEFINING PERMITTED USES, REGULATING THE SIZES AND LOCATIONS OF BUILDINGS, SPECIFYING DESIGN GUIDELINES AND DEVELOPMENT STANDARDS, ADDRESSING MOBILITY AND CONNECTIVITY TOPICS, IDENTIFYING PROJECT INFRASTRUCTURE AND SERVICES, AND PROVIDING ADMINISTRATIVE AND IMPLEMENTATION LANGUAGE FOR PROPERTY LOCATED AT 113620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-047) AND FINDING THE

PROJECT CONSISTENT WITH THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)", and

ORDINANCE NO. 788 ADOPTED ON SECOND READING

Ordinance No. 788, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE MODIFYING THE CITY OF IRWIDNALE ZONING MAP (ZONE CHANGE NO. 02-2022) FROM M-2 (HEAVY MANUFACTURING) TO IRWINDALE GATEWAY SPECIFIC PLAN FOR PROPERTY LOCATED AT 13620 LIVE OAK LANE, IRWINDALE, CA (APNS: 8532-002-046 AND 8532-002-047) AND FINDING THE PROJECT CONSISTENT WITH THE CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH# 2023020290)", were passed, approved, and adopted, reading by title only and waiving further reading thereof.

ITEM NO. 19D
HOUSING ELEMENT PROGRESS REPORT

HOUSING ELEMENT PROGRESS REPORT

RESOLUTION NO. 2025-27-3615 ADOPTED

Resolution No. 2025-27-3615, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, RECEIVING AND APPROVING THE ANNUAL HOUSING ELEMENT PROGRESS REPORT AND AUTHORIZING STAFF TO SUBMIT THE HOUSING ELEMENT ANNUAL PROGRESS REPORT FOR THE 2024 CALENDAR YEAR TO THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR) AND THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (HCD)", was adopted.

ITEM NO. 19E
ANNUAL GENERAL PLAN PROGRESS REPORT

ANNUAL GENERAL PLAN PROGRESS REPORT

The 2024 Annual General Plan Progress Report was received and filed and staff was authorized to submit the report to the Governor's Office of Planning and Research (OPR) and the State Department of Housing and Community Development (HCD).

ITEM NO. 19F
APPROVAL OF THE CATCH BASIN RETROFIT AGREEMENT WITH LACFCD

APPROVAL OF THE CATCH BASIN RETROFIT AGREEMENT WITH LOS ANGELES COUNTY FLOOD CONTROL DISTRICT (LACFCD)

ITEM NO. 19G
AGREEMENT BETWEEN CITY OF IRWINDALE AND ICF FOR STAFF SERVICES

AN AGREEMENT BETWEEN THE CITY OF IRWINDALE AND THE IRWINDALE COMMUNITY FOUNDATION FOR STAFF SERVICES

The Irwindale City Council approved and authorized the Executive Director to execute the Agreement between the City of Irwindale and the Irwindale Community Foundation for Staff Services, subject to

City Attorney approval as to form, for the City to provide staff time to ICF in exchange for ICF funding of City programs.

ITEM NO. 19H
4TH OF JULY UPDATE & SURVEY RESULTS

4TH OF JULY UPDATE & SURVEY RESULTS

The 4th of July Update and Survey Results were received and filed.

ITEM NO. 19I
RESOLUTION OF SUPPORT – ELIMINATION OF A SUNSET DATE UNDER BROWN ACT AB 2449

RESOLUTION OF SUPPORT – ELIMINATION OF A SUNSET DATE UNDER BROWN ACT AB 2449

RESOLUTION NO. 2025-30-3618 ADOPTED

Resolution No. 2025-30-3618, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE SUPPORTING THE ELIMINATION OF A SUNSET DATE UNDER BROWN ACT AB 2449," was adopted.

ITEM NO. 19J
APPROVAL OF THE ESCROW AGREEMENT FOR SECURITY DEPOSITS IN LIEU OF RETENTION FOR THE PUBLIC LIBRARY IMPROVEMENT PROJECT

APPROVAL OF THE ESCROW AGREEMENT FOR SECURITY DEPOSITS IN LIEU OF RETENTION FOR THE PUBLIC LIBRARY IMPROVEMENT PROJECT

The City Council approved an Escrow Agreement for Security Deposits in Lieu of Retention with Robert Clapper Construction Services, Inc. dba R.C. Construction Services (Contractor), for the Public Library Improvement Project, and the City Manager was authorized to execute the agreement upon approval; Councilmember Garcia abstaining.

END OF CONSENT CALENDAR

SPONTANEOUS COMMUNICATIONS

SUZANNE GOMEZ

Suzanne Gomez agreed with Mayor Pro Tem Ortiz regarding the construction of the traffic signal at Azusa Canyon Road and Los Angeles Street and urged the Council to work with other agencies, including potentially Senator Rubio's office, to ensure the project's expeditious completion. She also urged multi-jurisdiction collaboration regarding AB98.

NEW BUSINESS

ITEM NO. 21A
BESS URGENCY ORDINANCE NO. 793

BESS URGENCY ORDINANCE NO. 793

This item was removed from the agenda.

PUBLIC HEARINGS

ITEM NO. 22A 14005 LIVE OAK SPDR
14005 LIVE OAK SPDR

DIRECTOR SIMPSON — Director Simpson introduced Senior Planner Jones, who presented the report.

HEIDI RUESS — Heidi Ruess with Kimley-Horn introduced herself and indicated that the firm assisted the City through the CEQA process.

CHARLIE CISAKOWSKI — Charlie Cisakowski, with EPD Solutions, stated that his agency assisted Rexford Industrial with the project, and proceeded to present information regarding the project.

LEWIS GOMEZ — Lewis Gomez provided background information on Rexford Industrial and spoke on Rexford's desire to complete the project.

CHARLIE CISAKOWSKI — Charlie Cisakowski continued discussing the proposed project.

MAYOR PRO TEM ORTIZ — Mayor Pro Tem Ortiz asked about the proposed building's size, to which Mr. Gomez advised that the building is a bit larger in square footage than the one located on Azusa Canyon Road. Mayor Pro Tem Ortiz also asked about the location of the site's main driveway, to which Mr. Cisakowski advised that it is located off Rivergrade.

SENIOR PLANNER JONES — Senior Planner Jones then continued the presentation and discussed staff's recommendation.

MAYOR BURROLA — In response to a question by Mayor Burrola, Senior Planner Jones advised that the entire parcel is located on a site zoned M-2.

JUAN SERRANO — Juan Serrano, with the Laborers' International Union North America ("LIUNA"), spoke in support of the project.

JONATHAN DALY — Jonathan Daly, LIUNA member, spoke in support of the project.

CLOSE PUBLIC HEARING — There being no additional speakers, Mayor Burrola closed the public hearing at 7:15 p.m.

COUNCILMEMBER AMBRIZ — Councilmember Ambriz stated that some business will attempt to convert their businesses into truck yards and stated that the City needs to ensure that this does not occur at the subject site. He also expressed the need to ensure that graffiti at the site is abated quickly, to which Mr. Lewis noted that the project's conditions of approval require the company to abate graffiti.

MOTION — A motion was made by Councilmember Ambriz, seconded by Mayor

Pro Tem Ortiz, to adopt the MND and MMRP and approve the proposed Site Plan and Design Review for the construction of a new building, and

RESOLUTION NO. 2025-28-3616 ADOPTED

Resolution No. 2025-28-3616, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE ADOPTING THE MITIGATED NEGATIVE DECLARATION (MND) AND MITIGATED MONITORING AND REPORTING PROGRAM (MMRP) FOR THE CONSTRUCTION OF ONE (1) ±102,500 SQUARE FOOT CONCRETE TILT-UP WAREHOUSE BUILDING LOCATED AT 14005 LIVE OAK AVENUE IRWINDALE, CA 91706 (10N: 8535-001-033) IN THE M-2 (HEAVY MANUFACTURING) ZONE AND MAKING CERTAIN FINDINGS OF FACT, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT," and

RESOLUTION NO. 2025-29-3617 ADOPTED

Resolution No. 2025-29-3617, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING SITE PLAN AND DESIGN REVIEW (DA) NO. 04-2024 FOR THE CONSTRUCTION OF ONE (1) ±102,500 SQUARE FOOT CONCRETE TILT UP WAREHOUSE BUILDING LOCATED AT 14005 LIVE OAK AVENUE, IRWINDALE, CA 91706 (APN: 8535-001-033) IN THE M-2 (HEAVY MANUFACTURING) ZONE AND MAKING CERTAIN FINDINGS OF FACT," was unanimously adopted by the Council, Councilmember Breceda absent.

ITEM NO. 22B COMPREHENSIVE TITLE 17 ZONING CODE UPDATE

COMPCREHENSIVE TITLE 17 ZONING CODE UPDATE

DIRECTOR SIMPSON

Director Simpson introduced the report.

NICK PERGAKES

Nick Pergakes with Interwest Consulting continued the presentation and provided an overview of the zoning code update.

DIRECTOR SIMPSON

Director Simpson discussed the environmental review portion of the update.

OPEN PUBLIC HEARING

At 7:38 p.m., Mayor Burrola opened the public hearing.

MAYOR PRO TEM ORTIZ

Mayor Pro Tem Ortiz asked about the heights of the buildings in the M1 and M2 zones, to which Mr. Pergakes advised that industrial buildings in the M2 zones can be a maximum of 40 feet high if located within 250 feet of a residence.

Mayor Pro Tem Ortiz noted that industrial buildings can be over 60 feet if located more than 250 feet away from a residential area and suggested that the height be lowered to 50 feet instead, to which Mr. Pergakes noted that, though this was the Planning Commission's recommendation, it could be changed by the Council.

COUNCILMEMBER AMBRIZ

Councilmember Ambriz stated that he could understand why the heights of buildings fronting the freeway could be higher, to which Mr. Pergakes advised that there are properties that are being rezoned and that if a development comes in, they could utilize the zoning district category. However, properties that are zoned M2 would be subject to the action taken tonight.

Councilmember Ambriz stated that he is open to allowing buildings fronting freeways to be taller than 50 feet. He also requested that the conditions be re-worded to the authority's threshold of 10%, not to exceed 15,000 square feet, and that the City Council should have the ultimate authority in decision making, with the Planning Commission providing review and recommendation support.

NICK PERGAKES

Nick Pergakes stated that the Kaiser Permanente building is about 60 feet high, and that it was used in the review and research for building heights.

DIRECTOR SIMPSON

Director Simpson noted that staff did not wish to create non-conformities with buildings that have recently been approved, which is why 60 feet maximum heights in M2 zones was recommended and noted that discussions were held about allowing building heights to be higher when fronting the freeway.

MAYOR BURROLA

Mayor Burrola asked about the outcome of the workshops that were held to discuss the matter, to which Director Simpson stated that it was recommended for building heights to be a maximum of 60 feet, and residents were very interested in creating a buffer zone between industrial buildings and residential neighborhoods.

Responding to a question by Mayor Burrola, Director Simpson advised that the update originally would have allowed administrative review and approval for projects up to 25,000 square feet in size, though that was later reduced to 15% or a maximum of 15,000 square feet.

DENA ZEPEDA

Dena Zepeda stated that the residents wish to allow maximum building heights of 60 feet and that the Council should have final authority on all development projects. She also suggested that a buffer between industrial buildings and residential units be increased from 250 feet.

MIHRAN TOUMAIAN — Mihran Toumaian with NAIOP SoCal spoke on his organization and his support for the update.

LUIS GOMEZ — Luis Gomez with Rexford Industrial also supported the update and noted that AB98 is also adding new requirements per state code, which they would comply with.

CLOSE PUBLIC HEARING — There being no additional speakers, Mayor Burrola closed the public hearing at 7:52 p.m.

MOTION — A motion was made by Mayor Burrola, seconded by Councilmember Garcia, to introduce Ordinance No. 772 for first reading and adopt Resolution No. 2024-08-3485 as recommended by staff in the staff report.

CITY ATTORNEY GUERRA — City Attorney Guerra noted that if the Council wishes to adopt the ordinance and resolution to include the suggestions made tonight by the Council, then the subject would have to be discussed at a future meeting to give staff the opportunity to update the documents to include the Council's suggestions.

MAYOR PRO TEM BURROLA — Mayor Burrola indicated that he would be ok with incorporating the suggestions made by Mayor Pro Tem Ortiz and Councilmember Ambriz.

COUNCILMEMBER GARCIA — Councilmember Garcia retracted his second to the motion.

RECESS — The Council took a short recess at 7:59 p.m. to discuss how to incorporate the Council's suggestions into the update.

RECONVENE — The Council reconvened at 8:11 p.m.

DIRECTOR SIMPSON — In response to a question from Director Simpson, Mayor Burrola stated that his motion would also accept the other Planning Commission recommendations as shown in the staff report with the exceptions of the recommendations made by the Council.

ORDINANCE NO. 772 INTRODUCED FOR FIRST READING — **Ordinance No. 772**, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE REPEALING TITLE 17 OF THE IRWINDALE MUNICIPAL CODE ("ZONING") IN ITS ENTIRETY AND ADOPTING THE COMPREHENSIVE ZONING CODE UPDATE AS TITLE 17 OF THE IRWINDALE MUNICIPAL CODE, MAKING FINDINGS IN SUPPORT THEREOF AND FINDING THE PROJECT CONSISTENT WITH THE CITY'S PREVIOUSLY CERTIFIED GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (SCH# 2005071047) AND EXEMPT FROM FURTHER ENVIRONMENTAL REVIEW, PURSUANT TO CEQA GUIDELINES SECTION 15183, AND 15162,"

was introduced for first reading, reading by title only and waiving further reading thereof, on the motion of Mayor Burrola, seconded by Councilmember Ambriz, with Chapter 17.06's table 17.06.030-1, for the M2 zone, to allow a 40-foot maximum height limit for buildings located within 250 feet of a residential zone property; buildings outside of a 250-feet of a residential zone property are allowed to be up to 50-feet high, and properties abutting the freeway can be up to 60 feet high. For Chapter 17.27 Section 17.27.030, under "Review Authority", to state that the Planning Commission shall act as the review authority for all commercial and industrial projects over 15,000 square feet, or for those that propose increasing the existing buildings by more than 10%, though final review and authority shall lie with the City Council. The motion was unanimously approved; Councilmember Breceda absent.

RESOLUTION NO. 2024-08-3485 ADOPTED

Resolution No. 2024-08-3485, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, APPROVING AND ADOPTING THE CITY-INITIATED APPLICATION FOR ZONE CHANGE NO. 04-2023 AND AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF IRWINDALE TO REFLECT UPDATES TO TITLE 17 (ZONING) CONSISTENT WITH ORDINANCE NO. 772, AND FINDING THE PROJECT CONSISTENT WITH THE CITY'S PREVIOUSLY CERTIFIED GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (SCH# 2005071047) AND EXEMPT FROM FURTHER ENVIRONMENTAL REVIEW, PURSUANT CEQA GUIDELINES SECTIONS 15183 AND 15162," was adopted on the motion of Councilmember Ambriz, seconded by Mayor Pro Tem Ortiz, and unanimously approved.

ITEM NO. 22C
GENERAL PLAN / ZONING CODE INCONSISTENCIES

GENERAL PLAN / ZONING CODE INCONSISTENCIES

SENIOR PLANNER JONES

Senior Planner Jones presented the report.

COUNCILMEMBER AMBRIZ

Councilmember Ambriz asked about future commercialization in the Arrow Highway / Live Oak Lane area, to which Senior Planner Jones advised that those businesses have historically never been commercial centers and that they have always been industrial. However, to have commercial there, the City would have to create a new zoning designation that is compatible with regional commercial.

CRYSTAL HOWARD

Crystal Howard asked whether the zoning change would create non-conforming uses in the area, to which Senior Planner Jones advised that they would only be non-conforming if the buildings are currently higher than 50 feet.

CLOSE PUBLIC HEARING

There being no additional speakers, Mayor Burrola closed the public hearing at 8:30 p.m.

ORDINANCE NO. 792 INTRODUCED FOR FIRST READING

Ordinance No. 792, entitled:

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE ADOPTING ZONE CHANGE NO. 01-2025 AND MODIFYING THE CITY OF IRWINDALE ZONING MAP TO REZONE A PARCEL FROM C-3 (HEAVY COMMERCIAL-RESIDENTIAL) ZONE TO R-1 (SINGLE-FAMILY RESIDENTIAL) ZONE LOCATED AT 715 SHRODE AVENUE (APN 8534-001-016); AND FIND THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3)", was introduced for first reading, reading by title only and waiving further reading thereof, and

RESOLUTION NO. 2025-31-3619 ADOPTED

Resolution No. 2025-31-3619, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE AMENDING THE COMMUNITY DEVELOPMENT ELEMENT AND LAND USE PLAN MAP OF THE CITY'S GENERAL PLAN (GPA NO. 01-2025) FROM REGIONAL COMMERCIAL TO INDUSTRIAL/BUSINESS PARK PLAN FOR PARCELS LOCATED AT: (APN 8532-002-015), (APN 8532-002-016), (APN 8532-002-021), (APN 8532-002-022), (APN 8532-002-023), (APN 8532-002-024), (APN 8532-002-027), (APN 8532-002-800), (APN 8532-002-801), (APN 8532-002-900), (APN 8532-002-901), (APN 8533-002-800), 13631 LIVE OAK," was adopted, on the motion of Councilmember Ambriz, seconded by Mayor Pro Tem Ortiz, and unanimously approved; Councilmember Breceda absent.

CITY MANAGER'S REPORT

CITY MANAGER MIRANDA

City Manager Miranda presented the following report:

1) City offices will be closed on March 31 due to the Cesar Chavez Day holiday. Office hours will resume on April 1.
2) Application for the 2025 Summer Youth Program are being accepted through April 9.
3) He congratulated the Irwindale RockAbilities program for being selected as a recipient of the "Parks Make Life Better Community Award" through the CA Parks and Recreation Society's District 8 event to take place tomorrow.
4) He also discussed upcoming Senior Center events.

REQUESTS FOR AGENDA ITEMS BY CITY COUNCIL

COUNCILMEMBER AMBRIZ — Councilmember Ambriz asked that staff look into creating an area for RV parking so that residents could avoid parking them on the streets, which creates visibility hazards.

MAYOR BURROLA — Mayor Burrola concurred and stated that he has also heard concerns from residents, including incidents where pedestrians and bicyclists were nearly hit by RV's. He also requested that the Police Department look into the concerns.

CONSENSUS — Council consensus was reached to direct staff to look into the concern, to which City Manager Miranda advised that an update will be provided at the next meeting.

ADJOURNMENT — There being no further business to conduct, the meeting was adjourned at 8:39 p.m.

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

Accounts Payable

Checks by Date - Summary by Check Number

User: stapia
Printed: 5/20/2025 5:48 PM

Check No	Vendor No	Vendor Name	Check Date	Check Amount
104905	10-8RETR	10-8 Retrofit Inc.	05/08/2025	5,586.68
104906	ALLCI01	All City Management Services, Inc	05/08/2025	1,086.30
104907	AMAZON1	Amazon Capital Services, Inc.	05/08/2025	736.07
104908	AMERI02	American Business Bank	05/08/2025	11,299.00
104909	AMERIC34	American Fidelity Assurance Co	05/08/2025	6,369.70
104910	Ayala01	Leonor Ayala	05/08/2025	740.00
104911	BAKER01	Baker & Taylor Books	05/08/2025	740.58
104912	MIJACA	Balcon Holdings, Inc.	05/08/2025	239.00
104913	BILLST	Bill's Truck Repair, Inc.	05/08/2025	1,911.35
104914	BLUE03	Blue Star Pools Inc	05/08/2025	292,607.44
104915	CONCE01	Concentra	05/08/2025	1,538.00
104916	CWA01	CWA AIA, Inc	05/08/2025	22,026.75
104917	ELD01	ELD Monarch LLC	05/08/2025	1,146.46
104918	BATE01	Elior Inc.	05/08/2025	4,675.00
104919	EDDCAS	Employment Development Dept.	05/08/2025	8,794.00
104920	FILLG01	Fill Good Landscaping	05/08/2025	415.00
104921	FLORE01	Karla Flores	05/08/2025	1,190.00
104922	FWEP01	FWEP Aquisitioin Inc	05/08/2025	265.54
104923	GEOLOG	Geologic Associates	05/08/2025	10,975.35
104924	HOYEN	Noelle Hoye	05/08/2025	1,260.00
104925	IRWIND21	Irwindale Hand Wash & Auto Detail	05/08/2025	1,009.68
104926	JIME02	Miguel Jimenez	05/08/2025	110.49
104927	JOHNNY02	Johnny's Pool Service	05/08/2025	54.12
104928	LEXISN	LexisNexis Risk Solutions	05/08/2025	303.00
104929	LIEBERT	Liebert Cassidy Whitmore	05/08/2025	1,087.50
104930	MIDAS	Manuel C Muratalla	05/08/2025	56.21
104931	MARIPO	Mariposa Landscapes, Inc.	05/08/2025	9,606.53
104932	MIRAND25	Blanche V. Miranda	05/08/2025	650.00
104933	OFFICE03	ODP Business Solutions, LLC	05/08/2025	674.73
104934	OPTUM01	OptumRx, Inc.	05/08/2025	33,497.95
104935	PITNEY06	Pitney Bowes, Inc	05/08/2025	239.22
104936	PROPRINT	Pro Printing, Inc.	05/08/2025	56.23
104937	PSYCHO01	Psychological Consulting Associates, Inc	05/08/2025	462.00
104938	ROBERT10	RC Construction Service Inc. Robert Clapper C	05/08/2025	214,681.00
104939	SCHOCK01	Susan Schock	05/08/2025	300.00
104940	EDILIB	Southern California Edison	05/08/2025	155,643.41
104941	TERRA01	Terra Realty Advisors, Inc	05/08/2025	1,151.33
104942	TRAN01	Transtech Engineers, Inc.	05/08/2025	8,109.00
104943	URBAN03	Urban Restoration Group US., Inc.	05/08/2025	1,070.18
104944	VISION01	Vision Service Plan - (CA)	05/08/2025	3,203.29
104945	WALT01	Walters Wholesale Electric Co.	05/08/2025	1,095.76
104946	CALIFO56	California State Disbursement Unit	05/15/2025	604.15
104947	CALIFO57	California State Disbursement Unit	05/15/2025	143.07
104948	CALIFO58	California State Disbursement Unit	05/15/2025	100.00
104949	CITY01	City of Hope	05/15/2025	17.00
104950	IMEA	Irwindale Mgmt Employee Assoc.	05/15/2025	270.00
104951	IRWIND02	Irwindale Police Officers Assoc.	05/15/2025	1,619.00

104952	LOSANG31	Los Angeles County Sheriff's Dept.	05/15/2025	104.77
104953	ACEVED	Valinda Acevedo	05/15/2025	75.00
104954	ACOSTA01	Carol Acosta	05/15/2025	75.00
104955	ACUNA03	Luana Acuna	05/15/2025	73.08
104956	ALLIAN02	Alliant Insurance Svcs, Inc.- Irvine Main	05/15/2025	464.00
104957	ALVARE02	Isabel Alvarez	05/15/2025	75.00
104958	ALVARE05	Mary Alvarez	05/15/2025	300.00
104959	ARAND01	Milagros Aranda	05/15/2025	75.00
104960	AZUSALW	Azusa Light & Water	05/15/2025	421.40
104961	BENE02	Benefit Coordinator Corporation (BCC)	05/15/2025	3,403.35
104962	CALIFO02	California American Water	05/15/2025	3,034.00
104963	CAST20	Bernadina Castro	05/15/2025	75.00
104964	CHICO05	Robert Chico	05/15/2025	75.00
104965	BALDWI02	City of Baldwin Park	05/15/2025	1,400.00
104966	CONCE01	Concentra	05/15/2025	761.00
104967	CONCEN01	Concentra Health Services, Inc.	05/15/2025	144.00
104968	COTTO01	Mariela Cotto	05/15/2025	75.00
104969	FEDEX	FedEx	05/15/2025	30.57
104970	GARCIA05	Yolanda Garcia	05/15/2025	75.00
104971	JARAMI05	Gilbert Jaramillo	05/15/2025	300.00
104972	PADILLAM	Melissa Marez	05/15/2025	62.84
104973	MORALE15	Elizabeth Morales-Velazquez	05/15/2025	150.00
104974	NESS01	Monique Nessman	05/15/2025	75.00
104975	NORMAN02	Norman A. Traub Associates	05/15/2025	14,276.06
104976	PHASEII	PARS	05/15/2025	1,750.00
104977	PEREZ15	Fernando Perez	05/15/2025	75.00
104978	PILLS01	Pillsbury Winthrop Shaw Pittman LLP	05/15/2025	584.50
104979	LEGAL03	Pre-Paid Legal Services, Inc.	05/15/2025	110.65
104980	PARMA01	Public Agency Risk Managers	05/15/2025	300.00
104981	PUBLIC20	Public Agency Tax Advisors LLC	05/15/2025	2,915.50
104982	QUIR01	Evonne Quiroz	05/15/2025	75.00
104983	ROBLES03	Michael Robles	05/15/2025	75.00
104984	RODA03	Jessica Rodas	05/15/2025	290.91
104985	RODRIG14	Pedro Rodriguez	05/15/2025	75.00
104986	SECT01	Sectran Security Inc.	05/15/2025	136.98
104987	SOLORZ01	Silvia Solorzano	05/15/2025	75.00
104988	SOUTH06	South Coast AQMD	05/15/2025	167.47
104989	STATEO01	State Of California	05/15/2025	713.00
104990	TEXAS01	Texas Life Insurance Co.	05/15/2025	4,211.49
104991	UNITED11	United Site Services of CA Inc	05/15/2025	589.70
104992	VALLEY01	Valley County Water District	05/15/2025	19,011.54
104993	verizonw	Verizon Wireless	05/15/2025	2,554.18
104994	WOLL02	Susan Margaret Woolley	05/15/2025	14,964.00
104995	AMAZON1	Amazon Capital Services, Inc.	05/22/2025	912.12
104996	BAKER01	Baker & Taylor Books	05/22/2025	72.14
104997	MIJACA	Balcon Holdings, Inc.	05/22/2025	222.00
104998	BRITEW	BriteWorks, Inc.	05/22/2025	12,847.12
104999	CALI12	California Consulting Inc.	05/22/2025	4,700.00
105000	CODE04	Code 4 Uniforms INC	05/22/2025	980.12
105001	DASH01	Dash Medical Gloves, LLC	05/22/2025	322.31
105002	DEPART02	Department Of Industrial	05/22/2025	225.00
105003	DYNA01	Dynamic Planning, LLC	05/22/2025	10,307.50
105004	GEOLOG	Geologic Associates	05/22/2025	2,151.50
105005	HOMEDE	Home Depot Credit Services	05/22/2025	2,789.05
105006	KAESER	Kaeser & Blair	05/22/2025	2,022.53
105007	LEWISE	Lewis Engraving, Inc.	05/22/2025	83.98
105008	MIDAS	Manuel C Muratalla	05/22/2025	79.34

105009	MARXBR	Marx Bros Fire Extinguisher Co	05/22/2025	185.12
105010	MEJIA05	Jaime Emmanuel Mejia	05/22/2025	955.00
105011	NAN01	Nancy K Bohl Inc	05/22/2025	2,083.00
105012	NICH	Nichols Local Governent	05/22/2025	2,700.00
105013	OFFICE03	ODP Business Solutions, LLC	05/22/2025	2,369.74
105014	ORKINP	Orkin Pest Control	05/22/2025	460.00
105015	PERF03	Performance Elevator Contractors, Inc.	05/22/2025	4,800.00
105016	PROPRINT	Pro Printing, Inc.	05/22/2025	56.36
105017	PURCHA	Purchase Power	05/22/2025	2,041.99
105018	RICOH01	Ricoh USA, Inc	05/22/2025	1,255.90
105019	RIGHT01	Right of Way, Inc.	05/22/2025	1,206.06
105020	ROSENO	RSG Inc.	05/22/2025	1,950.00
105021	SANG10	San Gabriel Valley Economic Partnership	05/22/2025	500.00
105022	SCFUELS	SC Fuels	05/22/2025	7,115.82
105023	SEMA02	SEMA INC	05/22/2025	4,083.83
105024	SMART&	Smart & Final	05/22/2025	959.69
105025	verizonw	Verizon Wireless	05/22/2025	830.59
105026	WALT01	Walters Wholesale Electric Co.	05/22/2025	108.99
105027	HDSUP01	WHITE CAP, L.P.	05/22/2025	41.33
			Report Total (123 checks):	955,110.19

Item #19.C.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: UES Contract Amendment No. 1

City Manager's Recommendation:

That the City Council approve the attached contract Amendment No. 1 with Universal Engineering Sciences (UES), Inc., for the contract extension and preparation of an Environmental Impact Report in association with land use entitlement applications for property located at 15801 First Street, Irwindale, CA 91706.

Administrative Action:

Submitted by:

Marilyn Simpson, AICP, Community Development Director

Prepared by:

Brandi Jones, Senior Planner

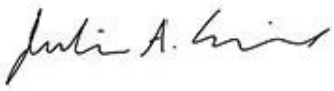
Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

On October 11, 2023, the City Council approved an Agreement for Profession Contract Services with Universal Engineering Sciences (UES), Inc. for the preparation of CEQA documents (Initial Study and Environmental Impact Report) for a proposed project at 15801 First Street. The project includes a request to create a specific plan comprised of the construction of a warehouse distribution center/industrial park totaling up to ±3,000,000 square feet with associated parking, and on-site grading activities for property located at 15801 First Street (APNS 8533-009-025, 8533-009-026, 8533-009-027, 8533-009-028 & 8533-009-029), in the M-2 (Heavy Manufacturing) zone (Project). The application includes a request for a Specific Plan, General Plan Amendment, Zone Change, Zone Ordinance Amendment, Tentative Parcel Map, and Development Agreement.

The Contract stated that the Consultant shall commence the service upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance", in no event to exceed October 11, 2025. However, due to multiple factors such as additional analyses for coordination with the City of Azusa, transportation and air quality/GHG, Specific Plan revisions, site plan revisions, and additional cumulative project analysis, the timeline to complete the project has been delayed and the term of the contract needs to be extended in order for the Consultant to complete its services under the Contract.

A revised project schedule, dated May 7, 2025, has been included in Amendment No. 1 as Exhibit "D", with an expected completion date of March 2026.

In addition to the time extension, the contract amount requires amendment to complete the additional tasks that are beyond the original contract scope:

Task 1: Transportation Analysis and Reports to Include Non-CEQA Issues (19 Intersections), Level of Service and Associated Improvements

Task 2: Additional Transportation Analysis Due to Applicant Initiated Changes in the Specific Plan (IDEFO to be included in EIR Analysis)

Task 3: Biological Surveys and Report for Special Status and Potential Jurisdictional Waters Including Mitigation to be included in the EIR (Peer Review of Applicant Reports)

Task 4: Additional Air Quality, GHG and Energy Analysis and Mitigation for Transportation, Mineral Resources, Utilities and Biological Resources to be included in the EIR by UES due to IDEFO inclusion

Task 5: Additional Bi-Weekly Meeting and Project Management provided by UES

Task 6: Additional Graphics and Mapping Support

The original contract was approved for $249,510.00. The additional cost for the above noted tasks and 20% contingency totals $252,000.00, for a new contract totaling $501,510.00.

Fiscal Impact:

The entire cost for this consultant's work will be covered by the Applicant/Developer, IBY Property Owner, LLC. The City's General Fund will not be impacted. Pursuant to the Reimbursement Agreement with the Applicant, the Applicant has agreed to reimburse the City of all costs and expenses incurred by the City related to the services agreed to in the Agreement for Contract Services with Universal Engineering Sciences (UES), Inc.

Attachments:

1. 15801 1st Street - Contract Services Agreement Amendment No. 1 (2007719.1)

AMENDMENT NO. 1 TO AGREEMENT FOR CONTRACT SERVICES BETWEEN THE CITY OF IRWINDALE AND UNIVERSAL ENGINEERING SCIENCES, INC. (CONSULTANT OR UES)

THIS AGREEMENT FOR CONTRACT SERVICES (herein "Agreement") is made and entered into this 28th day of May 2025, by and between the City of Irwindale, a California municipal corporation ("City"), and Universal Engineering Sciences (UES), a California corporation ("Consultant" or "UES"). City and Consultant are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties".

RECITALS

A. Pursuant to the City of Irwindale's Municipal Code, City has the authority to enter into and execute this Amendment No. 1.

B. The City and Consultant entered into that certain Contract Services Agreement (herein "Agreement") dated October 11, 2023, for the preparation of CEQA documents (Initial Study and Environmental Impact Report) for a proposed project at 15801 First Street. The project includes a request to create a specific plan comprised of the construction of a warehouse distribution center/industrial park totaling up to ±3,000,000 square feet with associated parking, and on-site grading activities for property located at 15801 First Street, Irwindale, CA.

C. The Agreement established a Contract Sum of TWO HUNDRED AND FORTY-NINE THOUSAND, FIVE HUNDRED AND TEN DOLLARS ($249,510.00).

D. Pursuant to Section 1.9 of the Agreement, any increase in compensation up to ten percent (10%) of the Contract Sum or $25,000 may be approved by the Contract Officer. Any increase in compensation exceeding $25,000 must be approved by the City Council.

E. On May 28, 2025, the Parties entered into Amendment No. 1 to the Agreement to increase the Contract Sum by TWO HUNDRED AND FIFTY-TWO THOUSAND DOLLARS ($252,000.00) for the completion of the environmental document and related studies for the Irwindale Brew Yard Specific Plan (IBY); bringing the contract total to FIVE HUNDRED AND ONE THOUSAND, FIVE HUNDRED AND TEN DOLLARS ($501,510.00).

F. By this Amendment No. 1, City and Consultant desire to amend the Agreement in accordance with the provisions of Section 3.2 of the Agreement to account for a revised Schedule of Performance.

G. By this Amendment No. 1, City and Consultant desire to amend the Agreement in accordance with the provisions of Section 3.4 of the Agreement to account for a revised Term.

NOW, THEREFORE, the parties hereto agree as follows:

1. Section 2.1 of the Agreement, entitled "Contract Sum" shall be amended to read in its entirety as follows (added text shown in ***bold italics***, deleted text shown in ~~strikethrough~~):

"2.1 Subject to any limitations set forth in this Agreement, City agrees to pay Consultant the amounts specified in the "Estimated Out of Scope Work Budget" attached hereto as Exhibit "C" and incorporated herein by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed ~~TWO HUNDRED AND FORTY-NINE THOUSAND AND FIVE HUNDRED AND TEN DOLLARS ($249,510.00)~~ ***FIVE HUNDRED AND ONE THOUSAND, FIVE HUNDRED AND TEN DOLLARS ($501,510.00)***. (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.9."

2. Section 3.2 of the Agreement is hereby amended to read in its entirety as follows (added text shown in ***bold italics***, deleted text shown in ~~strikethrough~~):

"3.2 Schedule of Performance. Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as Exhibit "D"~~, dated October 4, 2023~~, ***dated May 7, 2025,*** and incorporated herein by this reference. When requested by the Consultant, extensions to the time period(s) specified in the "Schedule of Performance" may be approved in writing by the Contract Officer but not exceeding one hundred eighty (180) days cumulatively."

3. Exhibit "A" to the Agreement is hereby amended to incorporate Amendment No. 1 to the Scope of Services, attached hereto as Exhibit "A." Whenever the term "Scope of Services" appears in the Agreement, it shall mean the Agreement, as amended by Amendment No. 1 to the Scope of Services.

4. Exhibit "B" to the Agreement entitled "Special Requirements" shall remain unchanged.

5. Exhibit "C" of the Agreement entitled "Estimated Out of Scope Work Budget" shall be substituted and superseded in its entirety with the "Estimated Out of Scope Work Budget" contained in Exhibit "C" attached hereto.

6. Exhibit "D" of the Agreement entitled "Schedule of Performance" shall be substituted and superseded in its entirety by the "Schedule of Performance" dated May 7, 2025, contained in Exhibit "D" attached hereto.

7. Full Force and Effect. Except as expressly modified herein, all other provisions of the Agreement shall remain unmodified and in full force and effect. From and after the date of this Amendment No. 1, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by Amendment No. 1.

8. Corporate Authority. The persons executing this Amendment No. 1 on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment No. 1 on behalf of said party, (iii) by so executing this Amendment No. 1, such party is formally bound to the provisions of

this Amendment No. 1, and (iv) entering into this Amendment No. 1 does not violate any provision of any other agreement to which said party is bound.

[SIGNATURES ON FOLLOWING PAGE]

CITY:
CITY OF IRWINDALE, a municipal corporation

_____
Larry G. Burrola, Mayor

ATTEST:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

_____
Adrian Guerra, City Attorney

CONSULTANT:
Universal Engineering Sciences, a California corporation
By: _____
Name: Kurt Schlyer
Title: Principal Planner and Project Manager – Irvine
Address: 530 Technology Dr, Ste.111
Irvine, CA 92618

CONSULTANT:
Universal Engineering Sciences, a California corporation
By: _____
Name: Mark Klatt
Title: President – Western Region-Irvine
Address: 530 Technology Dr, Ste.111
Irvine, CA 92618

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

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

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

WITNESS my hand and official seal.

Signature: _____

OPTIONAL

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

CAPACITY CLAIMED BY SIGNER

☐ INDIVIDUAL
☐ CORPORATE OFFICER

_____
TITLE(S)

☐ PARTNER(S) ☐ LIMITED ☐ GENERAL
☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER_____

___ _____
____

SIGNER IS REPRESENTING:
(NAME OF PERSON(S) OR ENTITY(IES))

_____
____
_____
____

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
SIGNER(S) OTHER THAN NAMED ABOVE

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

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

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

WITNESS my hand and official seal.

Signature: _____

OPTIONAL

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

CAPACITY CLAIMED BY SIGNER

☐ INDIVIDUAL
☐ CORPORATE OFFICER

_____
TITLE(S)

☐ PARTNER(S) ☐ LIMITED ☐ GENERAL
☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER_____

___ _____
____

SIGNER IS REPRESENTING:
(NAME OF PERSON(S) OR ENTITY(IES))

_____
____
_____
____

DESCRIPTION OF ATTACHED DOCUMENT

_____
TITLE OR TYPE OF DOCUMENT

_____
NUMBER OF PAGES

_____
DATE OF DOCUMENT

_____
SIGNER(S) OTHER THAN NAMED ABOVE

EXHIBIT "A"

AMENDMENT NO. 1 SCOPE OF SERVICES
MAY 28, 2025

The following scope of work details the additional work covered in this contract amendment and is organized per the tasks in the original approved contract with the City dated October 11, 2023. Table 1, *Cost Estimate Summary,* includes a request to redistribute fees between some tasks as well as a request for additional fees for the out of scope work as described below.

Task 1: Transportation Analysis and Reports to Include Non-CEQA Issues (19 Intersections), Level of Service and Associated Improvements

Task 2: Additional Transportation Analysis Due to Applicant Initiated Changes in the Specific Plan (IDEFO to be included in EIR Analysis)

Task 3: Biological Surveys and Report for Special Status and Potential Jurisdictional Waters Including Mitigation to be included in the EIR (Peer Review of Applicant Reports)

Task 4: Additional Air Quality, GHG and Energy Analysis and Mitigation for Transportation, Mineral Resources, Utilities and Biological Resources to be included in the EIR by UES due to IDEFO inclusion

Task 5: Additional Bi-Weekly Meeting and Project Management provided by UES

Task 6: Additional Graphics and Mapping Support

EXHIBIT "C"

SCHEDULE OF COMPENSATION

Estimated Out-of-Scope Work Budget

Activity	Fee
Task 1 Transportation Analysis and Reports to Include non-CEQA Issues (19 Intersections) Level of Service and Associated Improvements (Exhibit A)	$101,200
Task 2 Additional Transportation Analysis Due to Applicant Initiated Changes in Specific Plan (IDEFO to be included in EIR Analysis) (Exhibit B)	$ 14,000
Task 3 Biological Surveys and Report for Special Status Special and Potential Jurisdictional Waters Including Mitigation to be included in the EIR (Peer Review of Applicant Reports)	$ 12,300
Task 4 Additional Air Quality, GHG and Energy Analysis and Mitigation for Transportation, Mineral Resources, Utilities and Biological Resources to be included in the EIR by UES due to IDEFO inclusion	$ 38,000
Task 5 Additional meetings and Project Management provided by UES (Bi-Weekly)	$ 28,000
Task 6 Additional Graphics and Mapping Support	$ 16,500
Contingency	$ 42,000
Total	**$ 252,000**

EXHIBIT "D"

SCHEDULE OF PERFORMANCE

Irwindale Brew Yard Specific Plan EIR
Schedule of Performance
SCH Number 2024020415
5/07/2025

WORK PRODUCT OR MILESTONE	STATUS	BEGINNING AND ENDING DATES
City of Irwindale Notice to Proceed	**Completed**	October 11 to October 13
Task 1 Management, Coordination, Consultation, and Work Plan	Ongoing	October 2023 to April 2025
Task 2 Review Background Information and Peer Review Applicant Submitted Reports/Prepare Project Description	**Completed**	October 16, 2023, to June 30
Task 3 Conduct Environmental Surveys and Prepare Studies*	Ongoing	January 2024 to **September 2025**
Task 4 CEQA Public Involvement/CEQA Scoping Meeting	**Completed**	January 2024 to April 2024
Task 5 Prepare First Administrative Draft EIR	**Completed**	February 2024 to March 2025
Task 6 Prepare Second Administrative Draft, Screencheck Draft, and Preliminary EIR	July 2025 without Biology and Related subject matters/Water Quality	July 2025 to October 2025
Task 7 Circulate Public Review Draft EIR	October 2025	October 2025 to December 2025
Task 8 Prepare Responses to Comments Document	January 2026	January 2026 to February 2026
Task 9 Prepare Mitigation Monitoring and Reporting Program	January 2026	January 2026 to February 2026
Task 10 Assist Irwindale with Approval of EIR	February 2026	February 2026
Task 11 Prepare and Distribute Final Compilation EIR	March 2026	March 2026

a. * EIR Studies (Consultant and Status)
   i. Air Quality and HRA (Consultant Name: UES – Anticipated Completion: 6/7/2025)
   ii. Energy Analysis (Consultant Name: UES – 6/7/2025)

iii. Geotechnical Report (HD Geo/IBY – Complete & Submitted)
iv. GHG (Consultant Name: UES – Anticipated Completion: 6/07/2025)
v. Phase I (Anacapa/IBY – Complete & Submitted)
vi. Preliminary Hydrology Report (Kimley-Horn/IBY - Complete & Submitted)
vii. LID Report (Kimley-Horn/IBY – Complete & Submitted)
viii. Noise (Consultant Name: UES – Completed and Submitted
ix. Traffic Impact Analysis (LLG – Completed and Submitted
x. Traffic Access Evaluation - Roundabout (Generated by - Kimley-Horn; Reviewed by LLG – Completed)
xi. Water Supply Assessment (Stetson/IBY – Complete & Submitted)
xii. Sewer Area Study (Kimley-Horn/IBY – Complete and Submitted)
xiii. Biology-Surveys and Final Report with Mitigation (Consultant Name: HELIX – Anticipated Completion: 9/12/2025)
xiv. Cultural Resources (Consultant Name: UES – Completed)
xv. Fiscal Impact (DTA/IBY – Complete & Submitted)
xvi. Mineral Mining Economic Analysis (Crystal Waters/IBY Reviewed and by UES and Resubmitted– Completed

Item #19.D.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Approve the purchase and outfitting of one (1) Prowler All-Terrain Vehicle and waive formal bidding bidding requirements, and the purchase of (1) enclosed trailer.

City Manager's Recommendation:

Adopt Resolution No. 2025-42-3630 entitled: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE WAIVING FORMAL BIDDING REQUIREMENTS PURSUANT TO IRWINDALE MUNICIPAL CODE SECTION 3.44.080(C), AUTHORIZING THE CITY MANAGER TO ENTER INTO A PURCHASE AGREEMENT WITH ATV CORP. FOR THE PURCHASE AND OUTFITTING OF ONE POLICE ALL-TERRAIN VEHICLE AND ONE ENCLOSED TRAILER, AND AUTHORIZING AN APPROPRIATION OF $70,373.35 FROM THE GENERAL FUND RESERVES FOR THE PURCHASE."

Administrative Action:

Submitted and Prepared by:

Christopher Hofford, Chief of Police

Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager

Background and Analysis:

In October 2023, the City Council approved an MOU between the cities of Azusa, Duarte, and Irwindale ("Cities") to collaborate on services to enhance public safety in the North San Gabriel River Area and formed the North San Gabriel River Working Group ("NSGRWG"). On June 26, 2024, the City Council approved Resolution No. 2024-32-3509, authorizing the City Manager to enter into a Funding Memorandum of Agreement ("Agreement") between the Cities and the San Gabriel Valley Council of Governments ("SGVCOG") which set forth the terms for the distribution of $300,000 from Senate Bill 104, Section 19.564 (b)(57), Funds (Funds). The City is able to request reimbursement on eligible public safety expenditures from the SGVCOG through the City of Azusa. Azusa serves as the fiscal agent responsible for submitting invoices on behalf of the Cities and distributing each City's pro rata share of the reimbursement received.

Addressing public safety concerns related to the transient population occupying the San Gabriel Riverbed is a goal of the Funds. The cities agree that the strongest challenge to addressing the homeless issues is a lack of current accessibility to the riverbed. There are large portions of the riverbed that are not accessible to standard patrol vehicles. The cities have decided that the best way to access these areas is via off-road vehicles similar to ones already in use by the Los Angeles County Sheriff's Department.

As such, the Police Department is seeking approval for the purchase and outfitting of one (1) Prowler C4XM ERV (Emergency Rescue Vehicle) ("Vehicle") and one (1) enclosed trailer using these funds. The Agreement requires the City to submit invoices to Azusa for allowable expenditures. Azusa will submit the reimbursement to the SGVCOG and, upon receipt of funds, will reimburse the City for eligible expenditures. As a result, the City must first appropriate the funding related to the purchase of the vehicle and the enclosed trailer and then request reimbursement.

Irwindale Municipal Code section 3.44.080(C) provides that the City Council may dispense with formal bidding procedures when a commodity can be obtained from only one vendor which offers it for sale, lease or rental, or when only one vendor is able to do so within the timeframe and/or under the terms and conditions which reasonably meet the needs of the using agency, or when there is a sole distributor or manufacturer of a product or service such that there is no acceptable substitute within a specific geographical area. As explained below, the vehicle sought is only available from one vendor.

Staff recommend the purchase of the Prowler C4XM ERV as it is the best-suited vehicle for use in off-road conditions by our personnel, and no other manufacturer makes a model of this size and equipment configuration. Staff evaluated the all-terrain vehicles that are in use by the Los Angeles County Sheriff's Department, which have been in use for years. Their research and experience have led them to use the Prowler C4XM ERV exclusively, as it is the only all-terrain vehicle available in its configuration, equipment, layout and weight for use in off-road operations and certification training. This vehicle is manufactured by Can-Am then modified by ATV Corp, which adds heavy-duty parts such as shock absorbers, bead-lock wheels, and winch, and also adds full-protective roll bars, emergency lights and sirens, and a wealth of other specialized equipment that makes the vehicle suitable for use by law enforcement and other emergency agencies. There is no other vehicle on the market which matches the Prowler C4XM ERV's configuration and capabilities needed for law enforcement operations. Vehicles from Honda, Yamaha and Polaris were also considered by the Sheriff's

Department, but do not meet the needed size and equipment configuration. The Prowler C4XM ERV has been in use by LASD for years and is the exclusive current fleet model for their homeless outreach team.

The vehicle is not legal for street use and requires a trailer for transportation to the riverbed entrances. The Police Department's full-size truck will be used to tow the trailer to the riverbed. In order to protect the vehicle from the elements when not in use, staff recommend the purchase of an enclosed trailer. Staff obtained three informal quotes for the trailer and recommend purchasing the trailer from the second-lowest bidder, ATV Corp, as it was the most responsive quote received. Specifically, it includes a side door which is not available from the lowest bidder. The side door is essential because it provides access to the front of the trailer while the vehicle is inside, which is necessary to tie down the front end of the vehicle to secure it for transportation. Having a trailer with a side door makes this process far easier and may prevent injuries that might occur from having to climb over the top of the vehicle while it is inside the trailer if there is no side door. Additionally, the vehicle will be taken to ATV Corp. for regular preventive maintenance service. If the trailer requires service, ATV Corp will also service it, saving staff time from taking the trailer to another service provider. Furthermore, purchasing the trailer from ATV Corp ensures that the trailer is compatible with the vehicle.

Fiscal Impact:

If approved, the City will need to appropriate $75,500 from the General Fund Reserves for the purchase of the Prowler C4XM ERV including accessories ($60,278.50) and the 16' Double Axle Enclosed Trailer ($15,221.50). The City will then pursue reimbursement in accordance with the Agreement for the SB 104 Funds.

Attachments:

1. Resolution No. 2025-42-3630
2. Memorandum of Agreement
3. Prowler C4XM ERV Price Quote
4. LASD Sole Source
5. Trailer Quote Trailers Plus
6. Trailer Quote ATC
7. Trailer Quote ATV Corp
8. Accessory Equipment
9. Photo for illustrative purposes only

RESOLUTION NO. 2025-42-3630

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE WAIVING FORMAL BIDDING REQUIREMENTS PURSUNT TO IRWINDALE MUNICIPAL CODE SECTION 3.44.080(C), AUTHORIZING THE CITY MANAGER TO ENTER INTO A PURCHASE AGREEMENT WITH ATV CORP. FOR THE PURCHASE AND OUTFITTING OF ONE POLICE ALL-TERRAIN VEHICHEL AND ONE ENCLOSED TRAILER, AND AUTHOIRZING AN APPROPRIATION OF $70,373.35 FROM THE GENERAL FUND RESERVES FOR THE PURCHASE

WHEREAS, the Irwindale Police Department wishes to enhance its ability to provide service and protection to the areas of the San Gabriel River and unhoused individuals occupying it within its jurisdiction; and

WHEREAS, the City of Irwindale has entered into a Funding Memorandum of Agreement ("Agreement") between the Cities of Azusa, Duarte and Irwindale ("Cities"), and the San Gabriel Valley Council of Governments ("SGVCOG") to set forth the terms for distribution of funds previously awarded under Senate Bill 104, Section 19.564 (b)(57) ("Funds"); and

WHEREAS, the Funds are intended for use in addressing the issues inherent among homeless populations within the riverbed in the Cities jurisdictions; and

WHEREAS, accessibility into the riverbed is essential to providing police services to riverbed occupants, and large portions of the riverbed are not accessible to standard patrol vehicles; and

WHEREAS, the Police Department recommends that these Funds be used to purchase one (1) Prowler C4XM ERV including accessories ($60,278.50) for use by law enforcement personnel during off-road operations, and one (1) 16' Double Axle Enclosed Trailer (15,221.50) to transport and protect the all-terrain vehicle from ATV Corp. for a total cost of $70,500.00; and

WHEREAS, due to the unique quality of the Prowler C4XM ERV equipment design and the department's need to utilize this vehicle for off highway homeless outreach, in mountainous/desert terrain, and access remote areas inaccessible by traditional patrol vehicles, this purchase can be considered a sole-source purchase as defined under IMC Section 344.080(C); and

WHEREAS, the all-terrain vehicle is not street legal and requires the purchase of a trailer with a side door for transportation, resulting in the awarding the informal quote to the second lowest bidder (ATV Corp.); and

WHEREAS, staff requests the formal bidding procedures be waived for the purchase of the Prowler C4XM ERV including accessories; and

WHEREAS, Irwindale Municipal Code Section 3.44.080(C) states that the city council may dispense with formal bidding procedures when "the commodity can be obtained from only one vendor. A commodity shall be considered obtainable only from one vendor when only one vendor offers it for sale, lease or rental, or when only one vendor is able to do so within the time frame and/or under the terms and conditions which reasonable meet the needs of the using agency, or when there is a sole distributor or manufacturer of a product or service such that there is no acceptable substitute within a specific geographic area"; and

WHEREAS, the City Council now desires to waive formal bidding requirements pursuant to IMC Section 3.44.080(C), authorize the issuance of a purchase order to ATV Corp. for the purchase of one (1) Prowler C4XM ERV including accessories and one (1) 16' Double Axle Enclosed Trailer; and

WHEREAS, under the terms of the Agreement, City must purchase the all-terrain vehicle and trailer, then submit a for reimbursement of spent funds to the City of Azusa, who will then submit the request to SGVCOG.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, HEREBY RESOLVES, DETERMINES AND ORDERS AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. The City Council of the City of Irwindale hereby waives the formal bidding process for the purchase of one (1) Prowler C4XM ERV including accessories and one (1) 16' Double Axle Enclosed Trailer pursuant to Irwindale Municipal Code Section 3.44.080(C) and authorizes the City Manager to issue a purchase order for the same.

SECTION 3. The City Council of the City of Irwindale hereby approves an appropriation of $70,500 from the General Fund Reserves.

SECTION 4. The City Council of the City of Irwindale directs staff to pursue reimbursement of the $70,500 in accordance with the terms of Memorandum of Agreement between the Cities of Azusa, Duarte and Irwindale (Attachment "A").

SECTION 5. If any section, subsection, sentence, clause, phrase, or portion of this Resolution, or the application thereof to any person or circumstances, is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the application of any other section, subsection, sentence, clause, phrase, or portion of this Resolution, and to this end the invalid or unconstitutional section, subsection, sentence, clause, phrase of this Resolution are declared to be severable. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, parts or portions thereof be declared invalid or unconstitutional.

SECTION 6. This Resolution shall take effect immediately and the Chief Deputy City Clerk shall attest to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 28th day of May 2025.

_____
Larry G. Burrola, Mayor

ATTEST

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 2025-42-3630 was duly and regularly passed and adopted by the City Council of the City of Irwindale at its regular meeting held on the 28th day of May 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

MEMORANDUM OF AGREEMENT

FUNDING MEMORANDUM OF AGREEMENT BETWEEN THE CITIES OF AZUSA, DUARTE AND IRWINDALE AND THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG)

This Memorandum of Agreement ("MOA") is by and between the Cities of Azusa, Duarte, and Irwindale (collectively, the "Cities") on the one hand, and the San Gabriel Valley Council of Governments (SGVCOG) on the other, to be effective as of the date signed by all the Parties. The Cities and the SGVCOG may be referred to herein collectively as the "Parties" or individually as a "Party".

RECITALS:

A. The SGVCOG was established to have a unified voice to maximize resources and advocate for regional and member interests to improve the quality of life in the San Gabriel Valley within the jurisdictions of its member cities and its unincorporated areas.

B. Pursuant to Senate Bill No. 104 (2023), Section 19.564 (b)(57), $1,000,000 was allocated to the SGVCOG by the Department of Housing and Community Development for a homeless services pilot program (the "SB 104 Funds").

C. After consultation with State Senator Rubio's office concerning the distribution of funds, it was agreed that a portion of the funds should be distributed to the Cities.

D. By way of this MOA, the Cities and the SGVCOG desire to set forth the terms for distribution of the SB 104, Section 19.564 (b)(57), Funds (the "Program").

NOW, THEREFORE, the Parties agree to the following:

I. TERM:

The term of this MOA shall commence upon execution of the MOA by all Parties and shall continue through the SGVCOG's obligation to reimburse the Cities for eligible expenses.

II. RESPONSIBILITIES OF EACH OF THE PARTIES:

A. SGVCOG

1. Within forty-five (45) days of receipt of a proper invoice for allowable expenses by the Cities, reimburse the City of Azusa up to a not to exceed amount of three hundred thousand dollars ($300,000) in SB 104 Funds.
2. Coordinate conference calls and/or meetings with Cities as necessary.
3. Provide any updated point-of-contact described in Section III.B to serve as the SGVCOG's Project Manager with name, title, and contact information.

B. Cities

1. Be solely responsible for expending the SB 104 Funds for purposes consistent with Senate Bill 104, Section 19.564(b)(57) and as it may be amended, which is attached hereto as Exhibit "A".
2. The City of Azusa shall act as the Cities fiscal agent with respect to the responsibility for submitting invoices on behalf of the Cities and distributing to each City is pro rata share of reimbursements received by the SGVCOG.
3. The Cities shall coordinate with each other so that within 60 days of expenditure of funds for which reimbursement is permitted under this MOA, the City of Azusa is able to submit detailed invoices to the SGVCOG, and any further documentation reasonably necessary to insure the funds were expended by the Cities consistent with Senate Bill 104.
4. Within 45 days of receipt of payment from the SGVCOG, the City of Azusa shall be responsible for reimbursing the cities of Duarte and Irwindale for their proportionate costs.
5. The Cities agree to release the SGVCOG from any further obligation to reimburse the Cities for costs incurred under this MOA upon the SGVCOG's payment to Azusa.
6. The City of Azusa shall submit invoices no later than one year from the effective date of this MOA and the SGVCOG shall have no further obligations under this MOA to the Cities for any invoices submitted after that time.
7. Respond to SGVCOG requests related to the Program in a timely manner.
8. Maintain membership in the SGVCOG during the entire term of this MOA.
9. Coordinate conference calls and/or meetings with the SGVCOG as necessary.
10. Provide any updated point-of-contact described in Section III.B to serve as the Cities' Project Manager with name, title, and contact information.

III. AMENDMENTS:

For any change which affects any term or condition included under this MOA, an amendment to the MOA shall be prepared and executed by all the Parties.

IV. PROJECT MANAGEMENT:

A. For purposes of this MOA, the SGVCOG designates the following individual as its Project Manager to which any notices required under this MOA shall be sent:

Caitlin Sims, Manager of Local Programs
San Gabriel Valley Council of Governments
1333 S. Mayflower Avenue, Ste. 360
Monrovia, CA 91016
csims@sgvcog.org

B. For purposes of this MOA, the City of Azusa designates the following individual as its Project Manager to which any notices required under this MOA shall be sent:

Sergio Gonzalez, City Manager
City of Azusa
213 E. Foothill Boulevard
Azusa, CA 91702
Sergio.Gonzalez@azusaca.gov

C. For purposes of this MOA, the City of Duarte designates the following individual as its Project Manager to which any notices required under this MOA shall be sent:

Brian Villalobos, City Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010
bvillalobos@accessduarte.com

D. For purposes of this MOA, the City of Irwindale designates the following individual as its Project Manager to which any notices required under this MOA shall be sent:

Julian A. Miranda, City Manager
City of Irwindale
5050 N. Irwindale Avenue
Irwindale, CA 91706
jmiranda@irwindaleca.gov

E. Any Party may change its Project Manager or contacts upon written notice to the other Parties.

V. TERMINATION:

This MOA may be terminated for cause at any time for a material default by one of the Parties upon written notice to the applicable Project Manager. In the event of termination for cause, termination will be in effect three days after deposit of the written notice in the U.S. Mail, postage pre-paid, unless otherwise stated at a later time in the written notice.

VI. INDEMNITY:

A. Neither the SGVCOG, its member agencies, or their respective officers, employees, consultants or volunteers (the "SGVCOG Indemnitees), shall be responsible for any damage or liability occurring by reason of anything done or

committed to be done by the City or its respective officers, agents, employees, or volunteers under or in connection with the performance of this MOA.

B. Neither the Cities or its respective officers, employees, consultants, or volunteers (the "Cities Indemnitees), shall be responsible for any damage or liability occurring by reason of anything done or committed to be done by the SGVCOG Indemnitees under or in connection with the performance of this MOA

VII. OTHER TERMS AND CONDITIONS:

A. In performing this MOA, except as provided in Section II.B.2 above, none of the Parties are a contractor, agent, or employee of the other. Otherwise, no Party shall represent itself as contractors, agents or employees of any other Party and shall have no powers to bind the other Party in contract or otherwise.

B. This MOA, along with the applicable expenditure requirements of Senate Bill 104, constitute the entire understanding between the Parties, with respect to the subject matter herein. The MOA shall not be amended except in writing signed by the Parties.

C. No Party hereto shall be considered in default in the performance of its obligations hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, floods, earthquakes, fires, acts of a public enemy, pandemic, and government acts beyond the control and without fault or negligence of the affected Party. Each Party hereto shall give notice promptly to the others of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this MOA.

D. No Party shall assign this MOA, or any part thereof, without the prior written consent and prior approval of the other Parties, nor any assignment without consent shall be void and unenforceable.

E. This Agreement shall be governed by California law and any applicable federal law.

F. If any provision of this MOA 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.

G. The terms of this MOA shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective approved successors and assigns.

In witness whereof, the Parties enter into this MOA on the date of last execution by the Parties.

FOR THE CITY OF AZUSA

By: _____
Sergio Gonzalez
City Manager

Date: 7-17-2024

APPROVED AS TO FORM:

_____
Marco Martinez
City Attorney

FOR THE CITY OF DUARTE

By: _____
Brian Villalobos
City Manager

Date: 07.24.24

APPROVED AS TO FORM:

_____
Thai V. Phan
City Attorney

FOR THE CITY OF IRWINDALE

By: _____
Julian A. Miranda
City Manager

Date: July 3, 2024

APPROVED AS TO FORM:

_____
Adrian R. Guerra
City Attorney

FOR THE SAN GABRIEL VALLEY
COUNCIL OF GOVERNMENTS

By: _____
Marisa Creter
Executive Director

Date: 7/31/24

APPROVED AS TO FORM:

_____
David DeBerry
General Counsel

SEC. 19.564.

(a) (1) The amounts appropriated pursuant to this section reflect legislative priorities related to housing.
(2) For allocations in this section that include a designated state entity, the entity shall allocate the funds to the recipients identified in the paragraphs following each designation. The state entity shall determine the best method for allocation to ensure the funds are used for the purposes specified in this section. Self-attestation by the receiving entity is an acceptable method of verification of the use of funds, if determined appropriate by the state entity.
(3) Notwithstanding any other law, allocations pursuant to this section are exempt from the personal services contracting requirements of Article 4 (commencing with Section 19130) of Chapter 5 of Part 2 of Division 5 of Title 2 of the Government Code, from Part 2 (commencing with Section 10100) of Division 2 of the Public Contract Code, and the State Contracting Manual, and are not subject to the approval of the Department of General Services, including the requirements of Chapter 6 (commencing with Section 14825) of Part 5.5 of Division 3 of the Title 2 of the Government Code.
(4) If an item number for the appropriate department for a state entity does not exist, and such an item number is required in order to make the specified allocations, the Department of Finance may create an item number for this purpose.
(5) Notwithstanding any other law, a designated state entity administering an allocation pursuant to this section may provide the allocation as an advance lump sum payment, and the allocation may be used to pay for costs incurred prior to the effective date of the act adding this paragraph.
(6) The Department of Finance may authorize the transfer of allocating authority to a different state entity to facilitate the expenditure of the funds for the intended legislative purpose. Any state entity that allocates funds may also, in consultation with the Department of Finance, use an alternative local fiscal agent that is not identified in this section instead of the fiscal agent designated in this section if necessary to achieve the intended legislative purpose. Any change to the allocating state entity or fiscal agent made pursuant to this paragraph shall be reported to the Joint Legislative Budget Committee in writing at least 30 days, or no sooner than whatever lesser time after that notification the chairperson of the joint committee, or the chairperson's designee, may determine, prior to the change. It is the intent of the Legislature to revise this section during the 2023–24 fiscal year to reflect any changes necessary to achieve the intended legislative purpose.
(7) Unless otherwise specified in this section, funds allocated pursuant to this section shall be available for encumbrance through June 30, 2025, and expenditure until June 30, 2027.
(8) Unless otherwise specified, the funds appropriated in this section shall not be disbursed for any project prior to September 30, 2023. Future legislation may, but is not required to, specify further details concerning the manner of disbursement of these funds.
(9) Funding provided in this section shall not be used for a purpose subject to Section 8 of Article XVI of the California Constitution. If the Department of Finance determines that any allocation would be considered an appropriation for that purpose, the funding shall not be allocated, and the department shall notify the Joint Legislative Budget Committee of that finding.
(10) The amounts specified in subdivisions (b), inclusive, are hereby appropriated from the General Fund as follows:
(b) To be allocated by the Department of Housing and Community Development as follows:
(57) $1,000,000 for the San Gabriel Valley Council of Governments for a homeless services pilot program.

Prowler

570-A Central Ave
Lake Elsinore, CA 92530-2741
Tel: (951)674-7777 Fax: (951)674-3200
http://www.atvcorp.com

ATV corp
A Division of Phoenix International

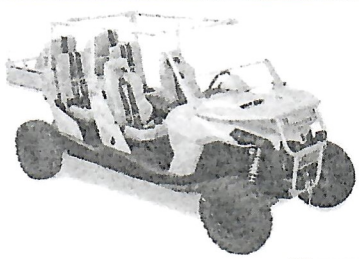
QUOTATION NUMBER
ATV241107-B

Bill To:	Deliver To:
City of Irwindale Irwindale, CA 91906	Irwindale Police Department 5050 North Irwindale Avenue Irwindale, CA 91706 Attn: Det. Sgt. Greg Gomez Ph:(626)430-2245

Contact:	D.S. Greg Gomez	Date:	13-Jan-25

We are pleased to submit the following offer:

Item	Model	Description	QTY	Unit Price	Ext Price
1	PWLR-C4XM-ERV	Prowler C4XM ERV - Color TBD	1	$50,018.00	$50,018.00
		Prowler Included Accessories:			
		Metal Cargo Racking Front & Rear			
		Litter/Stretcher Mounts			
		HD Suspension			
		HD Skid Plate System			
		Beadlock Wheels			
		Run-Flat Tires			
		4-Point Safety Harnesses			
		Rock Sliders			
		Doors			
		6000 lbs. Winch			
		HD Clutch System			
		Code 3 Lighting Package			
		Siren/P.A. System			
		HD Clutch Kit w/HD Belt			
		Windshield w/Wiper			
		Roof w/Roof Rack			
		Soft Windows			
		Doors			
		AUX Battery Kit			
		Rearview Mirrors			
		Page 1 of 2			





All prices are in U.S. Dollars, F.O.B. Lake Elsinore, CA
DELIVERY: 180 days
ARO TERMS: Net 30 days with approved credit
This quotation is valid for 60 days.
Please reference this quotation number on all Purchase Orders.

Ultimate Performance Corporation

Prowler

ATV corp

570-A Central Ave
Lake Elsinore, CA 92530-2741
Tel: (951)674-7777 Fax: (951)674-3200
http://www.atvcorp.com

QUOTATION NUMBER
ATV241107-B

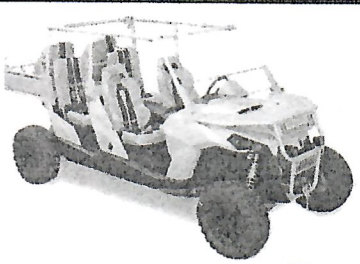
Bill To:	Deliver To:
City of Irwindale Irwindale, CA 91906	Irwindale Police Department 5050 North Irwindale Avenue Irwindale, CA 91706 Attn: Det. Sgt. Greg Gomez Ph:(626)430-2245

Contact: D.S. Greg Gomez

Date: 13-Jan-25

We are pleased to submit the following offer:

Item	Model	Description	QTY	Unit Price	Ext Price
		Page 2 of 2			
		Side Mirrors - L & R			
		Rear Wind Screen			
		Tire Fee	4	$1.75	$7.00
		Tax 10.25%			$5,126.85
				Total	$55,151.85





All prices are in U.S. Dollars, F.O.B. Lake Elsinore, CA
DELIVERY: 180 days
ARO TERMS: Net 30 days with approved credit
This quotation is valid for 60 days.
Please reference this quotation number on all Purchase Orders.

Ultimate Performance Corporation

SOLE SOURCE/BRAND SPECIFIC JUSTIFICATION FORM

All negotiated transactions exceeding $5,000 must be reported to the Board of Supervisors.

Please check applicable box:

☐ **SOLE SOURCE** - The product/service is exclusively available from only one supplier/source. **NOTE**: An item being a "sole brand" or a "sole manufacturer" does not automatically qualify a "sole source"as manufacturers sell their products through distributors.

☑ **BRAND SPECIFIC** - A request that requires a specific brand name and/or model (also known as a "Do Not Substitute" request). The product may be available through various distributors.

Date:	05/28/2024
Department:	Sheriff
Request #:	
Commodity/Service	07022
Vendor:	Ultimate Performance Corp., #209578
Total Amount of Purchase:	$55,158.43

A Sole Source or Brand Specific must meet at least one of the following criteria:

(Check all that apply)

☑ **One-of-a-kind**:
The commodity or service has no competitive product alternatives available.

☐ **Compatibility**:
The commodity or service must match existing brand of equipment for compatibility.

☐ **Replacement Part**:
The commodity is a direct replacement part for a specific brand of existing equipment and has no substitutes.

☐ **Product Proprietary:**
The commodity or service requirements can only be met by only one vendor/supplier.

☐ **Time Frame**:
The department's required time frame for project completion is critical and cannot be exceeded without extreme hardship.

☐ **Service Continuity**:
The cost to continue with the same service provider is less than the cost for any other vendor due to the time necessary to get "up to speed" (learning curve) with the project.

(REV. 3/2023)

01. What is being requested?

Can-Am/Prowler C4XM ERV (Emergency Rescue Vehicle)

02. Explain the reason that this product or service's unique features are indispensable to your operation:

This will be used as a Patrol UTV for off highway vehicle homeless outreach, in mountainous/desert terrain; also to be able to remote areas not easily accessible by traditional patrol vehicle.

03. Have other products been considered? List the products considered and reason for disqualification?

Yes. This specific UTV layout, configuration and weight is the best suitable vehicle for LASD off-road use and certification training. Honda, Yamaha, and Polaris have been considered, but do not meet size and configuration.

04. Will the item be an interface (match and inter-member), addition, or repair to the existing equipment? Identify the existing equipment and provide additional justification.

No. This item is not an addition or repair to existing equipment.

05. Was this product or service previously purchased? ***YES*** ☑ ***NO*** ☐

05a. If yes, please provide prior PO#. 19010443

06. Provide any other information relevant to the proprietary nature (ie. patents) of this product or service.

This specific UTV model has been previously purchased (2020), and is the current fleet model for the CPB-HOST team.

REQUESTOR NAME: Geoffrey R. Deedrick **SIGNATURE:** 

TITLE: Captain **EMAIL:** grdeedri@lasd.org

BUYER NAME: **DATE SUBMITTED:**

ADDITIONAL JUSTIFICATION (IF NEEDED): Describe all actions you have taken to reach your conclusion. Explain potential consequences for substitution of product/service. Include basis used to determine reasonableness of price and, if applicable, efforts to develop additional sources. Provide complete, brief, clear explanation. (Use reverse side of this sheet or attached additional sheet(s).

Board Summary:

N/A - BRAND SPECIFIC

DEPARTMENT MANGEMENT APPROVAL:

Admin. Mgr. - $25,000.00 and under ----------

(REV. 3/2023)

SOLE SOURCE/BRAND SPECIFIC JUSTIFICATION FORM

All negotiated transactions exceeding $5,000 must be reported to the Board of Supervisors.

Please check applicable box:

☐ **SOLE SOURCE** - The product/service is exclusively available from only one supplier/source. **NOTE**: An item being a "sole brand" or a "sole manufacturer" does not automatically qualify a "sole source"as manufacturers sell their products through distributors.

☑ **BRAND SPECIFIC** - A request that requires a specific brand name and/or model (also known as a "Do Not Substitute" request). The product may be available through various distributors.

Date:	05/28/2024
Department:	Sheriff
Request #:	
Commodity/Service	07022
Vendor:	Ultimate Performance Corp., #209578
Total Amount of Purchase:	$52,338.80

A Sole Source or Brand Specific must meet at least one of the following criteria:

(Check all that apply)

☑ **One-of-a-kind**:
The commodity or service has no competitive product alternatives available.

☐ **Compatibility**:
The commodity or service must match existing brand of equipment for compatibility.

☐ **Replacement Part**:
The commodity is a direct replacement part for a specific brand of existing equipment and has no substitutes.

☐ **Product Proprietary:**
The commodity or service requirements can only be met by only one vendor/supplier.

☐ **Time Frame**:
The department's required time frame for project completion is critical and cannot be exceeded without extreme hardship.

☐ **Service Continuity**:
The cost to continue with the same service provider is less than the cost for any other vendor due to the time necessary to get "up to speed" (learning curve) with the project.

01. What is being requested?

Can-Am/Prowler C2XM ERV (Emergency Rescue Vehicle)

02. Explain the reason that this product or service's unique features are indispensable to your operation:

This will be used as a Patrol UTV for off highway vehicle homeless outreach, in mountainous/desert terrain; also to be able to remote areas not easily accessible by traditional patrol vehicle.

03. Have other products been considered? List the products considered and reason for disqualification?

Yes. This specific UTV layout, configuration and weight is the best suitable vehicle for LASD off-road use and certification training. Honda, Yamaha, and Polaris have been considered, but do not meet size and configuration.

04. Will the item be an interface (match and inter-member), addition, or repair to the existing equipment? Identify the existing equipment and provide additional justification.

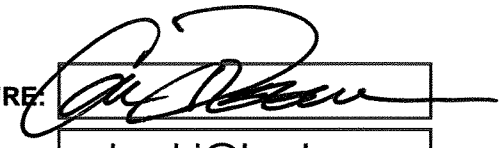
No. This item is not an addition or repair to existing equipment.

05. Was this product or service previously purchased? ***YES*** ☑ ***NO*** ☐

05a. If yes, please provide prior PO#. 19010443

06. Provide any other information relevant to the proprietary nature (ie. patents) of this product or service.

This specific UTV model has been previously purchased (2020), and is the current fleet model for the CPB-HOST team.

REQUESTOR NAME: Geoffrey R. Deedrick **SIGNATURE:** 

TITLE: Captain **EMAIL:** grdeedri@lasd.org

BUYER NAME: **DATE SUBMITTED:**

ADDITIONAL JUSTIFICATION (IF NEEDED): Describe all actions you have taken to reach your conclusion. Explain potential consequences for substitution of product/service. Include basis used to determine reasonableness of price and, if applicable, efforts to develop additional sources. Provide complete, brief, clear explanation. (Use reverse side of this sheet or attached additional sheet(s).

Board Summary:

N/A - BRAND SPECIFIC

DEPARTMENT MANGEMENT APPROVAL:

Admin. Mgr. - $25,000.00 and under ----------

(REV. 3/2023)

TrailersPlus Redlands

Invoice

Invoice For:
Irwindale Police Department

Salesperson: Kevin Griswold
TrailersPlus Redlands
1825 Industrial Park Avenue
Redlands, CA 92374

Phone: 909-283-1980
www.trailersplus.com
County: LOS ANGELES

Customer Information
Greg Gomez
5050 North Irindale Ave
Baldwin Park, CA 91706 USA
Phone: 6268486473
Email: ggomez@irwindaleca.gov

Invoice TRPL27-73727
Type:VICTV716TA2
Color:PEWTER
Year: 2025
GAWR: 3500

QUOTE VALID UNTIL 5-9-2025
VIN: 4RAVS1621SK104046
Manufacturer: Interstate
GVWR: 7000
Curb Weight: 2322
Date: 5-6-2025

ITEM	DESCRIPTION	QTY	UNITS	EACH	COST
	Trailer Invoice				
VICTV716TA2					
	7 X 16 Victory V-Nose Tandem Axle (MSRP) VIN:4RAVS1621SK104046	1.	EACH	$12119.00	$12119.00
DISCOUNT	Dealer Discount Pre-approved	1.00	EACH	$-3640.00	$-3640.00
	DISCOUNTED TRAILER PRICE	1.00		$8479.00	$8479.00
TITLEFEE	Title transfer-licensing fee	1.00	EACH	$0.00	$0.00
	Trailer Sales Tax		TAX	$890.30	$890.30
	Parts/Service Invoice				
09-HPL001-KA	Hockey Puck Locks. **Click For More Info**	1.00	Piece	$48.72	$48.72
10-HDCL2516	Heavy Duty Coupler Lock for 2-5/16 A-frame coupler **Click For More Info**	1.00	Each	$245.92	$245.92
CA-TITLE	CA State DMV Fee	1.00	Each	$24.00	$24.00
EFILEFEE	Electronic Filing Fee. Filing provided by MVSC	1.00	EACH	$34.00	$34.00
06-BK0005	Fastway Zip Trailer Breakaway Cable 4 Foot **Click For More Info**	1.00	Piece	$26.68	$26.68
09-CLP001	Coupler Latch Pin Simple **Click For More Info**	1.00	Piece	$5.10	$5.10
02-TR0015-BLK	Tire Radial 205/75R15C on 5 Hole 545 Blk Mod Wheel	1.00	Piece	$278.40	$278.40
DOCFEE	Documentary service processing fee	1.00	EACH	$69.00	$69.00
PARTSDISCOUNT	Discount on Parts	1.00	Piece	$-245.92	$-245.92
TIRETAX	State imposed tire recycling tax/fee	1.00	EACH	$8.75	$8.75
	Parts/Service Sales Tax		TAX	$37.44	$37.44
	Payments Applied				
	Invoice Total				$9901.39
	Total Collected				$0.00
	Due				$9901.39

We're behind you all the way.
trailersplus.com

Invoice

Invoice For:
Irwindale Police Department

AGREEMENT
Delivery and Payment. Delivery of parts or trailers is to be taken within 14 days of their arrival at Seller's location or the date of this invoice, whichever is later. Failure to do so shall be a breach of this agreement, and the seller may retain as damages the cash and all other considerations paid by Buyer. Seller receives checks and drafts, given in whole or in part payment, conditionally only. Seller does not guarantee the delivery dates of any vehicles, products, or services. By signing this form, the Buyer hereby waives the right to later dispute authorized charges made on a credit card used as payment on this invoice.

Cancellation and Refunds. Any payments on invoices that include labor, special order parts, or opened/used merchandise, or on registered trailers, are not refundable under any circumstance. All sales are final. All other refunds or cancellation are subject to a 25% restocking fee.

Arbitration and Waiver of Jury Trial. All irresolvable disputes or claims pertaining to the trailers, products, or services delivered by the Seller to the Buyer or the relationships that arise there from, whether based in contract, tort or otherwise, shall be resolved by binding individual arbitration under the expedited procedures of the Consumer Arbitration Rules of the American Arbitration Association (AAA), which can be found at www.adr.org/consumer. All claims are governed by the Federal Arbitration Act and the laws of the State of Idaho. The arbitrator shall have the authority to resolve all disputes about the applicability of this arbitration clause. Arbitration hearings will be held virtually, or where otherwise mutually agreed, including by written submissions. The AAA will appoint a single arbitrator. Judgment upon the award rendered in arbitration shall be final and may be entered in any court, state or federal, having jurisdiction. The arbitrator shall not award attorney's fees under this agreement, except that the Seller is allowed to recoup all costs (including attorney's fees) in recovering non-payment or delinquent payment by the Buyer, which expressly declines the arbitrator's authority under Idaho Code Section 7-910. IF A DISPUTE OR CLAIM IS NOT SUBJECT TO ARBITRATION FOR ANY REASON, THEN THE DISPUTE OR CLAIM SHALL BE DECIDED IN A COURT OF COMPETENT JURISDICTION WITHOUT A JURY. YOU AND WE IRREVOCABLY WAIVE ALL RIGHTS TO TRIAL BY JURY AND TO BRING ANY CLASS, CONSOLIDATED, OR REPRESENTATIVE ACTION.
Notwithstanding the foregoing, in lieu of arbitration: (1) either you or the Company can bring an individual claim in small claims court consistent with any applicable jurisdictional and monetary limits that may apply, provided that it is brought and maintained as an individual claim; and (2) you or the Company may bring suit in court to enjoin infringement or other misuse of intellectual property rights. Prior to initiating any small claims action or arbitration, the initiating party shall give the other party at least 60 days advance written notice of its intent to file. The Company will provide such notice to Buyer's email address on file and Buyer must provide such notice by email to legal@trailersplus.com. During such 60 day notice period, the parties shall attempt to amicably settle all disputes.

Limitation of Liability. Seller's liability for any and all claims arising out of this agreement will be limited to the total value of the vehicles, products, or services delivered under this agreement. Under no circumstances shall the Seller be liable to the Buyer or any other person for any special, incidental or consequential damages

Indemnity. You agree to defend, indemnify, and hold Company and its affiliates harmless from any claim or demand, including reasonable attorney's fees, made by any third party due to or arising out of your negligence in using the trailer, goods, or merchandise purchased under this agreement.

Warranty. Warranty on trailers varies by make and model. Please refer to the warranty information in your sales packet provided to you at the time you took delivery of the trailer. Service work performed by TrailersPlus employees is guaranteed against defects in workmanship for a period of 30 days from purchase.

Complete Agreement. Warranty on trailers varies by make and model. Please refer to the warranty information in your sales packet provided to you at the time you took delivery of the trailer. Service work performed by TrailersPlus employees is guaranteed against defects in workmanship for a period of 30 days from purchase.

Quotes may not include any applicable taxes, documentation or title fees, tire fees and/or any other recommended accessories. I, the purchaser, state that I am over eighteen years of age and have the legal right to transact business. Buyer acknowledges the receipt of a copy of this Agreement. BUYER HAS READ AND AGREES TO THE RETURN POLICY - NO RETURNS EXCEPT AS PROVIDED HEREIN
I, the purchaser, state that I am over eighteen years of age and have the legal right to transact business. Buyer acknowledges the receipt of a copy of this Agreement. BUYER HAS READ AND AGREES TO THE RETURN POLICY - NO RETURNS

ATC

MSRP

SO109316 - 234731 - ROM400 8.5x20 PED LED WH

Trailer Details:
VIN: 5JX1A2026SF234731
MODEL NUMBER: RM400_B85702000+0-2T5.2K-CFG-PED
AXLES: 2
LENGTH: 20
EXTERIOR METAL GAUGE: .030

Trailer Colors:
EXTERIOR: POLAR WHITE
INTERIOR: ENGINEERED WOOD (NO COLOR REQ)
CABINET: NOT APPLICABLE
COUNTERTOP: NOT APPLICABLE
EXTERIOR TRIM: MILL FINISH
GRAPHICS: BLACK

Standard Features

Frame

- Aluminum Tube Construction
- 6-Sided Welded Frame
- 3 Year Structure Warranty
- Extended Triple Tube Tongue-49"
- 16" O/C Floor Crossmembers
- 16" O/C Wall Crossmembers
- 16" O/C Roof Crossmembers
- 2" x 5" Subframe (16'-24'), 2" x 7" (28')
- Awning Prep
- Rear Spoiler w (3) LED Lights & BU
- Brushed Cast Corners w SS Trim
- Spread Axles w Kick Downs
- Beavertail Floor (n/a 16')
- Winch Plate

Mechanical

- Torsion Axles
- ST 205 or 225 - Alum Wheels
- Entrance Door 36" (16'-24'), 48" (28')
- Safety Chains
- 5,000# Manual Jack
- A-Frame Coupler
- 4,000# Ramp Door
  - Ramp Transition Flap
  - Aluminum Bar Locks w SS Hasp
- 12" Slimline Tail Lights
- 4-Recessed D-Rings
- 1-Manual Roof Vent

Other Construction Detail

- One-Piece Aluminum Roof
- .030 Screwless Alum Exterior
- 24" Stone guard
- 3/8" Engineered Walls w Cove
- 3/4" Engineered Floor
- Open Stud Ceiling
- 1-Dome Lights w/ Wall Switch
- 4" Lower and 4" Upper Trim
- Color Matched Rear Header & Verticals

DESCRIPTION	INVENTORY ID	QTY	UOM	PRICE	EXT. PRICE
BASE MODEL					
BASE MODEL - RM400_B85702000+0-2T5.2K-BAS-PED	0041539	1	EA	$20,003.20	$20,003.20
PREMIUM ESCAPE DOOR	0033278	1	EA	$3,395.00	$3,395.00
OPTIONS					
2-49" LIGHT BAR ON CEILING	0031630	1	EA	$140.00	$140.00
3/4" ENGINEERED FLOOR	0035196	1	EA	$0.00	$0.00
SUBTOTAL					$23,538.20
ORDER TOTAL					$23,538.20

Price with freight to CA $26493

Prowler

ATV corp

570-A Central Ave
Lake Elsinore, CA 92530-2741
Tel: (951)674-7777 Fax: (951)674-3200
http://www.atvcorp.com

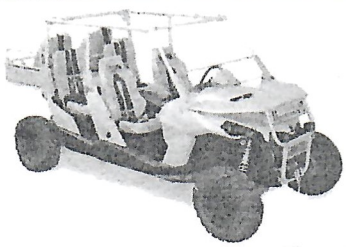
QUOTATION NUMBER
ATV250506

Bill To:	Deliver To:
City of Irwindale Irwindale, CA 91906	Irwindale Police Department 5050 North Irwindale Avenue Irwindale, CA 91706 Attn: Det. Sgt. Greg Gomez Ph:(626)430-2245

Contact:	D.S. Greg Gomez	Date:	6-May-25

We are pleased to submit the following offer:

Item	Model	Description	QTY	Unit Price	Ext Price
1	FRC-16-EC	16' Double Axle Enclosed Trailer - Red	1	$13,800.00	$13,800.00
		8.5 x 16 x 8			
		Dual 6K Axles (Dual Brakes)			
		7K Tonque Jack			
		4 D-Ring Tie Down Points			
		Roof Vent			
		Dome Light			
		Cam Lock Side Access Door			
		Cable Free Rear Ramp Door 97" Wide			
		Sealed Under Belly Mesh			
		Rear Ramp Door 8' Tall 7'7"			
		CA Tire Fee	4	$1.75	$7.00
		CA Sales Tax 10.25%	1	$1,414.50	$1,414.50
			Total		$15,221.50





All prices are in U.S. Dollars, F.O.B. Lake Elsinore, CA
DELIVERY: 30 days
ARO TERMS: Net 30 days with approved credit
This quotation is valid for 60 days.
Please reference this quotation number on all Purchase Orders.

Ultimate Performance Corporation

Prowler

ATV corp

570-A Central Ave
Lake Elsinore, CA 92530-2741
Tel: (951)674-7777 Fax: (951)674-3200
http://www.atvcorp.com

QUOTATION NUMBER
ATV250522

Bill To:	Deliver To:
City of Irwindale Irwindale, CA 91906	Irwindale Police Department 5050 North Irwindale Avenue Irwindale, CA 91706 Attn: Det. Sgt. Greg Gomez Ph:(626)430-2245

Contact:	D.S. Greg Gomez	Date:	22-May-25

We are pleased to submit the following offer:

Item	Model	Description	QTY	Unit Price	Ext Price
1	3598	E-Track UTVWheel Chock Kit	1	$105.00	$105.00
2	RE-0210	Retractable 2" x 10' Tie Down Straps	6	$48.83	$292.98
3	451-2131	3 Gallon Roto Pax Fuel Container	1	$102.99	$102.99
4	MRF-KMC-2814	Spare Tire W/Beadlock Wheel Assembly	1	$514.00	$514.00
5	PRWLR-STSM	Spare Tire Mount	1	$169.99	$169.99
6	451-3985	ECO/CARB Spout w/Stopper	1	$16.99	$16.99
7	715005887	Soft Rear Panel	1	$152.99	$152.99
8	451-3040	Roto Pax Extension Mount for 3 Gallon Container	1	$42.99	$42.99
9	451-3010	Roto Pax LOX Pack Mount	1	$76.00	$76.00
10	U-5500	UTV Extended Reach Jack w/Mounts	1	$290.00	$290.00
11	302002	Quick Release Clutch Cover Pin Kit	1	$25.00	$25.00
12	251700	Rapid Belt Change Tool	1	$35.00	$35.00
13	764700	Fire Extinguisher w/Mouint	1	$75.00	$75.00
14	E112	Tool Roll w/Tools for Can Am	1	$249.00	$249.00
15	422280656	Spare CVT Drive Belt	1	$165.00	$165.00
16	251725	Tire plug Kit w/Inflator	1	$59.99	$59.99
17	715004905	Can Am Rear View Mirror w/Bult in Camera Monitor	1	$395.00	$395.00
18	241016	30 ft.Kinetic Tow Rope	1	$109.00	$109.00
19	Labor	Installation of Accessories		$675.00	$675.00
		CA Sales Tax 10.25%	1		$294.88
				Total	$3,846.80





All prices are in U.S. Dollars, F.O.B. Lake Elsinore, CA
DELIVERY: 30 days
ARO TERMS: Net 30 days with approved credit
This quotation is valid for 60 days.
Please reference this quotation number on all Purchase Orders.

Ultimate Performance Corporation



Item #19.E.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Acceptance of the Morada Street – CMU Block Wall Improvement Project

City Manager's Recommendation:

That the City Council (1) ratify changes to the original scope of work and accept the improvements and maintenance responsibilities for the constructed improvements of the Morada Street – CMU Block Wall Improvement Project, 5239 Morada Street (2) approve the final construction project amount of $113,843.80 under the construction contract with Leonida Builders, Inc.; (3) authorize the City Clerk to record the Notice of Completion; and (4) authorize the Finance Director to release the 5% retention amount for the construction project.

Administrative Action:

Submitted/Prepared by:

Eddie Chan, Director of Engineering/ Building Official

Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager

Background and Analysis:

On December 19, 2024, the City Council awarded the construction contract for the Morada Street – CMU Block Wall Improvement Project to Leonida Builders, Inc. in the amount of $118,200 plus a 10% construction contingency of $11,820, bringing the total to $130,020. The original scope of work for the project included construction of a new 6-ft-high CMU Block Wall; replacement of a portion of the existing V-Gutter, re-striping of the parking lot and refreshing of pavement signage & markings; replacement of trees impacted by the construction activities; and installation of a new box drain at the curb to improve drainage.

During the course of work, several change orders were incorporated into the project.
Additive change orders totaled $26,003.80 and included:

- Installation of a 3-inch drainage pipe at the footing of the north-facing CMU block wall to improve site drainage.
- Installation of chain link fencing,
- Placement of decomposed granite in designated areas
- Added another course of CMU block to raise the height of the block wall to meet the desired finished elevation.

Deductive change orders totaled $30,360 and included:

- Removal of the replacement of existing V-Gutter
- Removal of a box drain at the curb
- Reductions in quantities for various bid items based on field conditions.

The net change order amount resulted in a credit of $4,356.20 ($26,003.80 - $30,360). As a result, the final construction cost came to $113,843.80, which is less than the authorized amount of $130,020 ($118,200 + $11,820) for the construction contract with Leonida Builders, Inc.

The Morada Street – CMU Block Wall Improvement Project has been completed in accordance with the approved plans and specifications. The total project cost is $120,817.07, which is $79,182.93 less than the budgeted amount of $200,000.

Below is the breakdown of the total project cost:

Construction Contract	$ 113,843.80
Inspection Services	$ 540.00
Bidding Advertisement	$ 6,433.27
Total Project Cost	**$ 120,817.07**

The Project is now complete, and staff recommend that City Council ratify the changes to the original scope of work, accept completed improvements, and assume ongoing maintenance responsibility for the Morada Street – CMU Block Wall Improvement Project. Acceptance of the improvements by the City Council will render the project complete. Staff further recommend that the City Council authorize the City Clerk to record the Notice of Completion and authorize the Finance Director to release a 5% retention amount to Leonida Builders, Inc. for the construction project.

Fiscal Impact:

Funding for this project has been budgeted in the FY 2024-2025, project Morada Street – CMU Block Wall Improvement Project, 5239 Morada Street (Account No. 48-80-800-45200-8247). The total project cost is $120,817.07, which is $79,182.93 less than the budgeted amount of $200,000.00. The 5% retention amount for Leonida Builders, Inc. is $5,692.19. Sufficient funding is available to pay for this amount.

Attachments:

1. NOC CMU Block Wall (2007710.1)

RECORDING REQUESTED BY: /
CITY OF IRWINDALE /
/
WHEN RECORDED MAIL TO: /
City of Irwindale /
Department of Public Works /
5050 N. Irwindale Avenue /
Irwindale, CA 91706 /
/
/
/
/

SPACE ABOVE THIS LINE FOR RECORDER'S USE

NOTICE OF COMPLETION OF PUBLIC IMPROVEMENT AND WORK

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is owner of an interest or estate in the hereinafter described real property, the nature of which interest or estate is: FEE SIMPLE

2. The full name of the owner is: CITY OF IRWINDALE.

3. The full address of the owner is: 5050 IRWINDALE AVENUE, IRWINDALE, CALIFORNIA, 91706.

4. On the 28th day of May 2025, there was completed upon the hereinafter described real property the following work: MORADA STREET – CMU BLOCK WALL IMPROVEMENT PROJECT, 5239 MORADA STREET (P-1067)

5. The name of the original contractor for the work described above was: LEONIDA BUILDERS INC.

6. The real property referred to herein is situated in the City of Irwindale, County of Los Angeles, State of California and is described as follows: 5239 MORADA STREET, IRWINDALE, CALIFORNIA, 91706

DATED: _____ , 2025

_____
Eddie Chan, Director of Engineering/Building Official
City of Irwindale

ATTEST:

_____
Deputy City Clerk

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of _____

Subscribed and sworn to (or affirmed) before me on this _____ day of _____ , 20____,

by _____,

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

(Seal) Signature _____

Item #19.F.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Approval of SB1 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Allocation for Fiscal Year 2025-2026

City Manager's Recommendation:

That the City Council (1) approve the SB1 Local Streets and Roads Program proposed project list for Fiscal Year 2025-2026 and authorize staff to submit said list to the California Transportation Commission; and (2) **adopt Resolution No. 2025-46-3634** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-2026 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017"

Administrative Action:

Submitted by:

Eddie Chan, Director of Engineering/ Building Official

Prepared by:

Luis Pimentel, Associate Engineer

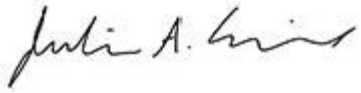
Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

In 2017, Senate Bill 1 (SB1) established a Road Maintenance and Rehabilitation Account (RMRA) to address basic road maintenance and rehabilitation of state highways and local streets and roads. Pursuant to Section 2032 of the Streets and Highways Code, a percentage of the funding from the new Road Maintenance and Rehabilitation Account will be allocated to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads.

Each city or county must submit a project list to the California Transportation Commission (CTC), pursuant to an adopted resolution, on an annual basis. SB1 also establishes annual reporting and audit requirements for RMRA expenditures.

The estimated amount of RMRA funds proposed to be received in FY 2025-26 and allocated pursuant to the City Council's adoption of the FY 2025-26 budget meeting on June 25, 2025, for our city is $40,625. The eligible uses of SB1 RMRA funds include road maintenance and rehabilitation, safety projects, bicycle and pedestrian improvements, and traffic control devices.

The proposed project to use RMRA funding for FY 2025-2026 will be the Refresh Citywide Arterial/Street Striping & Pavement Marking project is also proposed to be approved at the FY 2025-26 budget adoption meeting scheduled for June 25, 2025, which consists of the restriping of Arrow Highway, Live Oak Avenue, Irwindale Avenue, Foothill Boulevard, Rivergrade Road, Vincent Avenue, Gladstone Street, Cypress Street, Azusa Canyon Road, Los Angeles Street, Buena Vista Street, Avenida Barbosa, Bateman Avenue and Alpha Street. The useful life of these improvements is estimated to be 1 to 2 years.

Upon approval by the City Council, the project description and a copy of the adopted Resolution No. 2025-46-3634 will be submitted to the CTC as required to be eligible to receive SB1 RMRA funding for FY 2025-2026.

Fiscal Impact:

The City of Irwindale will be eligible to receive an estimated amount of $40,625 for the FY 2025-26 Refresh Citywide Arterial/Street Striping & Pavement Marking project with the adoption of the attached resolution. RMRA funds are recorded in the State Gas Tax, account 21-00-000-33360-0000.

Attachments:

1. Resolution No. 2025-46-3634

RESOLUTION NO. 2025-46-3634

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-2026 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive an estimated $40,625 in RMRA funding in Fiscal Year 2025-2026 from SB 1; and

WHEREAS, this is the 9th year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City maintain and rehabilitate 13 streets/roads, throughout the City this year with the Citywide Refreshing Striping & Pavement Markings project and similar projects in the future; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide and create a useful outcome for our constituents and commuters alike

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF IRWINDALE HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and incorporated herein by this reference.

SECTION 2. The following list of newly proposed projects will be funded in-part or solely with Fiscal Year 2025-2026 Road Maintenance and Rehabilitation Account revenues:

Project Title: Refresh Citywide Arterial/Street Striping & Pavement Marking Project
Project Description: Removal of conflicting striping and restriping of faded on non-existent striping for safety.
Project Location: Citywide (Arrow Highway, Live Oak Avenue, Irwindale Avenue, Foothill Boulevard, Rivergrade Road, Vincent Avenue, Gladstone Street, Cypress Street, Azusa Canyon Road, Los Angeles Street, Buena Vista Street, Avenida Barbosa, Bateman Avenue and Alpha Street)
Estimated Project Schedule: Start (04/26) – Completion (06/26) based on the components being funded with RMRA funds
Estimated Project Useful Life: 1-2 years

SECTION 3. The Chief Deputy City Clerk shall certify the passage and adoption of this Resolution, which shall in turn have immediate effect.

PASSED, APPROVED and **ADOPTED** this 28th day of May 2025.

_____
Larry G. Burrola, Mayor

ATTEST:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 2025-46-3634 as duly adopted by the City Council of the City of Irwindale, at a regular meeting held on the 28th day of May 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

Item #19.G.

City of IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Irwindale Business Center Sewer and Streetlight Maintenance Assessment Districts Engineer's Report and Notice of Intent to Levy

City Manager's Recommendation:

1. **Adopt Resolution No. 2025-41-3629** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE, OPERATION, AND CAPITAL REPLACEMENT OF THE CITY'S SANITATION AND SEWERAGE SYSTEMS WITHIN THE SEWER MAINTENANCE DISTRICT LOCATED WITHIN THE IRWINDALE BUSINESS CENTER; DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE SEWER MAINTENANCE DISTRICT FOR FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS."

2. **Adopt Resolution No. 2025-40-3628** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE OF STREET LIGHTING LOCATED WITHIN THE STREET LIGHTING MAINTENANCE DISTRICT (THE IRWINDALE BUSINESS CENTER); DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE STREET LIGHTING MAINTENANCE DISTRICT FOR THE FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS."

3. Set the Public Hearing for June 11, 2025, to consider setting assessments for the two above-mentioned Assessment Districts.

Administrative Action:

Submitted by:

Kambiz Borhani, Finance Director / City Treasurer

Prepared by:

Jeanette Duran, Finance Manager

Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager

Background and Analysis:

On or about June 28, 2001, in the Fiscal Year 2001-2002, the City Council of the City of Irwindale ("City Council") adopted the Sewer Maintenance District (Irwindale Business Center) and established a sewer maintenance charge for the Sewer Maintenance District for the manner of levying such charge and maximum amounts to be charged for the fiscal year pursuant to the Improvement Act of 1911 (Streets & Highways Code § 5000 et seq.) (“Act”);

Furthermore, in Fiscal Year 2001-2002, the City of Irwindale (“City”) formed the Street Lighting Maintenance District (Irwindale Business Center) Resolution Number 2001-42-1762, to generate revenue and finance the cost of providing maintenance for the existing public street lighting system within the Irwindale Business Center. The Irwindale Business Center is a 116-acre private industrial development and the improvements to be maintained within the Street Lighting Maintenance District are appurtenant thereto within and benefiting all assessable parcels of land within the Street Lighting Maintenance District.

In order to maintain the Sewer Assessment District and the Street Lighting Assessment District, both located within the Irwindale Business Center, (each, “Assessment District” and collectively, “Assessment Districts”) and to establish the charge rate for the Fiscal Year 2025–2026 assessments, the City retained a professional engineering consulting firm for the preparation of the Engineer's Report for each Assessment District. The Engineer's Report for the Irwindale Business Center Sanitation and Sewage System is prepared in accordance with the methodology stated in Section 5473 of the Health and Safety Code. The Engineer's Report for the Irwindale Business Center Street Lighting Maintenance District is prepared in accordance with the methodology stated in Article 4, Chapter 1, Part 2, Division

15 of the Streets and Highways Code, beginning with section 22565 et seq.

1. The proposed assessments will defray the City's costs in the administration of the Assessment Districts. The property owners will have an opportunity to address the City Council concerning the assessment district during the public hearing scheduled to be held during the virtual City Council Meeting on July 23, 2025. Following the completion of the public hearing, the City Council will vote on the property assessments for the street lighting and sewer maintenance charges for Fiscal Year 2025-2026 and instruct the County Assessor's office for the collection of tax bills.

2. Copies of the two draft Engineer's Reports are included with the Resolution for each Assessment District.

a. The Sewer Maintenance District anticipated assessment levy is $1,608.62 per Benefit Unit for Fiscal Year 2025-2026, which is based on the estimated cost of operations, maintenance, and future lift station replacement for that year.
b. The Street Lighting Maintenance District assessment to be levied is based upon each parcel within the boundaries of the District and the assessment was based solely on the benefit received from the streetlight maintenance. The Assessment per Benefit Unit is $155.33.

Fiscal Impact:

All costs for the maintenance and administration of the two Assessment Districts are budgeted and accounted for in the City's Irwindale Business Center Assessment District Funds 44 and 45. There is no impact to General Fund expenditures, and there is nominal revenue reimbursed to the General Fund as administrative overhead for staff time allocated to the two assessment districts.

Attachments:

1. Resolution No. 2025-41-3629 - SMD
2. Exhibit A - SMD FY 2025-26 Engineer's Report
3. Resolution No. 2025-40-3628 - SLMD
4. Exhibit B - SLMD FY 2025-26 Engineer's Report

RESOLUTION NO. 2025-41-3629

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE, OPERATION, AND CAPITAL REPLACEMENT OF THE CITY'S SANITATION AND SEWERAGE SYSTEMS WITHIN THE SEWER MAINTENANCE DISTRICT LOCATED WITHIN THE IRWINDALE BUSINESS CENTER; DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE SEWER MAINTENANCE DISTRICT FOR FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS

WHEREAS, on or about June 28, 2001, in the Fiscal Year 2001-2002, the City Council of the City of Irwindale ("City Council") adopted the Sewer Maintenance District (“District”) and established a sewer maintenance charge for the District for the manner of levying such charge and maximum amounts to be charged for the fiscal year pursuant to the Improvement Act of 1911 (Streets & Highways Code § 5000 et seq.) (“Act”); and

WHEREAS, pursuant to Government Code sections 53750 et seq. (Proposition 218), in adopting the sewer and maintenance charge for the Fiscal Year 2001-2002, the City complied with the notice, protest, and hearing requirements; and

WHEREAS, the City has requested Willdan Financial Services to prepare and file with the City Clerk an Engineer’s Report establishing Fiscal Year 2025-2026 assessments for the District (“Engineer’s Report”); and

WHEREAS, an Engineer's Report entitled “Sewer Maintenance District (Irwindale Business Center), 2025/2026 Engineer’s Annual Levy Report”, made part hereof as Exhibit A, has been prepared and filed with the City Clerk and all interested persons are referred to the Engineer's Report for a full and detailed description of the sewer fees and charges (collectively "Sewer Maintenance Charge") and boundaries thereof, the work and the proposed amount and parcels within the boundaries subject to such the Sewer Maintenance District; and

WHEREAS, the Engineer's Report included in this resolution has been presented to the City Council; and

WHEREAS, the Engineer's Report does not provide any increase in the assessment methodology or any formula or range of assessments which will increase the assessments, rather the assessment for Fiscal Year 2025-2026 is proposed to increase based on the methodology approved by the City Council for the Fiscal Year 2001-2002 and as such, under Government Code section 53753.5, the City need not further comply with the notice, protest and hearing requirements of section 53753; and

WHEREAS, pursuant to Government Code Section 53753.5, a public agency that has complied with the notice, protest, and hearing requirements of Section 53753 in

establishing an assessment, need not follow those requirements in subsequent fiscal years where the assessment methodology is not changed to increase the assessment or the amount of the assessment proposed does not exceed an assessment formula or range of assessments adopted in accordance with Government Code Section 53750 et. seq. (Proposition 218); and

WHEREAS, the City Council has duly examined, inspected and considered each and every part of the Engineer's Report and is satisfied that the assessments have been spread in accordance with the benefits received from the services as set forth in the Engineer's Report; and

WHEREAS, the adoption of this Resolution, among other things, is required in order to levy the proposed assessments for Fiscal Year 2025-2026 for the District.

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

SECTION 1. The above recitals are true and correct.

SECTION 2. The City Council hereby finds that each and every part of the Engineer's Report is sufficient, and the City Council hereby approves, passes on and adopts the Engineer's Report as submitted to the City Council and filed with the Deputy City Clerk. The report as may be amended at or prior to the public hearing shall stand as the Engineer's Report for the purposes of all subsequent proceedings pursuant to this Resolution.

SECTION 3. The public interest and convenience require, and it is the intention of the City Council to levy and collect assessments within the District ("Sewer Maintenance District"), generally described as including, but not limited to, maintenance of the sanitation and sewerage system appurtenant thereto within and benefiting assessable parcels of land within the District.

SECTION 4. The District shall provide for the installation, construction or maintenance of any authorized improvements under the Act, including, but not limited to, sanitation and sewerage systems and facilities which are appurtenant thereto. Reference is made to the Engineer's Report on file in the office of the Deputy City Clerk for a more detailed description of the work to be done, the amount of the proposed assessments and the method of assessment.

SECTION 5. The City of Irwindale provides sewer services to the properties described in the Engineer's Report and the City will incur expenses for operation and maintenance of the sanitation and sewerage system. The City Council does hereby determine that the public interest, convenience and necessity require that the Sewer Maintenance Charge, as proposed, be imposed upon all real properties located within the

District and be collected by placing the same on the tax bills issued pursuant to rolls for collection. Passage of this Resolution shall constitute the imposition of the Sewer Maintenance Charge for the fiscal year referred to in the Engineer's Report.

SECTION 6. Time and Place of Public Hearing. NOTICE IS HEREBY GIVEN THAT ON THE 11th DAY OF JUNE 2025, AT THE HOUR OF 6:00 PM, OR AS SOON THEREAFTER AS THE MATTER MAY BE HEARD, IN THE COUNCIL CHAMBERS OF THE CITY COUNCIL IN THE CITY HALL, AT 5050 N. IRWINDALE AVENUE, IRWINDALE, CALIFORNIA, ANY AND ALL PERSONS SHALL BE AFFORDED THE OPPORTUNITY TO HEAR AND BE HEARD, AND THE CITY COUNCIL SHALL CONSIDER ALL ORAL STATEMENTS AND WRITTEN PROTESTS MADE OR FILED BY ANY INTERESTED PERSON REGARDING THE WORK PROPOSED TO BE DONE OR CARRIED OUT, OR WHY SAID ASSESSMENTS SHOULD NOT BE LEVIED IN ACCORDANCE WITH THIS RESOLUTION OF INTENTION. WRITTEN PROTESTS MUST BE FILED WITH THE DEPUTY CITY CLERK PRIOR AT THE CONCLUSION OF THE PUBLIC HEARING.

The Chief Deputy City Clerk is hereby directed to give notice of such public hearing by causing this resolution to be published and posted at least ten (10) days prior to the date set for public hearing.

SECTION 7. The Chief Deputy City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED, this 28th day of May 2025.

_____
Larry G. Burrola, Mayor

ATTEST:

_____
Laura M. Nieto, CMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. Resolution No. 2025-41-3629 was adopted at a regular meeting of the City Council of the City of Irwindale held on May 28th, 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, CMC
Chief Deputy City Clerk

City of Irwindale

Sewer Maintenance District (Irwindale Business Center)

2025/2026 Engineer's Annual Levy Report

Intent Meeting: May 28, 2025
Public Hearing: June 11, 2025

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ENGINEER'S REPORT AFFIDAVIT
Establishment of Sewer Maintenance District for the:

Irwindale Business Center

City of Irwindale
Los Angeles County, State of California

This Report identifies the parcels within the District, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Los Angeles County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this _____ day of _____, 2025.

Willdan Financial Services
Assessment Engineer
On Behalf of the City of Irwindale

By:_____
Chonney Gano
Project Manager, District Administration Services

By:_____
Tyrone Peter
P. E. # C 81888

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached was filed with me on the _____day of_____, 2025.

By:_____
City Clerk, City of Irwindale
Los Angeles County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached was approved and confirmed by the City Council of the City of Irwindale, California, on the _____day of_____, 2025.

By:_____
City Clerk, City of Irwindale
Los Angeles County, California

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I. Introduction

To establish a revenue source based on benefit to property for funding the maintenance of public sewer facilities in the 116-acre private development, Irwindale Business Center, the City Council directed the City Engineer to facilitate the formation of the Sewer Maintenance District (Irwindale Business Center) (the “District”) under the Health and Safety Code (“H&SC”), Sections 5470 et. seq., entitled "Sanitation and Sewerage Systems" which provides a method for collecting funds for the maintenance of sewer facilities on the property tax bills. The funding supported the maintenance of a sewer system and a lift station and the future replacement of the lift station (estimated for the year 2026) in the area known as the Irwindale Business Center.

In Fiscal Year 2001/2002, the City Council of the City of Irwindale (the “City”) established the Sewer Maintenance District (Irwindale Business Center). The noticing and balloting requirements and other applicable provisions of Article XIIID of the California State Constitution were followed with respect to the formation of the Sewer Charge. It was determined that the sewer maintenance charge was a property-related charge and should be levied upon each parcel within the boundaries of the Irwindale Business Center. A maximum charge rate of $829.38 per benefit unit (“BU”) was established for Fiscal Year 2001/2002.

The rate imposed each year will be based on the estimated cost of operations, maintenance, and future lift station replacement for that year. For any year in which all other rates imposed under the Sewer Charge are adjusted by the change in the Consumer Price Index (“CPI”), the maximum rate will also be adjusted by the CPI.

Section 5473 of the H&SC requires this Engineer's Report (“Report”) to be prepared and filed with the City Clerk each year for the purpose of establishing the charge rate. The charge rate for Fiscal Year 2025/2026 is presented herein in accordance with the methodology as set forth below.

Following approval of this Report, the City Council will hold a public hearing to provide an opportunity for any interested person to be heard. At the conclusion of the public hearing, the City Council may adopt a resolution confirming the levy of the charge as proposed or as modified.

II. Description of the Improvements

The City's existing sewer system facilities in the Irwindale Business Center include approximately 7,500 L.F. of 8" to 12" VCP gravity public sewer main and a sewer lift station, (3'-6" X 14", 1400 GPM, 75 HP dry well pumps and a 12,000 gallon wet well) built to capacity for the project.

III. Estimate of Cost

The cost of operation, maintenance, servicing of the improvements and the replacement of the lift station for Fiscal Year 2025/2026, as described above, are summarized herein and described as below.

SEWER MAINTENANCE COST ESTIMATE FOR FISCAL YEAR 2025/2026	
Beginning Fund Balances (07/01/2025)	
Lift Station Replacement Fund Balance	$338,474
Total Beginning Fund Balances	**$338,474**
Budget Items	
Annual Maintenance Cost (Sewer)	$14,110
Annual Maintenance Cost (Lift Station)	10,000
City Administration	23,380
District Administration	2,269
Public Notice Publication	620
Legal Fees	170
LA County Assessor's – Admin Fee	56
Maintenance & Administration Costs	**$50,605**
Replace Lift Station / Bypass System(1)	$127,272
Balance to Levy (2)	**$177,876**
Total BU	110.58
Levy per BU FY 2025/2026	$1,608.62
Max Rate per BU FY 2025/2026	$1,608.6230
Estimated Ending Fund Balances (06/30/2026)	
Lift Station Replacement Fund Balance (1)	$465,745
Total Ending Fund Balances	**$465,745**

(1) Annual cost for the replacement of the lift station at the end of its useful life estimated to occur in the year 2016. This cost was estimated to be $750,000 in 2000. Due to increased equipment, material, and labor costs in 2007 the Los Angeles County Maintenance Division recommended a 30% increase to this estimate to a cost of replacement of $975,000. In addition, in 2014 the Los Angeles County Maintenance Division recommended construction of a bypass system to allow for continuous operation while routine maintenance continues to be performed on the gravity sewer main. Furthermore, the replacement of the station sewer piping shall use stainless steel pipes instead of ductile iron pipes. This increased the cost from $975,000 to $1,325,000. The replacement of the gravity sewer main was scheduled to begin in Fiscal Year 2014/2015 and was estimated to be completed in 2-3 years. As such, the total amount to collect became $1,325,000 - $825,000 (Collected through Fiscal Year 2013/2014) = $500,000 over the next 6 years starting Fiscal Year 2014/2015. Annual charge starting Fiscal Year 2014/2015 = $500,000/6 years = $83,333.33 per year. However, the City unexpectedly did emergency repair and replacement in Fiscal Year 2014/2015, as explained below, which depleted the funds. The City will continue to collect toward the Lift Station replacement to the maximum capacity allowed in order to replenish the fund.

(2) The net amount to be assessed upon assessable lands within the District being the total operating, maintaining, and servicing costs. Actual levy to the Los Angeles County will vary due to rounding.

IV. Method of Apportionment and Rate Calculator

The land use for all of the parcels within the boundaries of the Sewer Maintenance District area as the area fully develops will be industrial. It has been determined that the sewer maintenance charge is a property related charge, and that a charge based on parcel acreage is a reasonable method for apportioning the maintenance costs. The special benefit will be expressed as a Benefit Unit ("BU"). For every parcel one benefit unit (1.00 BU) will be assigned per acre.

- Developed and undeveloped parcels will be assessed one (1) benefit unit per acre.

- Exempt from the assessment would be the areas of public streets, public easements and rights-of-ways. Also exempt from assessment would be utility rights-of-way, common areas, and sliver parcels not developable, as these parcels do not benefit from the improvements.

The sewer lift station located on parcel 8417-036-900, the storm water detention basin on parcel 8417-027-094 which later became parcel 8417-027-908 and the utility easement to Valley County Water District on parcel 8417-035-900 do not benefit from the sewer system, and are exempt from the maintenance charge.

Southern California Edison has purchased parcel 8417-036-002 which became 8417-036-800. This parcel is not exempt from the Sewer Maintenance District and is assessed as parcel 9014-800-001 (State Board of Equalization assigned parcel number or "SBE").

	Parcels	Acreage	Benefit Units
Developed and Undeveloped	23	110.58	110.58
Exempt	3	0.00	0.00
Total	**26**	**110.58**	**110.58**

The Fiscal Year 2025/2026 Sewer Maintenance District rate is calculated as follows:

The Maximum Allowable Assessment rate for Fiscal Year 2025/2026 is $1,608.6230. The rate is calculated by adjusting the maximum rate established for Fiscal Year 2001/02 of $829.38 per BU by the Consumer Price Index ("CPI") for All Items, All Urban Consumers for the Los Angeles-Long Beach-Anaheim, Area for the prior year (CPI April 2024 = 332.572, CPI April 2025 = 342.565, increase of 93.978% cumulatively).

Sewer Maintenance Total Costs: $177,876

Sewer Maintenance District Rate Fiscal Year 2025/2026:

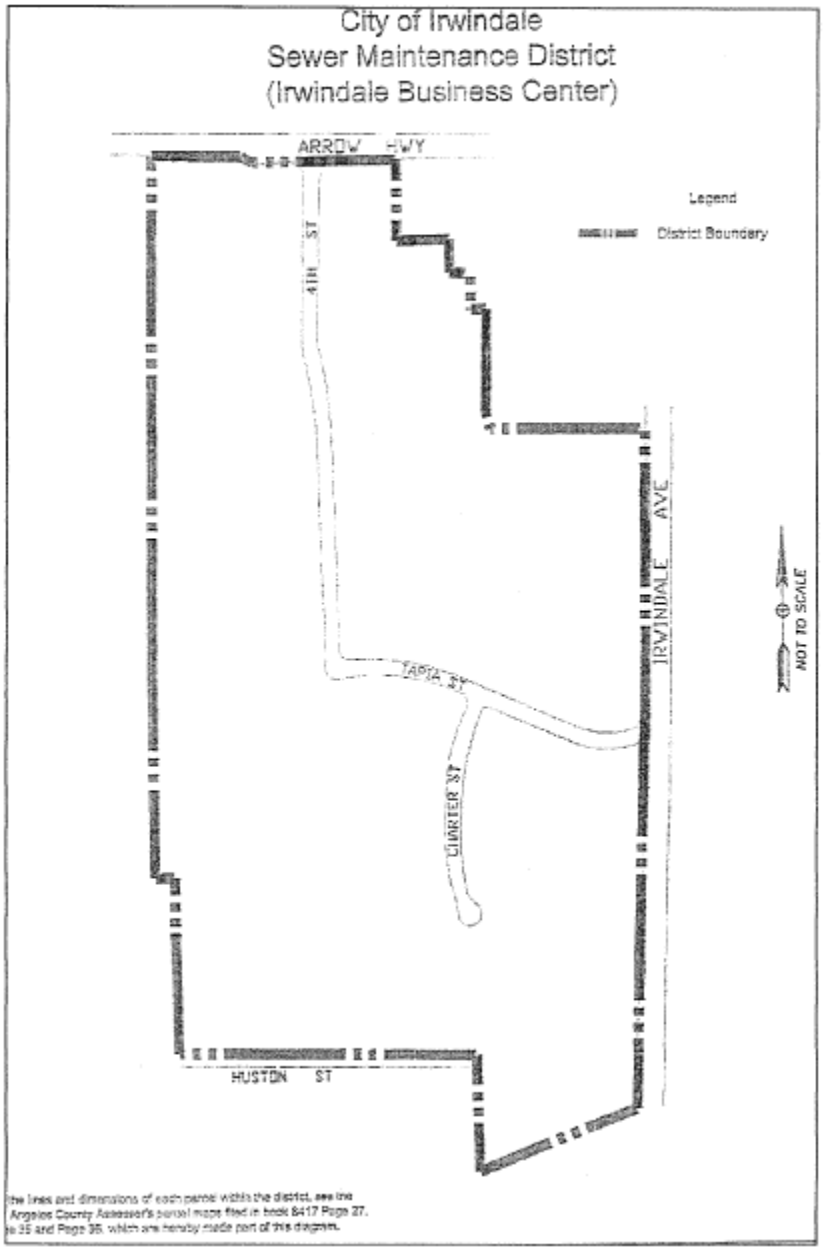
$177,876.38 ÷ 110.58 Total BU = $1,608.62/BU

Maximum Sewer Maintenance District Rate: $1,608.6230/BU

This maximum rate reflects the April 2024 to April 2025 CPI increase of 3.00% over last year's maximum rate of $1,561.6977.

V. District Assessment Diagram

The lines and dimensions of each lot or parcel within the Sewer Maintenance District are those lines and dimensions shown on the maps of the Assessor of the County of Los Angeles, and are incorporated by reference herein and made part of this Report.



VI. 2025/2026 Assessment Roll

The proposed Fiscal Year 2025/2026 charges apportioned to each parcel, as shown on the latest roll of the Assessor's Office, are below. The description of each lot or parcel is part of the records of the Assessor of the County of Los Angeles and these records are by reference made part of this Report.

City of Irwindale
Sewer Maintenance District (Irwindale Business Center)
Fiscal Year 2025/2026 Preliminary Assessment Roll

Assessor's Parcel Number	Situs	Address	Taxable Acreage	Benefit Unit Factor	EBU	Charge
8417-027-088	4775	IRWINDALE AVE	5.41	1.00	5.41	$8,702.63
8417-027-089	15800	TAPIA ST	3.87	1.00	3.87	6,225.36
8417-027-090	4821	CHARTER ST	6.49	1.00	6.49	10,439.94
8417-027-091	4889	4TH ST	10.73	1.00	10.73	17,260.49
8417-027-092	4821	4TH ST	3.03	1.00	3.03	4,874.12
8417-027-093	4818	4TH ST	4.77	1.00	4.77	7,673.12
8417-035-006	5091	4TH ST	15.01	1.00	15.01	24,145.39
8417-035-007	4981	4TH ST	8.03	1.00	8.03	12,917.22
8417-035-008	4982	4TH ST	2.02	1.00	2.02	3,249.41
8417-035-009	5012	4TH ST	2.14	1.00	2.14	3,442.45
8417-035-010	5082	4TH ST	5.82	1.00	5.82	9,362.17
8417-035-011	5086	4TH ST	4.66	1.00	4.66	7,496.17
8417-035-012	15751	TAPIA ST	4.17	1.00	4.17	6,707.95
8417-035-013	15761	TAPIA ST	8.68	1.00	8.68	13,962.82
8417-035-014	5027	IRWINDALE AVE	1.79	1.00	1.79	2,879.43
8417-035-015	4981	IRWINDALE AVE	1.98	1.00	1.98	3,185.07
8417-035-024	15662	ARROW HWY	0.72	1.00	0.72	1,150.16
8417-035-028	15700	ARROW HWY	1.18	1.00	1.18	1,898.17
8417-035-029	15716	ARROW HWY	0.46	1.00	0.46	738.36
8417-035-034	15612	ARROW HWY	0.50	0.00	0.50	804.31
8417-035-035	15642	ARROW HWY	2.22	0.00	2.22	3,577.57
8417-036-001	4781	IRWINDALE AVE	9.92	1.00	9.92	15,960.73
8417-036-800[1]	4777	IRWINDALE AVE	6.98	1.00	6.98	11,223.34
Total:			**110.58**		**110.58**	**$177,876.38**
Parcel Count:						**23**

[1] Assessment for Southern California Edison's parcel was submitted under the company's SBE account 9014-800-001

RESOLUTION NO. 2025-41-3629

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN ENGINEER'S REPORT FOR FISCAL YEAR 2025-2026 FOR MAINTENANCE, OPERATION, AND CAPITAL REPLACEMENT OF THE CITY'S SANITATION AND SEWERAGE SYSTEMS WITHIN THE SEWER MAINTENANCE DISTRICT LOCATED WITHIN THE IRWINDALE BUSINESS CENTER; DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN THE SEWER MAINTENANCE DISTRICT FOR FISCAL YEAR 2025-2026; AND GIVING NOTICE OF A DAY AND TIME FOR A VIRTUAL PUBLIC HEARING ON THE LEVY OF THE PROPOSED ASSESSMENTS

WHEREAS, on or about June 28, 2001, in the Fiscal Year 2001-2002, the City Council of the City of Irwindale ("City Council") adopted the Sewer Maintenance District (“District”) and established a sewer maintenance charge for the District for the manner of levying such charge and maximum amounts to be charged for the fiscal year pursuant to the Improvement Act of 1911 (Streets & Highways Code § 5000 et seq.) (“Act”); and

WHEREAS, pursuant to Government Code sections 53750 et seq. (Proposition 218), in adopting the sewer and maintenance charge for the Fiscal Year 2001-2002, the City complied with the notice, protest, and hearing requirements; and

WHEREAS, the City has requested Willdan Financial Services to prepare and file with the City Clerk an Engineer’s Report establishing Fiscal Year 2025-2026 assessments for the District (“Engineer’s Report”); and

WHEREAS, an Engineer's Report entitled “Sewer Maintenance District (Irwindale Business Center), 2025/2026 Engineer’s Annual Levy Report”, made part hereof as Exhibit A, has been prepared and filed with the City Clerk and all interested persons are referred to the Engineer's Report for a full and detailed description of the sewer fees and charges (collectively "Sewer Maintenance Charge") and boundaries thereof, the work and the proposed amount and parcels within the boundaries subject to such the Sewer Maintenance District; and

WHEREAS, the Engineer's Report included in this resolution has been presented to the City Council; and

WHEREAS, the Engineer's Report does not provide any increase in the assessment methodology or any formula or range of assessments which will increase the assessments, rather the assessment for Fiscal Year 2025-2026 is proposed to increase based on the methodology approved by the City Council for the Fiscal Year 2001-2002 and as such, under Government Code section 53753.5, the City need not further comply with the notice, protest and hearing requirements of section 53753; and

WHEREAS, pursuant to Government Code Section 53753.5, a public agency that has complied with the notice, protest, and hearing requirements of Section 53753 in

establishing an assessment, need not follow those requirements in subsequent fiscal years where the assessment methodology is not changed to increase the assessment or the amount of the assessment proposed does not exceed an assessment formula or range of assessments adopted in accordance with Government Code Section 53750 et. seq. (Proposition 218); and

WHEREAS, the City Council has duly examined, inspected and considered each and every part of the Engineer's Report and is satisfied that the assessments have been spread in accordance with the benefits received from the services as set forth in the Engineer's Report; and

WHEREAS, the adoption of this Resolution, among other things, is required in order to levy the proposed assessments for Fiscal Year 2025-2026 for the District.

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

SECTION 1. The above recitals are true and correct.

SECTION 2. The City Council hereby finds that each and every part of the Engineer's Report is sufficient, and the City Council hereby approves, passes on and adopts the Engineer's Report as submitted to the City Council and filed with the Deputy City Clerk. The report as may be amended at or prior to the public hearing shall stand as the Engineer's Report for the purposes of all subsequent proceedings pursuant to this Resolution.

SECTION 3. The public interest and convenience require, and it is the intention of the City Council to levy and collect assessments within the District ("Sewer Maintenance District"), generally described as including, but not limited to, maintenance of the sanitation and sewerage system appurtenant thereto within and benefiting assessable parcels of land within the District.

SECTION 4. The District shall provide for the installation, construction or maintenance of any authorized improvements under the Act, including, but not limited to, sanitation and sewerage systems and facilities which are appurtenant thereto. Reference is made to the Engineer's Report on file in the office of the Deputy City Clerk for a more detailed description of the work to be done, the amount of the proposed assessments and the method of assessment.

SECTION 5. The City of Irwindale provides sewer services to the properties described in the Engineer's Report and the City will incur expenses for operation and maintenance of the sanitation and sewerage system. The City Council does hereby determine that the public interest, convenience and necessity require that the Sewer Maintenance Charge, as proposed, be imposed upon all real properties located within the

District and be collected by placing the same on the tax bills issued pursuant to rolls for collection. Passage of this Resolution shall constitute the imposition of the Sewer Maintenance Charge for the fiscal year referred to in the Engineer's Report.

SECTION 6. Time and Place of Public Hearing. NOTICE IS HEREBY GIVEN THAT ON THE 11th DAY OF JUNE 2025, AT THE HOUR OF 6:00 PM, OR AS SOON THEREAFTER AS THE MATTER MAY BE HEARD, IN THE COUNCIL CHAMBERS OF THE CITY COUNCIL IN THE CITY HALL, AT 5050 N. IRWINDALE AVENUE, IRWINDALE, CALIFORNIA, ANY AND ALL PERSONS SHALL BE AFFORDED THE OPPORTUNITY TO HEAR AND BE HEARD, AND THE CITY COUNCIL SHALL CONSIDER ALL ORAL STATEMENTS AND WRITTEN PROTESTS MADE OR FILED BY ANY INTERESTED PERSON REGARDING THE WORK PROPOSED TO BE DONE OR CARRIED OUT, OR WHY SAID ASSESSMENTS SHOULD NOT BE LEVIED IN ACCORDANCE WITH THIS RESOLUTION OF INTENTION. WRITTEN PROTESTS MUST BE FILED WITH THE DEPUTY CITY CLERK PRIOR AT THE CONCLUSION OF THE PUBLIC HEARING.

The Chief Deputy City Clerk is hereby directed to give notice of such public hearing by causing this resolution to be published and posted at least ten (10) days prior to the date set for public hearing.

SECTION 7. The Chief Deputy City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED, this 28th day of May 2025.

_____
Larry G. Burrola, Mayor

ATTEST:

_____
Laura M. Nieto, CMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. Resolution No. 2025-41-3629 was adopted at a regular meeting of the City Council of the City of Irwindale held on May 28th, 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, CMC
Chief Deputy City Clerk

City of Irwindale

Street Lighting Maintenance District (Irwindale Business Center)

2025/2026 Engineer's Annual Levy Report

Intent Meeting: May 28, 2025
Public Hearing: June 11, 2025

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ENGINEER'S REPORT AFFIDAVIT
Establishment of Annual Assessments for the:

Street Lighting Maintenance District
(Irwindale Business Center)

City of Irwindale
Los Angeles County, State of California

This Report describes the Street Lighting Maintenance District including the improvements, budget, parcels, and assessments to be levied for Fiscal Year 2025/2026, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Los Angeles County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this _____ day of _____, 2025.

Willdan Financial Services
Assessment Engineer
On Behalf of the City of Irwindale

By:_____
Chonney Gano
Project Manager, District Administration Services

By:_____
Tyrone Peter
P. E. # C 81888

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached was filed with me on the _____day of_____, 2025.

By:_____
City Clerk, City of Irwindale
Los Angeles County, California

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached was approved and confirmed by the City Council of the City of Irwindale, California, on the _____day of_____, 2025.

By:_____
City Clerk, City of Irwindale
Los Angeles County, California

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I. Introduction

This Engineer's Report ("Report") has been prepared pursuant to and in compliance with the requirements of Article 4, Chapter 1, of the Landscaping and Lighting Act of 1972 (the "1972 Act") which is Part 2, Division 15 of the California Streets and Highways Code and Article XIIID of the Constitution of the State of California ("Article XIIID"), in Fiscal Year 2001/2002, the City of Irwindale ("City") formed the Street Lighting Maintenance District (Irwindale Business Center) ("District") to generate revenue and finance the cost of providing maintenance for the existing public street lighting system within the Irwindale Business Center. The Irwindale Business Center is a 116-acre private industrial development and the improvements to be maintained within the District are appurtenant thereto within and benefiting all assessable parcels of land within the District.

Noticing and balloting requirements and other applicable provisions of Article XIIID were followed with respect to the formation of the District. The assessment to be levied upon each parcel within the boundaries of the District and the assessment was based solely on the benefit received from street light maintenance. A maximum assessment rate of $97.29 per Benefit Unit ("BU") was established for Fiscal Year 2001/2002. For any year in which all other rates imposed under the District are adjusted by the change in the Consumer Price Index, the maximum rate will also be adjusted by the Consumer Price Index.

II. Facilities Maintained by the District

A) Street Lighting

The public street lighting system within the proposed District boundaries is owned by the Southern California Edison Company and currently consists of 22 lights, as shown below:

No. of Lights	Size in Lumens	Type of Light
22	16,000	High Pressure Sodium Vapor Lamps

III. Plans and Specifications

A) Improvements Authorized by the 1972 Act

As applicable or may be applicable to this proposed District, the 1972 Act defines improvements to mean one or any combination of the following:

- The installation or planting of landscaping.
- The installation or construction of statuary, fountains, and other ornamental structures and facilities.

- The installation or construction of public lighting facilities.
- The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof, including, but not limited to, grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities.
- The maintenance or servicing, or both, of any of the foregoing.
- The acquisition of any existing improvement otherwise authorized pursuant to this section.

Incidental expenses associated with the improvements including, but not limited to:

- The cost of preparation of the Report, including plans, specifications, estimates, diagram, and assessment;
- The costs of printing, advertising, and the publishing, posting and mailing of notices;
- Compensation payable to the County for collection of assessments;
- Compensation of any engineer or attorney employed to render services;
- Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements;
- Any expenses incidental to the issuance of bonds or notes pursuant to Section 22662.5;
- Costs associated with any elections held for the approval of a new or increased assessment.

The 1972 Act defines "Maintain" or "Maintenance" to mean furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement, including:

- Repair, removal, or replacement of all or any part of any improvement.
- Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.
- The removal of trimmings, rubbish, debris, and other solid waste.
- The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

The improvements are the operation, maintenance, rehabilitation and servicing of lighting and appurtenant facilities. The facilities and improvements are described as follows:

B) Lighting and Appurtenant Facilities

Street lighting improvements include but are not limited to: poles, fixtures, bulbs, conduits, and conductors, equipment including guys, anchors, posts and pedestals, metering devices, and appurtenant facilities as required to provide safety lighting and traffic signals in public rights-of-way and dedicated easements within the boundaries of the District.

The public lighting system will be maintained to provide adequate illumination. Power for street lights will be furnished by the Southern California Edison Company, or such agency as determined by the City.

C) Operation

Operation includes, but is not limited to, the furnishing of personnel, electrical energy, materials, contracting services, administration, and other items and functions necessary for the satisfactory operation of the public lighting facilities and appurtenant facilities.

D) Maintenance

Maintenance means the furnishing of services and materials for the ordinary and usual operation, maintenance and servicing of the public lighting facilities and appurtenant facilities.

E) Rehabilitation

Rehabilitation means the repair, removal or replacement of all or part of any of the public lighting facilities or appurtenant facilities as required for their intended function.

F) Servicing

Servicing means the maintenance of any of the public lighting facilities or appurtenant facilities, and the furnishing of electric current or energy, gas or other illuminating agent for the public lighting facilities or appurtenant facilities.

The plans and specifications for the improvements are on file in the office of the City Engineer and are by reference herein made a part of this Report.

IV. Estimate of Cost

The cost of the operation, maintenance, rehabilitation, and servicing of the improvements for Fiscal Year 2025/2026, as described in Part III, are summarized herein and described below the table.

STREET LIGHTING MAINTENANCE COST ESTIMATE FOR FY 2025/2026	
REVENUE	
Beginning Fund Balance (7/01/2025) (1)	$24,916
Assessments (FY 2025/2026) (2)	17,165
Total Revenue	**$42,081**
EXPENDITURES (3)	
Utilities	
22 Street Lights (16,000 lumens)	
High Pressure Sodium Vapor Lamps	$3,550
Energy Charge Per Lamp	1,250
City Administration	9,250
District Administration	2,269
Legal Fees	190
LA County Assessor's – Admin Fee	56
Public Notice Publication	600
Total Expenditures	**$17,165**
Estimated Fund Balance (6/30/2026)	**$24,916**
Assessment per Benefit Unit	**$155.33**
Maximum Assessment per Benefit Unit	**$188.6987**
Max Rate Per BU FY 2025/2026	**$188.6987**
Levy per BU FY 2025/2026	**$155.33**
BU	**110.51**

Revenues

(1) The amount of any surplus or deficit in the improvement fund to be carried over from a previous Fiscal Year.

(2) The net amount to be assessed upon assessable lands within the District being the total operation, maintenance, and servicing costs. Actual levy to the County of Los Angeles will vary slightly due to rounding.

Expenditures

(3) The total costs for improvements to be made for the year, being the total costs of operation, maintenance, and servicing all existing improvements, including all incidental expenses.

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V. Method of Apportionment of Assessment

A) General

Part 2 of Division 15 of the Streets and Highways Code, the Landscaping and Lighting Act of 1972, permits the establishment of assessment districts by cities for the purpose of providing certain public improvements which include operation, maintenance, rehabilitation, and servicing of street lights.

The 1972 Act requires that maintenance assessments be levied according to benefit rather than according to assessed value. Section 22573 provides that:

"*The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements*."

In addition, Article XIIID requires that a parcel's assessment may not exceed the reasonable cost of the proportional special benefit conferred on that parcel. Article XIIID provides that only special benefits are assessable and the City must separate the general benefits from the special benefits.

B) Proposition 218 Benefit Analysis

In conjunction with the provisions of the 1972 Act, Article XIIID addresses several key criteria for the levy of assessments, notably:

Article XIIID Section 2(d) defines District as follows:

"District means an area determined by an agency to contain all parcels which will receive a special benefit from a proposed public improvement or property-related service";

Article XIIID Section 2(i) defines Special benefit as follows:

"Special benefit" means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute "special benefit."

Article XIIID Section 4(a) defines proportional special benefit assessments as follows:

"An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be

imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel."

This District was formed to establish and provide for the improvements that enhance the presentation of the surrounding properties and developments. These improvements will directly benefit the parcels to be assessed within the District. The assessments and method of apportionment is based on the premise that the assessments will be used to construct and install landscape and lighting improvements within the existing District as well as provide for the annual maintenance of those improvements, and the assessment revenues generated by District will be used solely for such purposes.

The costs of the proposed improvements have been identified and allocated to properties within the District based on special benefit. The improvements to be provided by this District and for which properties will be assessed have been identified as an essential component and local amenity that provides a direct reflection and extension of the properties within the District which the property owners and residents have expressed a high level of support.

The method of apportionment (method of assessment) set forth in the Report is based on the premise that each assessed property receives special benefits from the landscape and lighting improvements within the District, and the assessment obligation for each parcel reflects that parcel's proportional special benefits as compared to other properties that receive special benefits.

To identify and determine the proportional special benefit to each parcel within the District, it is necessary to consider the entire scope of the improvements provided as well as the properties that benefit from those improvements. The improvements and the associated costs described in this Report, have been carefully reviewed and have been identified and allocated based on a benefit rationale and calculations that proportionally allocate the net cost of only those improvements determined to be of special benefit to properties within the District. The various public improvements and the associated costs have been identified as either "general benefit" (not assessed) or "special benefit".

C) Apportionment by Parcel Size

Acreage has been selected as the principal unit for calculating the special benefit conferred upon the parcels by the street lighting improvements and for apportioning the total assessment. The special benefit will be expressed as Benefit Unit (BU). Every parcel will be assigned one benefit unit (1.0 BU) per acre.

- **All developed and undeveloped parcels.** All parcels will be assessed one (1) benefit unit per acre.

- **Exempt.** Exempt from the assessment would be the areas of public streets, public easements and rights-of-ways. Also exempt from assessment would be utility rights-of-way, common areas, and sliver parcels not developable, as these parcels do not benefit from the improvements. The storm water detention basin on parcel 8417-027-094, which became 8417-027-908 and the utility easement to Valley County Water District on parcel 8417-035-900 do not benefit from the lighting system and are exempt from the lighting assessment.

  Southern California Edison has purchased parcel 8417-036-002, which became 8417-036-800. This parcel is not exempt from the lighting assessment and is assessed as State Board of Equalization ("SBE") parcel 9014-800-001.

  The sewer lift station located on parcel 8417-036-900 benefits: therefore, it is not exempt and is included in the lighting assessment.

  A summary of Benefit Unit (BU) rates is shown in the table below:

Land-Use Category	Basic Unit		BU Factor		BU Rates
Exempt	0 acres	X	0.0	=	0.0 BU/Acre
All other	1 acres	X	1.0	=	1.0 BU/Acre

D) Special Benefit Determination

Street Lighting: Proper maintenance and operation of the street lighting system benefits all properties by enhancing overall safety, mitigating crime, alleviating the fear of crime, and promoting business and industry.

Street lighting provides special and direct benefit to all properties within the District as these lighting benefits are directly related to the positive enhancement of the area and therefore increase property desirability.

E) Assessment Rate Calculation

The Maximum Allowable Assessment rate for Fiscal Year 2025/2026 is $188.6987. This rate is calculated by adjusting the maximum rate established for Fiscal Year 2001/2002 of $97.2900 per Benefit Unit by the Consumer Price Index ("CPI") for All Items, All Urban Consumers for the Los Angeles-Long Beach-Anaheim Area. The maximum rate reflects the April 2024 to April 2025 CPI increase of 3.00% over the maximum rate of $183.1942 for Fiscal Year 2024/2025.

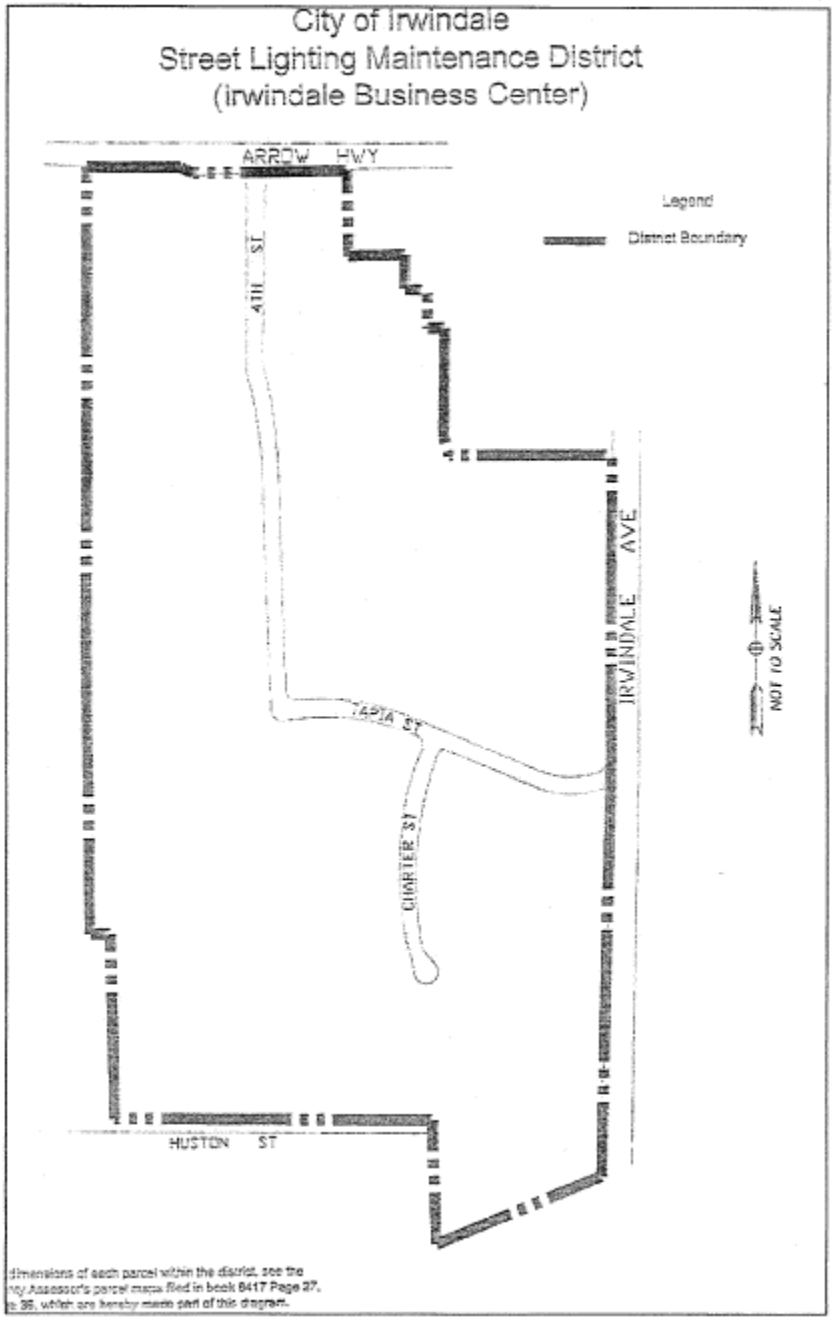
Land Use	Parcels	Acreage	Benefit Units
All Developed and Undeveloped	24	110.51	110.51
Exempt	2	0.00	0.00
Total:	**26**	**110.51**	**110.51**

As shown in the budget in section IV, the assessment rate for Fiscal Year 2025/2026 is $155.33 per BU.

Each year, as the City maintains the existing street lighting improvements, the rate per BU will be calculated according to the current year's operations and maintenance budget.

VI. Boundary Map

The lines and dimensions of each lot or parcel within the Street Lighting Maintenance District are those lines and dimensions shown on the maps of the Assessor of the County of Los Angeles, and are incorporated by reference herein and made part of this Report.



VII. Assessment Roll

The proposed Fiscal Year 2025/2026 charges apportioned to each parcel, as shown on the latest roll of the Assessor's Office, are below. The description of each lot or parcel is part of the records of the Assessor of the County of Los Angeles and these records are by reference made part of this Report.

City of Irwindale
Street Lighting and Maintenance District (Irwindale Business Center)
Fiscal Year 2025/2026
Preliminary Assessment Roll

Assessor's Parcel Number	Situs	Address	Taxable Acreage	Benefit Unit Factor	EBU	Charge
8417-027-088	4775	IRWINDALE AVE	5.41	1.0	5.41	$840.34
8417-027-089	15800	TAPIA ST	3.87	1.0	3.87	601.13
8417-027-090	4821	CHARTER ST	6.49	1.0	6.49	1,008.09
8417-027-091	4889	4TH ST	10.73	1.0	10.73	1,666.69
8417-027-092	4821	4TH ST	3.03	1.0	3.03	470.65
8417-027-093	4818	4TH ST	4.77	1.0	4.77	740.92
8417-035-006	5091	4TH ST	15.01	1.0	15.01	2,331.50
8417-035-007	4981	4TH ST	8.03	1.0	8.03	1,247.30
8417-035-008	4982	4TH ST	2.02	1.0	2.02	313.77
8417-035-009	5012	4TH ST	2.14	1.0	2.14	332.41
8417-035-010	5082	4TH ST	5.82	1.0	5.82	904.02
8417-035-011	5086	4TH ST	4.66	1.0	4.66	723.84
8417-035-012	15751	TAPIA ST	4.17	1.0	4.17	647.73
8417-035-013	15761	TAPIA ST	8.68	1.0	8.68	1,348.26
8417-035-014	5027	IRWINDALE AVE	1.79	1.0	1.79	278.04
8417-035-015	4981	IRWINDALE AVE	1.98	1.0	1.98	307.55
8417-035-024	15662	ARROW HWY	0.72	1.0	0.72	111.06
8417-035-028	15700	ARROW HWY	1.18	1.0	1.18	183.29
8417-035-029	15716	ARROW HWY	0.46	1.0	0.46	71.30
8417-035-034	15612	ARROW HWY	0.50	1.0	0.50	77.67
8417-035-035	15642	ARROW HWY	1.95	1.0	1.95	302.89
8417-036-001	4781	IRWINDALE AVE	9.92	1.0	9.92	1,541.18
8417-036-900	NO	SITUS AVAILABLE	0.20	1.0	0.20	31.07
8417-036-800[1]	4777	IRWINDALE AVE	6.98	1.0	6.98	1,084.20
Total:			**110.51**		**110.51**	**$17,164.90**
Parcel Count:						**24**

[1] Assessment for Southern California Edison's parcel is submitted under the company's SBE account 9014-800-001

Note: Totals may not foot and total Balance to Levy differs slightly from assessment roll due to rounding.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Amending FY 2024-2025 Adopted Budget to add Three Additional Capital Improvement Program Projects and Authorize Budget Transfers between Funds, Projects, and Accounts

City Manager's Recommendation:

Adopt Resolution No. 2025-47-3635 entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING A BUDGET AMENDMENT TO THE FISCAL YEAR 2024-2025 ADOPTED BUDGET AND ESTABLISHING THREE NEW CAPITAL IMPROVEMENT PROGRAM ("CIP") PROJECTS: 1) COMMUNITY CENTER SKYLIGHT REPLACEMENT (CIP NO. 8249) FOR $300,000; 2) SWIMMING POOL IMPROVEMENTS PROJECT PHASE II (DESIGN WORK ONLY) (CIP NO. 8250) FOR $500,000; 3) PUBLIC LIBRARY IMPROVEMENT PROJECT PHASE II (CIP NO. 8251) FOR $1905,772.85, AND AUTHORIZE BUDGET TRANSFERS FROM EXISTING BUDGET TO FUND THESE PROJECTS AND CLOSE, REMOVE AND ADJUST OTHERS."

Administrative Action:

Submitted and Prepared by:

Kambiz Borhani, Finance Director / City Treasurer

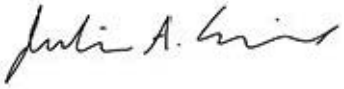
Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

During the current fiscal year, the City has completed multiple Capital Improvement Program (CIP) projects under the budget listed herein, resulting in a surplus of existing CIP funds available in the fiscal year 2024-2025 and allowing for the reallocation of funds to additional CIP projects as follows:

1. The recent rainstorms have caused significant damage to the Community Center Skylight, causing it to leak due to various factors, including damaged roofing material, poor drainage, flashing. To make the necessary repairs, a Capital Improvement Program ("CIP") project must be established to address the issues. Staff estimate the repair cost to be approximately $300,000, of which there is sufficient funding in the existing FY 2024-2025 adopted budget that can be reallocated from the General Fund ("GF") (01) to the CIP Fund (48), requiring the City Council's approval.
2. On July 24, 2024, the contract for construction of the Swimming Pool Improvements Project Phase I was awarded and its Notice of Completion was approved by the City Council at the meeting of May 14, 2025. Time has come to start the design work for Phase II of the project, which predominantly consists of renovating both the downstairs and upstairs office areas. The estimated amount for the design and development of detailed plans, specifications, and construction documents necessary for this project is $500,000. Sufficient funding is also available in the current budget that can be reallocated from the GF (01) to the CIP Fund (48) in the amount of $39,308.28 plus transfer of $460,691.72 from the surplus of completed CIPs as follows:

    - CIP No. 8206 - $11,421 – Close & remove from Budget
    - CIP No. 8228 - $159,306 - The CIP # is still in use
    - CIP No. 8243 – $32.56 – Close & remove from Budget
    - CIP No. 8246 - $2,949.23 – Close & remove from Budget
    - CIP No. 8247 - $79,182.93 – Close & remove from Budget
    - CIP No. 8506 - $105,000 – After transfer of GF Close & remove from Budget
    - CIP No. 8804 - $102,800 – After transfer of GF Close & remove from Budget

    Sub-total $460,691.72

3. The Public Library Improvement Project (CIP No. 8230) carries budgeted amounts from

multiple sources that were approved by the City Council at various times. This project primarily carries funding from the State Library Building Forward Grant (SB129) funds plus the City's matching amount. Additionally, its budget also includes: a $1,500,000 from GF approved on July 24, 2024, and $412,669.77 reimbursement from CJPIA insurance company for a sustained fire loss at the Irwindale Rock House. Staff are seeking to separate the project into two CIPs, with the new one being called "*The Public Library Improvement Project Phase II* (CIP No. 8251)" to ease the process of tracking and reporting of all grants covered expenditures expeditiously.

The CJPIA Proof of Loss and Subrogation Agreement also had a special clause holding back the amount of $174,899.77 which was to be disbursed if the city built a replacement structure, approximately 1070 square feet, at any location within 10 years ending July 2026. On December 8, 2021, the City Council approved the use of the entire insurance proceeds, including the holdback amount, towards the Irwindale Public Library Expansion Project (now known as Public Library Improvement Project (CIP No. 8230)). Staff are also seeking the City Council's approval to record and appropriate this amount, if and when received, in the newly established CIP No. 8251.

On January 25, 2025, the City Council held the Irwindale Public Library's Groundbreaking Ceremony. The costs of this event, totaling $6,896.92, were inadvertently paid for by the General Fund (account 01-44-440-42240-8230). The staff are seeking the City Council's approval to reimburse the GF (01) from CIP No. 8230 Fund (48).

For the Civic Center - Exterior Improvement Project (CIP No. 8245), which was funded 68%, equaling $849,575 by Development Impact Fee ("DIF") Funds, staff recommend defunding that portion of the funding and reverting it to its Fund Balance. Sometime in the near future, staff will provide the City Council with a new cost estimate and alternative funding source(s) for consideration.

Also, for the Highway Bridge Maintenance Program Project (CIP No. 8505), which was funded 82.6% by the Mining Impact Fund ("MIF") and 17.4% Gas Tax Fund, staff is recommending defunding the MIF ($385,239) and reducing Gas Tax Fund from $81,152 to $50,000 allowing $31,152 to be reverted to its Fund Balance.

In an effort to start projects timely and to adjust, close, and remove completed projects off the current CIP budget list, staff recommend the City Council approve the budget amendment to the FY 2024-2025 adopted budget by adding these three new CIPs and authorizing budget transfers as prescribed to fund these projects.

Fiscal Impact:

Approving Resolution No. 2025-47-3635 will authorize the Finance Director to amend the Fiscal Year 2024-2025 Adopted Budget by adding three new Capital Improvement Program ("CIP") Projects: 1) Community Center Skylight Replacement (CIP No. 8249) for $300,000; 2) Swimming Pool Improvements Project Phase II (design work only) (CIP No. 8250) for $500,000; 3) Public Library Improvement Project Phase II (CIP No. 8251) for $1,905,772.85. Also, transferring, closing, and removing all available budgets from certain accounts and/or completed projects to fund these

projects.

Attachments:

1. Resolution No. 2025-47-3635

RESOLUTION NO. 2025-47-3635

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING A BUDGET AMENDMENT TO THE FISCAL YEAR 2024-2025 ADOPTED BUDGET AND ESTABLISHING THREE NEW CAPITAL IMPROVEMENT PROGRAM ("CIP") PROJECTS: 1) COMMUNITY CENTER SKYLIGHT REPLACEMENT (CIP NO. 8249) FOR $300,000; 2) SWIMMING POOL IMPROVEMENTS PROJECT PHASE II (DESIGN WORK ONLY) (CIP NO. 8250) FOR $500,000; 3) PUBLIC LIBRARY IMPROVEMENT PROJECT PHASE II (CIP NO. 8251) FOR $1905,772.85, AND AUTHORIZE BUDGET TRANSFERS FROM EXISTING BUDGET TO FUND THESE PROJECTS AND CLOSE, REMOVE AND ADJUST OTHERS

WHEREAS, during the current fiscal year, the City has completed multiple Capital Improvement Program (CIP) projects under budget listed herein, resulting in a surplus of existing CIP funds available in the fiscal year 2024-2025 and allowing for the reallocation of funds to additional CIP projects; and

WHEREAS, during the week of March 13, 2025, and several times prior to that, Los Angeles experienced significant rainstorms causing the Community Center Skylight to leak due to various factors, including damaged roofing material, poor drainage, flashing, etc.; and

WHEREAS, on July 24, 2024, the contract for constructing Phase I of the Swimming Pool Improvements Project was awarded and its Notice of Completion was approved by the City Council at the meeting of May 14, 2025; and

WHEREAS, Phase II of the Swimming Pool Improvements Project, which covers both the downstairs and upstairs office area renovations, among other things, needs to now be designed to develop detailed plans, specifications, and construction documents necessary for the project; and

WHEREAS, on July 24, 2024, the City Council approved $1,500,000 transfer from GF reserves to the Public Library Improvement Project (CIP No. 8230); and

WHEREAS, on July 13, 2016, the City Council approved a settlement from California Joint Power Insurance Authority/Charities Insurance company in the amount of $412,669.77 for the replacement of the fire damaged Irwindale Rock House located at 16203 Arrow Highway. The *Proof of Loss and Subrogation Agreement* also included a special condition, indicating a holdback amount of $174,899.77 to be claimed by the City when the City builds a replacement structure, approximately 1070 square feet, at any location within 10 years ending July 2026; and

WHEREAS, on December 8, 2021, the City Council approved the use of the $587,569.54 ($412,669.77 + $174, 899.77 (when received)) to the Irwindale Public Library Expansion Project (now known as: Public Library Improvement Project (CIP No. 8230)); and

WHEREAS, on January 25, 2025, the City Council held the Irwindale Public Library's Groundbreaking Ceremony. The costs for this event, totaling $6,896.92, were inadvertently paid for by the General Fund (account 01-44-440-42240-8230); and

WHEREAS, since the use of the State Library Building Forward Grant (SB129) funds is restricted, Staff recommend creating a separate project for the noncovered, yet library-related, expenditures for ease of tracking and reporting. Staff recommend recording and appropriating the holdback amount of $174,899.77, if and when received, from the California Joint Power Insurance Authority/Charities Insurance company into newly established Public Library Improvement Project Phase II (CIP No. 8251) for the purchases of library-related expenditures not covered by the State Library Building Forward Grant (SB129) funds.; and

WHEREAS, during the week of March 13, 2025, and several times prior to that, Los Angeles experienced significant rainstorms causing the Community Center Skylight to leak due to various factors, including damaged roofing material, poor drainage, flashing, etc. which need to be repaired. Staff are proposing a new CIP project Community Center Skylight Replacement (CIP No. 8249) for $300,000 to fund the repairs; and

WHEREAS, the Civic Center - Exterior Improvement Project (CIP No. 8245) was funded 32% GF & 68% DIF Fund. Staff recommend defunding the DIF portion ($849,575) of the budget and reverting it to its Fund Balance and later providing the City Council with new cost estimates along with alternative funding source(s) to consider; and

WHEREAS, the Highway Bridge Maintenance Program Project (CIP No. 8505) was initially funded 82.6% MIF & 17.4% Gas Tax Fund. Staff recommend defunding the MIF ($385,239) portion of the budget, reverting it to its Fund Balance, and reducing the Gas Tax Fund ($81,152) portion to $50,000, allowing $31,152 to be reverted to its Fund Balance; and

WHEREAS, the City Council desires to amend the adopted fiscal year 2024-2025 budget to reallocate funds and add three new CIP Projects: 1) Community Center Skylight Replacement (CIP No. 8249) for $300,000; 2) Swimming Pool Improvements Project Phase II (design work only) (CIP No. 8250) for $500,000; 3) Public Library Improvement Project Phase II (CIP No. 8251) for $1,905,772.85.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS:

SECTION 1. The City Council hereby adopts the Recitals above and incorporates them herein by reference.

SECTION 2. The City Council of the City of Irwindale hereby approves a budget amendment to the Fiscal Year 2024-2025 adopted budget to add three new Capital Improvement Program Projects: 1) Community Center Skylight Replacement (CIP No. 8249) for $300,000; 2) Swimming Pool Improvements Project Phase II (design work only) (CIP No. 8250) for $500,000; 3) Public Library Improvement Project Phase II (CIP No. 8251) for $1,905,72.85.

SECTION 3. The City Council of the City of Irwindale hereby authorizes a budget transfer for:

1) Community Center Skylight Replacement Project (CIP No. 8249): transfer $300,000 from General Fund ("GF") (account 01-14-140-41311-0000) to CIP Fund (account 48-80-800-45200-8249).

2) Swimming Pool Improvements Project Phase II (design work only) (CIP No. 8250): transfer $39,308.28 from GF (account 01-14-140-41311-0000) to CIP Fund (account 48-80-800-45200-8250) along with transferring the remaining GF portion of the budget from the previously completed CIP projects as follows:

- CIP No. 8206 - $11,421 – Close & remove from Budget
- CIP No. 8228 - $159,306 - The CIP # is still in use
- CIP No. 8243 – $32.56 – Close & remove from Budget
- CIP No. 8246 - $2,949.23 – Close & remove from Budget
- CIP No. 8247 - $79,182.93 – Close & remove from Budget
- CIP No. 8506 - $105,000 – After the GF budget of $105,000 transfer, the remaining MIF ($125,000) and Gas Tax Fund ($20,000) budgets shall be reverted to their respective Fund Balances and the project shall be closed & removed from budget

- CIP No. 8804 - $102,800 – After the GF budget of $102,800 transfer, the remaining MIF ($102,800) & DIF Fund ($45,848) will be reverted to their respective Fund Balances and the project will be closed & removed from budget

  Sub-total $460,691.72

For a total Project cost of **$500,000** ($39,308.28 + 460,691.72).

3) Public Library Improvement Project Phase II (CIP No. 8251): transfer $1,912,669.77 ($1,905,772.85 ($1,500,000 + $412,669.77 - $6,896.92 to account 48-80-800-45200-8251) + $6896.92 (to GF account 01-44-440-42240-8230).

SECTION 4. The City Council of the City of Irwindale hereby authorizes recording and appropriating the holdback amount of $174,899.77, if and when received, from the California Joint Power Insurance Authority/Charities Insurance company into newly established Public Library Improvement Project Phase II (CIP No. 8251) for the purchases of library-related expenditures not covered by the State Library Building Forward Grant (SB129) funds.

SECTION 5. The City Council of the City of Irwindale hereby authorizes defunding the DIF portion of the budget and reverting it to its Fund Balance for the Civic Center - Exterior Improvement Project (CIP No. 8245). Staff are directed to later provide the City Council with a new cost estimate along with alternative funding source(s) to consider.

SECTION 6. The City Council of the City of Irwindale hereby authorizes defunding the DIF portion of the budget and reverting it to its Fund Balance for the Civic Center - Exterior Improvement Project (CIP No. 8245) . Staff are directed to later provide the City Council with a new cost estimate along with alternative funding source(s) to consider.

SECTION 7. The City Council of the City of Irwindale hereby authorizes defunding the MIF ($385,239) portion of the budget, reverting it to its Fund Balance, and reducing the Gas Tax Fund ($81,152) portion to $50,000 allowing $31,152 to be reverted to its Fund Balance.

SECTION 8. The Chief Deputy City Clerk shall attest to the adoption of this resolution which shall, in turn, have an immediate effect.

PASSED, APPROVED and ADOPTED this 28th day of May 2025.

_____
Larry G. Burrola, Mayor

ATTEST:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. Resolution No. 2025-47-3635 was adopted at a regular meeting of the City Council of the City of Irwindale held on May 28th, 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, CMC
Chief Deputy City Clerk

Item #21.C.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Recreational Vehicle Parking on City Streets

City Manager's Recommendation:

Discuss the parking of recreational vehicles on City streets and provide direction to staff.

Administrative Action:

Submitted by:

Theresa Olivares, Assistant City Manager

Prepared by:

Theresa Olivares, Assistant City Manager

John Fraijo, Captain

Iris Espino, Assistant to the City Manager

Electronically Approved

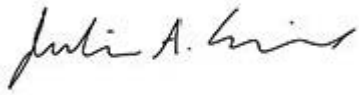
Jeff Tyler, Senior Code Enforcement Officer

Reviewed by:

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

On April 9, 2025, staff provided information to the City Council relating to recreation vehicle parking on City streets, including the Council's previous discussions related to this matter. At the conclusion of the meeting, Council requested staff to provide additional information on the following: Ordinance regulating recreational vehicle parking, property acquisition for recreational vehicle parking, and Code Enforcement / Safety concerns.

Ordinance

With the assistance of the City Clerk's office, the staff solicited sample ordinances from California cities, receiving ordnances or the municipal code from the cities of Laguna Beach, Napa, Hollister, Hughson, La Puente, Manhattan Beach, Menlo Park, Monrovia, Napa, Norwalk, Santa Fe Springs, and Covina. Should the Council desire to implement an ordinance for recreational vehicle parking, then staff will need to work with the City Attorney's office to draft the ordinance.

Property Acquisition

There are currently twelve available properties for purchase ranging from .40 acres to 2.55 acres and ranging from $4,475,000 to $11,003,000 in asking price (see attached List of Available Properties). Should the City Council desire to explore purchasing a site for residents to park their recreational vehicles staff will report back on the condition of the property, infrastructure needs, City liability, security needs, and other purchasing considerations.

Code Enforcement / Safety Concerns

Code Enforcement has reported that they have received two calls related to recreational vehicle parking. The calls were related to private property owners making improvements within the front yard setback of their properties, enabling the property owners to park their recreational vehicles on their personal property. There is nothing in the Irwindale Municipal Code that prohibits this type of improvement on private property. Code enforcement is aware that some ordinances related to recreation vehicles require recreation vehicles parked on private property to be parked behind a fence or screened.

The Irwindale Police Department has observed individuals residing in their recreational vehicles full-time and parking them for extended periods of time on Cypress and the railroad tracks (Los Angeles Street between Azusa Canyon Road and Park Street). Officers have seen visible stains on the ground consistent with people dumping their gray or black tanks, creating health concerns.

Fiscal Impact:

There is no fiscal impact related to this matter.

Attachments:

1. Recreational Vehicle Ordinances
2. Irwindale Properties for Sale

City of Laguna Beach, CA
Thursday, May 22, 2025

Title 10. Traffic

Chapter 10.13. COMMERCIAL, TRAILER AND RECREATIONAL VEHICLE PARKING RESTRICTIONS

§ 10.13.010. Parking time.

(a) Parking time for commercial vehicles, camp trailers, trailer coaches, house cars, trailer-mounted boats, recreational vehicles, and trailers (both attached and unattached) is limited to no more than five cumulative hours within a twenty-four consecutive hour period on all public streets, public alleys, public parking lots, and public parking structures. A vehicle listed in this section shall not be permitted to park up to five hours in one location and then move and park five hours in another location within a twenty-four consecutive hour period; the five cumulative-hour limit shall be inclusive of all parking in multiple locations listed in this section within a twenty-four consecutive hour period.

(b) Any vehicle parked in violation of this chapter may be removed and stored until such time as the vehicle is claimed by the registered owner or his/her designated representative. The cost of removing and storing the vehicle shall be borne by the registered owner.

(c) The city manager, or his/her designee, may at his/her sole discretion issue a temporary permit to allow a vehicle to park in excess of the maximum time limit imposed by this chapter. The permit shall state the additional days and time the vehicle may be parked. The city shall charge a reasonable fee for the issuance of such a permit, and no such permit shall be valid for a period longer than seventy-two consecutive hours. No more than two such permits shall be issued to any particular vehicle in a calendar year.

(d) The city manager may designate public parking lots or structures where vehicles listed in subsection **(a)** of this section may park in excess of the maximum time limit imposed by this chapter.

(e) Exceptions. The provisions of subsection **(a)** of this section shall not apply to the following vehicles:

(1) Any commercial vehicle parked for the purpose of making active pickups or deliveries of persons, goods, wares or merchandise from or to any building or structure, or for the purpose of actively delivering materials to be used in the bona fide repair, alteration, remodeling or construction of any building or structure for which a valid and current building permit has been issued;

(2) Any vehicle used by a municipality, public agency or public utility while necessarily used in the performance of their duties;

(3) Commercial pickup trucks or vans with a rated carrying capacity of one ton or less.

(Ord. 1081 § 1, 1985; Ord. 1508 § 1, 2009; Ord. 1538 § 1, 2010)

§ 10.13.020. Definitions.

The following definitions shall govern the construction of this chapter:

"Commercial vehicle," "camp trailer," "trailer coach," "house car," and "trailer" shall have the meanings as set forth in the California Vehicle Code.

"Recreational vehicle" shall have the meaning set forth in the California Health and Safety Code. (Ord. 1081 § 1, 1985; Ord. 1425 §§ 1, 2, 2003; Ord. 1508 § 2, 2009; Ord. 1538 § 1, 2010)

City of Napa, CA
Thursday, May 22, 2025

Title 10. Vehicles and Traffic

Chapter 10.36. STOPPING, STANDING AND PARKING

§ 10.36.090. Parking exceeding 72 hours.

A. Prohibited. No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any street or alley for more than a period of 72 consecutive hours.

B. Any such vehicle is considered to be parked, left standing, or stored in violation of this section if it has not been moved more than one-quarter of a mile (1,320 feet) for the subsequent 72 hour period unless the vehicle is registered with the California Department of Motor Vehicles to an address on the street in which it is parked and therefore is considered to be parked, left standing, or stored in violation of this section if it has not moved more than 100 feet for the subsequent 72 hour period. Operational vehicles registered with the California Department of Motor Vehicles and parked immediately adjacent to the address which they are registered without impact to other addresses or properties will be exempt from the minimum movement requirements and the 72-hour period, if the registered address does not have a driveway, garage, or other legal on-site parking options as determined by the City.

C. Removal. Any vehicle in violation of this section may be removed by any member of the police department subject to the requirements of the United States and California Constitutions, and Division 11, Chapter 10 of the California **Vehicle Code** Sections 22650 et seq., and stored the same in any parking lot or storage yard or garage in compliance with all applicable laws.

(Rev. Code 1954 § 6352; O1633; O2024-004, 12/17/2024)

ORDINANCE NO. 1228

AN ORDINANCE OF THE CITY OF HOLLISTER, AMENDING CHAPTER 10.10 RECREATIONAL VEHICLES AND BOATS, OF THE HOLLISTER MUNICIPAL CODE, RELATING TO USE AND STORAGE OF RECREATIONAL VEHICLES

WHEREAS, the public interest will be best served by having a clear and concise understanding of the Recreational Vehicle (RV) rules and regulations of Hollister; and

WHEREAS, safe, readily accessible, and unimpeded public streets ensure residents' and the public's safety in transportation and parking; and

WHEREAS, the City is experiencing increased occurrences of hazardous obstructions caused by recreational vehicles unlawfully parked and encroaching upon the public right-of-way; and

WHEREAS, the City Council acknowledges there is a current shortage of long-term storage for recreational vehicles; and

WHEREAS, conditions of peril to the safety of persons and property have arisen within the City in general and particularly as to those who are living in RVs; and

WHEREAS, recreational vehicles are a blight or nuisance when stored in a deleterious manner; and

WHEREAS, the City Council directed the Police Department to recommend amendments to the current ordinance, allowing driveway parking under certain conditions and creating a permit program allowing for street parking or driveway parking in limited durations during times when owners are preparing for trips; and

WHEREAS, the City Council has reviewed the Police Department's recommendations and desires the amendments be made to the current ordinance to facilitate the compromise between recreational vehicle owners and the larger public who can be affected by the use of recreational vehicles on public streets and visible in private driveways; and

WHEREAS, the City Council finds that the proposed changes are in the best health, safety, and welfare interests of the City.

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

SECTION 1. Section 10.10.010 ("Definitions") of Chapter 10.10 ("Recreational Vehicles and Boats"), of Title 10 ("Vehicles and Traffic") of the Hollister Municipal Code shall be amended to add the following within the definition of a recreational vehicle:

11. *Watercraft.* A boat or other vessel that travels on water, including but not limited to, boats, jet skis, wave runners, or any other similar personal watercraft or vessel.

12. *All-Terrain Vehicles.* A recreational vehicle designed for or capable of travel over rough ground, including but not limited to, 4-wheelers, 3- wheelers, ATVs, dune buggies, and other similar type vehicles.

SECTION 2. Section 10.10.010 ("Definitions") of Chapter 10.10 ("Recreational Vehicles and Boats"), of Title 10 ("Vehicles and Traffic") of the Hollister Municipal Code shall be amended to add the following to the definition of a trailer as a recreational vehicle:

Trailer. A vehicle designed for carrying persons or property on its own structure and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon any other vehicle and which has a wheelbase in excess of four feet. For purposes of this chapter, a trailer shall also include, but not be limited to, a boat trailer and utility trailer or any other such similar apparatus.

SECTION 3. Section 10.10.020 ("Public right-of-way – Parking and storage of recreational vehicles prohibited.") of Chapter 10.10 ("Recreational Vehicles and Boats"), of Title 10 ("Vehicles and Traffic") of the Hollister Municipal Code shall be amended to read:

Subject to Section 10.10.030, subdivision (F), no person shall abandon, park, store, leave, keep or maintain, or permit to be abandoned, parked, stored, left, kept or maintained, any recreational vehicle or boat upon any public right-of-way. No habitation or occupancy of the recreational vehicle or boat shall be allowed at any time that the recreational vehicle or boat is located on the public right-of-way except when a person is actively loading or unloading the recreational vehicle or boat.

SECTION 4. Section 10.10.030 ("Private property – Parking and storage of recreational vehicles prohibited.") of Chapter 10.10 ("Recreational Vehicles and Boats"), of Title 10 ("Vehicles and Traffic") of the Hollister Municipal Code shall be amended to read:

10.10.030 - Private property—Parking and storage of recreational vehicles prohibited.

A. Nothing in this section shall prohibit the parking or storage of a recreational vehicle or boat on any private property in a garage or structure that fully encloses the recreational vehicle or boat. For purposes of this section, "fully encloses" means that the garage or

structure provides coverage of the recreational vehicle or boat on all four sides so that no part of the recreational vehicle or boat can be seen outside of the garage or structure.

B. The recreational vehicle or boat shall not be used for human habitation or occupancy at any time that it is located on private property as permitted herein.

C. Except as provided herein, no person shall abandon, park, store, leave, keep or maintain, or permit to be abandoned, parked, stored, left, kept or maintained, any boat or recreational vehicle on private property.

D. Rear or Side Yard Storage: One recreational vehicle and one boat may be parked, stored, left, kept, or maintained at a single-family residence if the recreational vehicle and/or boat comply with the following conditions:

1. The recreational vehicle and/or boat are each 30 feet or less in length, less than 12 feet in height, and less than 8 feet in width;

2. The recreational vehicle and/or boat are located in the legally permitted rear yard or the legally permitted side yard pursuant to Chapter 17 of the Hollister Municipal Code;

3. If the recreational vehicle and/or boat is less than 8 feet in height, it must be located at least 18 inches from any property line, at least 5 feet from any building used for human occupancy and at least 5 feet from any building overhang attached to a building used for human occupancy; and

4. If the recreational vehicle or boat is more than 8 feet but less than 12 feet in height, it must be located at least 5 feet from any property line, at least 5 feet from any building used for human occupancy and at least 5 feet from any building overhang attached to a building used for human occupancy.

E. Storage on Residential Driveway: Only one recreational vehicle or boat may be parked, stored, left, kept, or maintained in the front driveway of a single-family residence if the recreational vehicle and/or the boat each comply with the following conditions:

1. The recreational vehicle and/or boat cannot be properly stored pursuant to the requirements of section 10.10.030, subdivision (D).

2. When stored, the recreational vehicle and/or boat shall be positioned to provide a minimum setback of 3 feet from adjoining properties and 3 feet from any inhabited structure, including a garage. The recreational vehicle and/or boat shall not be stored in a manner that blocks secondary exits or encroaches upon the public right-of-way.

3. The recreational vehicle and/or boat shall be stored on the residence's primary driveway or on a properly permitted and approved pad that is in compliance with applicable rain runoff standards.

4. As stored, the recreational vehicle and/or boat shall not exceed a height of 12 feet.

5. The recreational vehicle and/or boat shall have a valid and current DMV registration, corresponding to a current resident of the property where the recreational vehicle and/or boat is being stored, and the recreational vehicle and/or boat shall not be in a Planned Nonoperation Filing (PNO) status.

6. The recreational vehicle and/or boat must be operable and shall not be stored in a dismantled state, or with severe damage.

7. The recreational vehicle and/or boat shall not be stored with open slide outs, it shall not be connected to power or water, and it shall not be inhabited at any time unless it is being actively cleaned, repaired, loaded or unloaded.

F. Parking Permits: Registered owners of recreational vehicles and/or boats that do not fit under the guidelines for storage within the rear, side or front of a residence, as allowed within this chapter, may apply for a permit, allowing them to temporarily store their recreational vehicle and/or boat in their driveway or the public roadway in front of their residence, if allowable, for 72-hours. A permit shall only be allowable for owners who are preparing for a trip or who are unloading, cleaning or repairing a recreational vehicle and/or boat after a trip. Issued permits shall be subject to the following conditions:

1. The recreational vehicle and/or boat may be parked in the driveway temporarily without the required setbacks in section 10.10.030, subdivision (E)(3), provided the recreational vehicle and/or boat does not encroach upon the public right-of-way (e.g., sidewalk).
2. The recreational vehicle and/or boat shall not be parked on a public street if it creates a hazardous condition.
3. The recreational vehicle and/or boat shall not be stored in a manner where any portion of the vehicle or boat encroaches into the public right-of-way or, if parked within the roadway, encroaches further than reasonably necessary into the public right-of-way.
4. Permits can be obtained on the city website or from the Police Department or Code Enforcement. Permits will be issued to the current address to which the recreational vehicle and/or boat is registered. Permits should be requested a minimum of 10 days prior to the dates for which the permit is needed.
5. Issuance of permits shall be limited to 4 permits per month and a maximum of 15 permits during the 12-month period preceding the most recent permit request.
6. Permits shall be conspicuously posted on the recreational vehicle and/or boat in a manner that reasonably insures visibility.
7. A recreational vehicle and/or boat parked on the roadway shall have traffic cones of no less than 12 inches in height placed on the roadway, within 5 inches from the front and rear corners of the recreational vehicle and/or boat that protrude furthest into the roadway.

8. At no time, shall there be electrical extension cords, or any other connection placed across the sidewalk or other public areas.
9. Any violation of these conditions shall result in the revocation of the permit and/or a citation for violation of section 10.10.040 of the Hollister Municipal Code.

SECTION 4. Section 10.10.040 ("Violations") shall be added to Chapter 10.10 ("Recreational Vehicles and Boats"), of Title 10 ("Vehicles and Traffic") of the Hollister Municipal Code to read:

A. Violations of Section 10.10.030, or any subdivision of this chapter, shall be assessed an administrative citation pursuant to Chapter 1.18 of the Hollister Municipal Code and shall be in an amount consistent with Section 1.18.040.

B. Owners issued an administrative citation pursuant to this section shall have fifteen (15) days from the date of citation in which to comply with the requirements of this chapter. During such fifteen (15) day period, owners shall not be cited for a subsequent violation unless such violation occurs fifteen (15) days after the prior citation.

INTRODUCED at a regular City Council meeting on the 21st day of February, 2023.

PASSED AND ADOPTED, by the City Council of the City of Hollister at a regular meeting held this 6th day of March, 2023, by the following vote:

AYES: Council Members Perez, Resendiz, Morales, and Burns

NOES: None

ABSENT: None

ABSTAINED: Mayor Casey

Mia Casey, Mayor

ATTEST:

Jennifer Woodworth, MMC, City Clerk

APPROVED AS TO FORM:

Lozano Smith Attorneys at Law

Mary F. Lerner, City Attorney

I, JENNIFER WOODWORTH, MMC, City Clerk of the City of Hollister, do hereby certify that the attached Ordinance No. 1228 is an original Ordinance, or true and correct copy of a City Ordinance, duly adopted by the Council of the City of Hollister at a regular meeting of said Council held on the 6th day of March, 2023, at which meeting a quorum was present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Hollister this 6th day of March, 2023.

Jennifer Woodworth, MMC
City Clerk of the City of Hollister

17.03.052 Mobile homes, manufactured homes, and recreational vehicles.

A. Purpose. The purpose of this section is to provide requirements for temporary and permanent mobile homes and storage of recreational vehicles within the city of Hughson and to ensure that they conform to the provisions of the following laws:

1. The Mobile Home Residency Law, Chapter 2.5 of Title 2, Part 2, Division 2 of the California Civil Code (commencing with Section 798);

2. The Recreational Vehicle Park Occupancy Law, Chapter 2.6 of Title 2, Part 2, Division 2 of the California Civil Code (commencing with Section 799.20);

3. The Mobile Home – Manufactured Housing Act of 1980, Part 2 of Division 13 of the California Health and Safety Code (commencing with Section 18000);

4. The Mobile Home Parks Act, Part 2.1 of Division 13 of the California Health and Safety Code (commencing with Section 18200);

5. The Manufactured Housing Community Act, Part 2.2 of Division 13 of the California Health and Safety Code (commencing with Section 18800); and

6. The following chapters of the California Code of Regulations, Title 25, Division 1:

a. Chapter 2, Mobile Home Parks Act;

b. Chapter 3, Factory Built Housing and Mobile Homes;

c. Chapter 4, Manufactured Housing Sales, Occupational Licensing and Education; and

d. Chapter 5, Manufactured Home, Mobile Home and Commercial Coach Registration and Titling.

B. Mobile Home Parks.

1. Mobile home parks shall meet the requirements of the district in which they are located and shall be a minimum of five acres in size.

2. A conditional use permit shall have been obtained from the planning commission.

C. Recreational Vehicle Parks. Recreational vehicle parks shall meet the requirements of the district in which they are located and the following minimum requirements:

1. A recreational vehicle park shall accommodate recreational vehicles only;

2. Toilets and lavatories for the exclusive use of the occupants shall be provided on the basis of one toilet for each sex, for each 15 spaces or fraction thereof;

3. A recreational vehicle shall not be located closer than three feet from a property line or lot line; and

4. Each space in a recreational vehicle park shall have direct access to a roadway, either a public street or a private driveway.

D. Storage. Only one recreation vehicle may be stored off the street and on a property when not located behind a fence or in a garage with the garage door closed. A recreational vehicle shall not be stored within the front setback of a property as set forth in HMC 17.02.008 unless it is stored on the driveway, or on the side of a corner parcel as shown in Figure 17.03.052.1, and out of the public right-of-way.

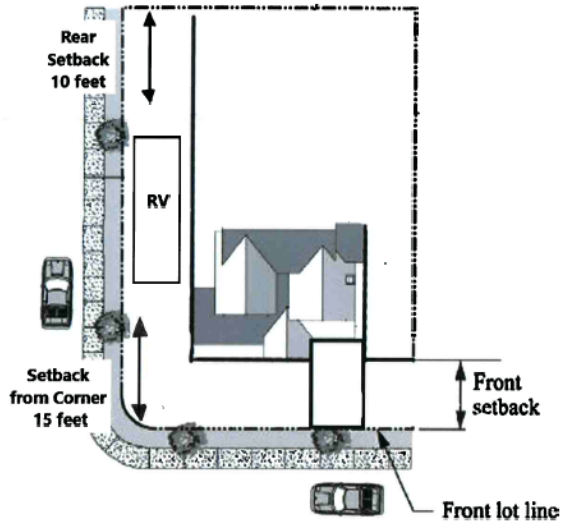


Figure 17.03.052.1

Any recreation vehicle stored on a property, including behind a fence or in a garage, shall not be used or maintained as a living quarters or business conducted therein while such vehicle is so parked or stored, except as otherwise provided in this section.

E. Mobile Homes (Manufactured Homes) in Residential Zones.

1. Eligibility. A mobile home shall only be permitted in a residential zone if it:

a. Is to be occupied only for residential purposes;

b. Conforms to all of the residential use development standards for single-family structures applicable to the zone;

c. Is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, and has been constructed after June 15, 1976;

d. Is attached to a permanent foundation system approved by the planning officer; and

e. Meets the design requirements of subsection F of this section.

F. Design. A mobile home shall be found to be compatible if it meets the following design guidelines:

1. It is a double-wide or larger multisectional unit (minimum width of 20 feet);

2. It is covered with an exterior material commonly found on new conventionally built residential structures in the surrounding area;

3. The exterior covering material extends to the ground. If a solid concrete or masonry perimeter foundation is used, the exterior covering material need not extend below the top of the foundation;

4. The roofing material is composition shingles or other materials commonly found on conventionally built residential structures in the surrounding area;

5. The roof has a pitch of not less than either two inches of vertical rise for each 12 inches of horizontal run or the pitch commonly found on conventionally built residential structures in the surrounding area, whichever is greater;

6. The roof has eave and gable overhangs of not less than one foot measured from the vertical side of the mobile home, or not less than that commonly found on conventionally built residential structures in the surrounding area, whichever is greater;

7. It has an enclosed garage or a carport if either is commonly found with new conventionally built structures in the surrounding area. Otherwise the parking requirements shall be the same as those in the district in which it is located; and

8. The finished floor is a maximum of 24 inches above the exterior finish grade of the lot measured at the foundation.

G. Temporary Use of Recreational Vehicles in Residential Zones. A recreational vehicle may be used as a single-family dwelling unit on a property zoned for single-family residential use for a period of time not to exceed the time required to complete the project or one year, whichever is less. The city manager or his/her designee in their sole discretion may allow a period of time greater than one year, but in no event more than two years. An administrative permit shall be required for such recreational vehicles, subject to the following additional requirements:

1. There is an existing single-family dwelling unit on the site that cannot be occupied until repairs are completed, and a valid building permit has been issued to make all repairs required to make the dwelling unit habitable.

2. The occupied recreational vehicle is not placed within a required setback, with the exception of a designated driveway that conforms to the standards of the district in which the recreational vehicle is located.

3. Recreational vehicles shall be located in a designated area within the parcel as approved by the planning officer. Recreational vehicles shall be located so as to minimize their visibility from the public right-of-way or adjacent properties.

H. Mobile Homes as Supplemental Housing. Mobile homes may be permitted on property located in any residential zone necessary to provide supplemental housing for the care of the ill or the infirm and may be used by either those providing care or receiving care. A conditional use permit shall be required for such mobile homes, subject to the following additional requirements:

1. The mobile home shall be supplemental to an existing residential unit. Approval shall be given only upon finding that the proposal is consistent with the availability of adequate sewer and water facilities, a provision of vehicular access and off-street parking.

2. Not more than one such mobile home shall be permitted on any one parcel.

3. The dwelling unit to which the mobile home is accessory shall be occupied by persons who are related by blood or marriage to an occupant of the single-family home to which the mobile home is accessory.

4. An approved conditional use permit for the mobile home shall become invalid if the parcel on which it is located is sold or leased to persons not meeting the requirements of subsection (H)(3) of this section.

5. The mobile home shall be removed from the premises and the planning officer notified when the need to provide care no longer exists.

6. Applicants shall provide verification from a medical doctor certifying that the illness or infirmity is sufficiently serious to require personal care by someone living on the property. Verification shall be made on forms provided by the planning officer. It shall be the option of the planning officer to determine if medical verification is required for permit renewals.

7. Approval shall be for a period of one year and may be renewed each year by reaffirmation of the need to provide care and the payment of a renewal fee in the amount set by resolution of the city council. (Ord. 20-03 §§ 3, 4, 2020; Ord. 08-06 § 1, 2008)

ORDINANCE NO. 23-982

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA PUENTE, CALIFORNIA, AMENDING CHAPTER 6.40 OF THE CITY OF LA PUENTE MUNICIPAL CODE, RELATING TO PARKING, STOPPING AND STANDING OF RECREATIONAL VEHICLES; ESTABLISHMENT OF CITY RECREATIONAL VEHICLE PARKING PERMITS

WHEREAS, California Vehicle Code Sections 22507 and 22507.5 empower cities to regulate vehicular parking within their jurisdictions; and

WHEREAS, the City of La Puente, in recent years, has experienced an increase of Recreational Vehicle (hereafter "RV") parking within both commercial and residential areas of the city; and

WHEREAS, this increase in RV parking activity has created public health and safety concerns and has reduced the City's available parking spaces; and

WHEREAS, to minimize these health and safety and parking concerns, the City proposes an ordinance prohibiting the parking of RVs on non-residential streets, and the requirement of a City-issued Resident and/or "Out-of-Town" Visitor RV parking permit for the residential streets of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LA PUENTE DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Findings.

The City Council finds that the above Recitals are true and correct and are incorporated herein by reference.

Section 2. La Puente Municipal Code Chapter 6.40 Amendment.

A new section 6.40.300 of Chapter 6.40 of Title 6 of the La Puente Municipal Code is hereby added to read as follows:

6.40.280. Purpose.
The purpose of this chapter is to mitigate the public health and safety concerns associated with the parking of recreational vehicles, increase the availability of parking for city residents, businesses and visitors and preserve the character of neighborhoods to benefit the health, safety and welfare of city residents.

6.40.290. Definitions.

For the purpose of the provisions of this chapter, the following words and phrases shall be construed to have the following meanings, unless it is apparent from the context that a different meaning is intended:

A. "Recreational Vehicle" or "RV" means a motorhome, travel trailer, truck camper, camping trailer, or other vehicle or trailer, with or without motive power, designed or altered for human habitation for recreational, emergency or other human occupancy. or any structure inspected, approved and designated as a recreational vehicle by, and bearing the insignia of, the State of California or any other state or federal agency having the authority to approve recreational vehicles. "Recreational vehicle" shall include, without limitation, any of the following: a "camp trailer," as defined by California Vehicle Code Section 242; a "fifth wheel travel trailer" as defined by California Vehicle Code Section 324; a "house car" as defined in California Vehicle Code Section 362; a "trailer" as defined in California Vehicle Code Section 630; a "trailer coach" as defined in California Vehicle Code Section 635; a mobile home, as defined by California Vehicle Code Section 396; a boat, watercraft and/or trailer for a boat or watercraft; a "park trailer" as defined in California Health & Safety Code Section 18009.3; a "recreational vehicle" as defined in California Health & Safety Code Section 18010 and a "truck camper" as defined in California Health & Safety Code Section 18013.4.

B. "Resident" means a person who customarily resides and maintains a place of abode or who owns land within the city. It shall not mean a person who maintains an address at a mailbox drop or who rents a room which is not his or her primary place of abode nor shall it mean a person who maintains only a post office box unless that person also provides valid and verifiable evidence of residence, such as a utility bill/contract, and federal or state government-issued Identification, at a street address within the city.

C. "Out-of-town visitor" means any natural person who does not reside in the city who is temporarily visiting as a guest of a resident of the city and who has applied for a temporary RV parking permit.

D. "RV temporary Guest Permit" means a limited duration parking permit for a recreational vehicle belonging to an out-of-town visitor issued by the city manager of his/her designee in accordance with the provisions of this chapter.

6.40.300. Permit required.

No person shall park, stop or leave standing for any period of time exceeding two (2) hours any recreational vehicle on any public street, highway or alley or public property or private commercial property other than automotive service facilities, within the city at any time. Recreational vehicles shall not park within any residential zones of the city except pursuant to a temporary RV parking permit issued by the City Manager, or his/her designee, pursuant to this chapter.

6.40.310. Temporary RV parking permit issuance; application; fees.

A. Purpose. The purpose of the temporary RV parking permit is to allow users of recreational vehicles to park adjacent to their residences to load, unload, clean and maintain their recreational vehicles and to allow out-of-town visitors to park their recreational vehicles in front of the residence in which they are visiting for a limited period of time. Persons holding a valid temporary RV permit issued pursuant to this chapter may park the RV provided the RV is parked along the curb line within the same block as the residence listed in the application for which the permit is issued and the permit is valid. If the residence is located on a corner, then the permit holder may park along the curb line of either of the streets on the block on which the residence is located.

B. Issuance of Permit. Subject to the requirements set forth in this chapter, the City Manager or his/her designee may issue temporary RV parking permits upon receipt and approval of an application on a form established by the City.

1. Any resident may obtain a temporary RV parking permit authorizing him or her to park a recreational vehicle in front of his or her residence.

2. Any out-of-town visitor may obtain a temporary RV parking permit authorizing that visitor to park a recreational vehicle in front of the residence they are visiting.

3. Out-of-town RV Parking Permits shall only be considered by City's administrative staff, upon the written and/or verbal verification and confirmation of the visited resident and resident's address.

C. Application. The City shall establish a temporary RV parking permit application and may promulgate administrative regulations regarding the issuance of such permits.

D. Every resident desiring a temporary RV permit shall file an application containing the following information, 1) the name, residential address and phone number of the resident applying for the permit along with proof of residency satisfactory to the city manager such as a current driver's license or identification card, property tax bill, or public utility bill, 2) the name address, and phone number of the registered owner of the recreational vehicle for which a permit is sought along with a copy of the vehicle registration from the California Department of Motor Vehicles or equivalent agency from another state. If the resident applying for the RV permit is not the registered owner, a letter of authorization of the registered owner shall be included, 3) the license number, year, make and model of the RV, and 4) such additional information the city manager or his/her designee, may reasonably require

E. Fees. Any person applying for a temporary RV parking permit shall pay a fee in such amount as may be established by resolution of the City Council to recover the costs of processing such permits.

6.40.320. Temporary RV parking permit requirements.

A. Residential Zones. Temporary RV parking shall only be permitted in residential zones of the city.

B. Description of Permit; Display. The temporary RV parking permit shall include the license number of the vehicle authorized to be parked, the date of issuance and the date and time through which the temporary parking permit is valid. Such permit shall be placed in the vehicle in such a manner as to be clearly visible to law enforcement personnel and City's code/parking enforcement officers.

C. Non-Transferable. The temporary RV parking permit shall be non-transferable and shall only valid for the vehicle, date(s) and location specified on the permit.

D. Duration.

1. A temporary RV parking permit issued to a resident shall be valid for twenty-four (24) hours.

2. A temporary RV parking permit issued to an out-of-town visitor shall be valid for no more than seven (7) consecutive days.

E. Restriction on Number of Permits.

1. Each resident may be issued no more than two (2) temporary RV parking permits per calendar month.

2. Temporary RV parking permits issued to out-of-town visitors shall not exceed seven (7) consecutive days per month and twenty-one (21) days per calendar year, per residential address.

3. No more than one temporary RV parking permit, whether issued to a resident or an out-of-town visitor, shall be issued per residential address at any given time.

F. Parking Restrictions. Temporary RV parking permits shall be subject to the following restrictions regarding where RVs may be parked when a permit is issued:

1. The permittee may only stop, park or leave standing his/her recreational vehicle directly in front of, or, if the property is a corner lot, on the side of, the residential address specified on the temporary RV parking permit. If the recreational vehicle is not parked directly in front of, or on the side of as set forth herein, such residence, the vehicle will be subject to citation, towing or both.

2. The permittee shall not stop, park or leave standing his or her RV within ten feet from the beginning of the apron of any driveway, except at the address specified on the temporary RV parking permit, provided that the driveway is not shared with another residence or business.

3. The permittee shall not stop, park or leave standing his or her RV within twenty feet of any intersection.

4. Nothing in this Ordinance is designed to prevent any resident or individual who uses an RV to travel to the City of La Puente to receive necessary care or medical services or to engage in any otherwise lawful business or activity.

6.40.330. Prohibited activities.

No person shall:

A. Use slide outs / pop outs or other appurtenances on a recreational vehicle that encroach on or into the roadway, parkway and/or sidewalk in such a manner as to interfere with the path of safe travel of vehicles and/or pedestrians.

B. Open or partially open any awnings on a recreational vehicle in such a manner as to interfere with the path of safe travel of vehicles and/or pedestrians.

C. Cause or permit any utility connections, electrical cords, extension cords, hoses or cables to cross over, above, on or across any street or sidewalk to or from a recreational vehicle.

D. Use power generators or other noise-generating equipment between the hours of 10:00 p.m. and 7:00 a.m. within or adjacent to a recreational vehicle.

E. Conduct any commercial activity that is visible from the exterior of an RV while an RV is parked on the public right-of-way.

F. Connect a recreational vehicle to the public sewer system or dump waste onto public or private land or into streets, gutters or storm drains, other than lawfully at a designated, licensed and permitted recreational vehicle sanitary wastewater dump station.

G. Knowingly allow any type of grease, oil, fuel, human waste or other harmful substance to leak or be emitted onto any public right-of-way.

H. Nothing shall prevent the temporary use of the street corresponding to the residence for the cleaning, loading or other short-term needs, which process does not exceed five (5) hours.

I. The temporary use of power to allow for the operation of medical devices or other extenuating circumstances can be considered at the discretion of the City Manager, which shall not be unreasonably withheld.

6.40.340. Violations; penalties.

Any recreational vehicle parked in violation of this chapter shall be subject to citation, towing as authorized by California Vehicle Code Sections 22650 and 22651 or both, and revocation of any permit issued pursuant to this chapter. Any violation of Section 6.40.300 is punishable pursuant to Chapter 1.08 of this code.

6.40.350. Revocation.

A. The City shall have the authority to revoke a temporary RV parking permit if the City makes any one of the following findings:

1. The recreational vehicle has fallen into a state of disrepair and has become a public nuisance, or a danger to pedestrians or other vehicles.

2. The recreational vehicle has become inoperable.

3. There have been at least three parking citations issued for the recreational vehicle associated with the temporary RV parking permit.

4. The applicant has provided information that was materially false

5. There are public safety concerns relating to the parking of the RV on the street on which the parking would be provided, including but not limited to a street being too narrow to safely accommodate the recreational vehicle

6. There has been a violation of this chapter.

B. To revoke a temporary RV parking permit, the City shall issue a notice of revocation in writing to the permittee specifying the basis for and the effective date of the revocation, which date shall be at least two days after the date of the notice of revocation. To the extent a permit expires pursuant to its own terms before the effective date of such revocation, the City may use such revocation as a basis to deny a future application from the same permittee. The City's determination to revoke a temporary RV parking permit shall be final.

6.40.360. Posting notice.

The City shall cause appropriate signs or markings giving notice of the restrictions provided for in this chapter, to be placed at all primary entrances to the City. Notice that a vehicle is subject to removal for violation of this chapter shall also be provided.

Section 3. CEQA Findings.

The City Council finds that the Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Code of Regulations CEQA Guidelines Section 15061(b)(3) in that it is no possibility it may have significant effect on the environment.

Section 4. Clerical Errors.

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

Section 5. Severability.

Should any section, subsection, clause, or provision of this Ordinance for any reason be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this Ordinance; it being hereby expressly declared that this Ordinance, and each section, subsection, sentence, clause, and phrase hereof would have been prepared, proposed, approved, and ratified irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unenforceable, or unconstitutional.

Section 6. Effective Date.

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

Section 7. Publication.

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

PASSED, APPROVED AND ADOPTED this 23rd day of May, 2023, by the following vote:

AYES:	COUNCILMEMBERS:	Klinakis, Mendoza, Quinones
NOES:	COUNCILMEMBERS:	None
ABSENT:	COUNCILMEMBERS:	Munoz, Argudo
ABSTAIN:	COUNCILMEMBERS:	None

Charlie Klinakis, Mayor

ATTEST:

Martha Torres, MPA, City Clerk

ORDINANCE NO. 24-0006

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, RESTATING AND AMENDING MANHATTAN BEACH MUNICIPAL CODE CHAPTER 14.46 REGULATING AND REQUIRING A PARKING PERMIT FOR THE PARKING OF OVERSIZED VEHICLES AND TRAILERS

THE MANHATTAN BEACH CITY COUNCIL HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings.

The City Council finds and determines as follows:

A. After several public meetings with considerable study and public input, the Manhattan Beach City Council adopted Manhattan Beach Ordinance No. 2144 in 2011, amending the Manhattan Beach Municipal Code ("MBMC") to add Chapter 14.46 to regulate oversized vehicles and trailers.
B. Ordinance No. 2144 authorized, *inter alia*: (1) The Police Chief to designate areas where the stopping, parking or standing of oversized vehicles/trailers is prohibited adjacent to schools, parks, and community centers, or in such locations where such parking or standing is hazardous to the public health, safety or welfare; and (2) The Traffic Engineer to designate areas where the stopping, parking or standing of oversized vehicles/trailers is prohibited based upon traffic safety and parking restrictions.
C. Even outside the designated areas, a large number of streets in the City of Manhattan Beach are very narrow and steep.
D. Oversized vehicles, such as recreational vehicles and trailers, create a safety hazard by reducing visibility and travel lane width when parked on City streets.
E. Oversized vehicles also present a significant burden on limited parking availability on streets since an oversized vehicle uses more curb length than a standard passenger vehicle parking space.
F. It is therefore necessary and in the interest of the health, safety and welfare to amend the Manhattan Beach Municipal Code to add to existing regulations in Chapter 14.46 and require a parking permit for oversized vehicles.

Section 2. The City Council hereby amends Manhattan Beach Municipal Code (MBMC") Chapter 14.46 to read as follows:

"Chapter 14.46

ON-STREET PARKING OF OVERSIZED VEHICLES

Sections:

14.46.010 Definitions
14.46.020 City Permit Required for the Parking of Oversized Vehicles
14.46.030 Permit Exceptions
14.46.040 Oversized Vehicles - General Requirements
14.46.050 Oversized Vehicle Parking Permits for Resident Owned Vehicles
14.46.060 Guest Oversized Vehicle Parking Permits
14.46.070 Oversized Vehicle Hook-Ups
14.46.080 Restricted Oversized Vehicle Parking Areas
14.46.090 Permit Denial and Revocation
14.46.100 Violation of Chapter
14.46.110 Application of Chapter
14.46.120 Rules and Regulations

14.46.010 Definitions.

As used in this Chapter, the following terms have the following meanings:

"**Oversized Vehicle**": any vehicle, as defined by California Vehicle Code Section 670, trailer, semitrailer, camp trailer (including tent trailers), unmounted camper, trailer bus, or trailer coach, as defined in California Vehicle Code Sections 242, 243, 550, 630, 635, and 636, respectively, a fifth-wheel travel trailer as defined in Vehicle Code Section 324, which, either on its own or in aggregate with an attachment, exceeds 22 feet in length, seven feet in width, or eight feet in height, exclusive of projecting lights or devices allowed by California Vehicle Code Sections 35109 and 35110.

"**Oversized Vehicle Parking Permit**": a validly issued permit issued by the City to a resident to park the resident's Oversized Vehicle.

"**Guest Oversized Vehicle Parking Permit**": a validly issued permit issued by the City to a resident to permit an Oversized Vehicle to park for up to 72 hours.

14.46.020 City Permit Required for Parking of Oversized Vehicles.

No person who owns, leases or has possession, custody or control of any Oversized Vehicle shall stop, stand, park or leave standing an Oversized Vehicle at any time upon any public street, alley or highway, in the City, without a validly issued Oversized Vehicle Parking Permit or Guest Oversized Vehicle Parking Permit pursuant to this Chapter, unless allowed pursuant to any exception set forth in Section 14.46.030.

14.46.030 Permit Exceptions.

The following oversized vehicles may stop, park, or stand without an Oversized Vehicle Permit:

A. Oversized Vehicles for which a street use or temporary encroachment permit has been issued in accordance with MBMC Chapters 7.36 or 7.40.
B. Oversized Vehicles stopped, parked or left standing as a result of a mechanical breakdown but only to allow the performance of emergency repairs on the vehicle or to arrange for emergency repairs to be made, provided that all repairs are completed within eight hours of the mechanical breakdown. Emergency repairs shall be limited to repairs necessitated by sudden unforeseen events, such as a flat tire. Emergency repairs shall not include routine or normal maintenance or extensive mechanical repairs.
C. Oversized Vehicles stopped, parked or left standing on any public street, alley or highway in the Coastal Zone.
D. Commercial vehicles making pickups or delivery of goods, wares or merchandise, or while actively providing residential, commercial or construction services, subject to applicable regulations set forth in MBMC Chapters 7.36 and 7.40.
E. Tow trucks and similar vehicles that are in the course of providing services.
F. Public or utility vehicles and trailers that are in the course of providing services as set forth in MBMC Section 14.08.080.
G. Any public emergency vehicle.
H. Oversized Vehicles belonging to federal, state or local authorities that are temporarily parked within the City while the operator of the vehicle is conducting official business.
I. Any vehicle stopped to avoid immediate conflict with other traffic or to comply with the directions of a police officer or official traffic control device.

14.46.040 Oversized Vehicles - General Requirements.

Oversized Vehicles must comply with all federal, state and city regulations, including but not limited to the following requirements and restrictions:

1. Pursuant to MBMC Section 14.36.060, no person shall park an Oversized Vehicle in the same location on a public street, alley or highway for a period exceeding 72 consecutive hours.
2. No person shall stop, stand, park or leave standing an Oversized Vehicle in any location prohibited by signage, other markings, or where it presents a traffic or safety concern to pedestrians or other drivers, as determined by the Police Department.
3. No person shall stop, stand, park or leave standing an Oversized Vehicle in any location designated pursuant to MBMC Section 14.46.080.
4. Operators of Oversized Vehicles shall pay any applicable parking meter charges while occupying a metered parking space.
5. No person shall park an Oversized Vehicle in more than one marked parking space.
6. Permit holders shall comply with any posted street sweeping restrictions.

14.46.050 Oversized Vehicle Parking Permits for Resident Owned Vehicles.

A. Each City resident seeking an Oversized Vehicle Parking Permit shall file with the City a completed application, containing the following:

1. The name, address, phone number, and e-mail address of the registered owner of the oversized vehicle.
2. The name, address, phone number, and e-mail address of the applicant for the permit, if different than the registered owner
3. Proof that the applicant is a Manhattan Beach resident. Acceptable proof of residency must be current and must include either a California driver's license or California identification card and either a property tax bill, public utility bill, or a current residential rental or lease agreement.
4. Proof of current vehicle registration from the California Department of Motor Vehicles, or equivalent agency in another state, for the oversized vehicle.
5. The vehicle license number, license state, make, model, year, color, and vehicle length, width, and height.
6. Payment of a permit fee, which shall be established by resolution of the City Council.
7. Such other information as the City deems necessary for the administration or enforcement of this Chapter.

B. The permit shall be displayed as required by the City so that it is clearly visible from the street.
C. In no event will the City issue any household more than one Oversized Vehicle Parking Permit from October 1 – September 30 in any year.
D. Oversized Vehicle Parking Permits issued by the City shall include the license plate number of the designated oversized vehicle, permit start date, permit expiration date and a designation that it is a resident permit.
E. Oversized Vehicle Parking Permits will be valid for a maximum of one year, with an annual expiration date of September 30, and can be renewed annually.

14.46.060 Guest Oversized Vehicle Parking Permits.

A. Each City resident seeking a Guest Parking Permit shall file with the City a completed application, containing the following:

1. The name, address, phone number, and e-mail address of the Manhattan Beach resident that is hosting the guest (if applicable).
2. The name, address, phone number, and e-mail address of the applicant for the permit.
3. The name, address, phone number, and e-mail address of the registered owner or renter of the designated Oversized Vehicle.
4. Proof that the applicant is a Manhattan Beach resident. Acceptable proof of residency must be current and must include either a California driver's license or California identification card and either a property tax bill, public utility bill, or a current residential rental or lease agreement.
5. Proof of current vehicle registration from the California Department of Motor Vehicles, or equivalent agency in another state, for the oversized vehicle.

6. The vehicle license number, license state, make, model, year, color, and vehicle length, width, and height.
7. The dates for which the permit is requested.
8. Payment of a permit fee, which shall be established by resolution of the City Council.
9. Such other information as the City deems necessary for the administration or enforcement of this Chapter.

B. Guest Oversized Vehicle Parking Permits are valid for 72 hours.
C. In no event will the City issue any household more than four Guest Oversized Vehicle Parking Permits in any 12-month period.
D. Parking permits shall be displayed as required by the City so that it is clearly visible from the street.
E. Guest Oversized Vehicle Parking Permits issued by the City shall include the license plate number of the designated Oversized Vehicle, permit issuance date, permit expiration date, and a designation that it is a guest permit.

14.46.070 Oversized Vehicle Hook-Ups.

No person shall run electrical cords, extension cords, hoses, cables, or other items across, above or on the public right of way, parkway, pathway, or sidewalk from any residential or commercial property to an Oversized Vehicle parked on a public street, alley or highway.

14.46.080 Restricted Oversized Vehicle Areas.

A. The Police Chief or designee is authorized to designate areas where the stopping, parking or standing of an Oversized Vehicle is prohibited regardless of whether an Oversized Vehicle Parking Permit or Guest Oversized Vehicle Parking Permit is obtained as follows: (i) on any street, alley or highway adjacent to any private or public school, City park, or community center; or (ii) on any street, alley or highway where the stopping, parking or standing of an Oversized Vehicle would interfere with vehicular or pedestrian traffic or otherwise create a situation hazardous to the public health, safety or welfare.
B. The Traffic Engineer or designee is authorized to designate areas where the stopping, parking or standing of an Oversized Vehicle is prohibited regardless of whether a permit is obtained as follows: (i) that portion of a city street within 25 feet of any intersection; or (ii) wherever the Traffic Engineer has caused lines or markings painted or otherwise designated upon the parkway, curb, sidewalk, roadway, driveway, parking lot, or street in such a manner as to identify individual parking spaces, if the parking of an Oversized Vehicle would cross any such line or marking, or occupy more than the single space designated by said markings.
C. The Police Chief or Traffic Engineer, as applicable, shall place or cause to be placed signs on such streets, alleys or highways giving notice of the parking restriction as set forth in paragraphs A or B of this Section.
D. When signs authorized by the provisions of this section are in place giving notice thereof, no person who owns, leases or has possession, custody or control of any Oversized Vehicle shall stop, stand, park or leave standing an Oversized Vehicle at any time upon any public street, alley or highway designated by the Chief of Police or

Traffic Engineer pursuant to paragraphs A and B of this Section regardless of whether a permit has been issued pursuant to Section 14.46.050 or Section 14.46.060 of this Chapter.

14.46.090 Permit Denial and Revocation.

The City may deny or revoke a permit or registration issued pursuant to this Chapter for any of the following:

A. The applicant or the person whom the applicant is visiting is not a bona fide city resident;
B. The out-of-town guest is not a guest of the resident;
C. The applicant violates any provision of this Chapter or applicable state or federal law; or
D. The information submitted by the applicant is materially false.

14.46.100 Violation of Chapter

A. The violation of any of the provisions of this Chapter 14.46 is subject to a civil penalty, pursuant to California Vehicle Code Section 40200 *et seq.*, including exceptions thereunder, or unless otherwise indicated in this Section.
B. It shall be unlawful for any person to: (1) forge, alter or counterfeit a permit issued pursuant to this Chapter; (2) display a fraudulent, forged, altered, or counterfeit permit issued pursuant to this Chapter; or (3) assign, transfer or use a permit issued pursuant to this Chapter for any consideration, monetary or otherwise. Violation of this subsection B is a misdemeanor, unless such violation is subsequently prosecuted as an infraction pursuant to MBMC Chapter 1.04.010.
C. Pursuant to MBMC Chapter 1.06 the City may, *inter alia*, exercise the administrative remedy provided in that Chapter and issue an administrative citation for any violation of this Chapter.
D. Oversized Vehicles stopped, parked or left standing on a public street, alley or highway in violation of this Chapter may be removed immediately pursuant to Vehicle Code Section 22651.

14.46.110 Application of Chapter

The regulations and restrictions on stopping, standing or parking in this Chapter will not relieve any person from the duty to observe other and more restrictive provisions of the California Vehicle Code or the MBMC prohibiting or limiting the stopping, standing or parking of vehicles in specified places or at specified times.

14.46.120 Rules and Regulations

The City Manager or designee is authorized and empowered to adopt rules and regulations to implement the provisions of this Chapter."

Section 3. The City Council's adoption of a permitting program for oversized vehicles and trailers has been determined to be exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061(b)(3), the common sense exemption (formerly the "general rule") that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question can have a significant effect on the environment, the activity is not subject to CEQA, as is the case with the adoption of this permitting program.

Section 4. INTERNAL CONSISTENCY. Any provisions of the Municipal Code, or any other resolution or ordinance of the City, to the extent that they are inconsistent with this Ordinance are hereby repealed, and the City Clerk shall make any necessary changes to the Municipal Code for internal consistency.

Section 5. SEVERABILITY. If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or their application and, to this end, the provisions of this Ordinance are severable.

Section 6. CERTIFICATION. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance to be published within 15 days after its passage, in accordance with Section 36933 of the Government Code.

Section 7. The Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

ADOPTED on July 2, 2024.

AYES: Lesser, Napolitano, Montgomery, Howorth, and Mayor Franklin.
NOES: None.
ABSENT: None.
ABSTAIN: None.

JOE FRANKLIN
Mayor

ATTEST:

LIZA TAMURA
City Clerk

Docusign Envelope ID: A5EF5841-7B63-4D3C-8147-9442EB817AB6

ORDINANCE NO. 1123

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MENLO PARK AMENDING EXISTING §§11.24.050 AND 11.24.070 OF CHAPTER 11.24 (STOPPING – STANDING – PARKING) OF TITLE 11 (VEHICLES AND TRAFFIC) OF THE MENLO PARK MUNICIPAL CODE TO AMEND EXISTING PARKING RESTRICTIONS RELATED TO USE OF PUBLIC PARKING LOTS NEAR PARKS AND OTHER RECREATIONAL FACILITIES AND AMEND EXISTING PARKING RESTRICTIONS RELATED TO REMOVAL OF VEHICLES PARKED IN EXCESS OF SEVENTY-TWO HOURS; AND ADDING A NEW SECTION 11.24.075 OF CHAPTER 11.24 (STOPPING – STANDING – PARKING) OF TITLE 11 (VEHICLES AND TRAFFIC) OF THE MENLO PARK MUNICIPAL CODE TO ESTABLISH A PROHIBITION ON OVERNIGHT PARKING OF OVERSIZED VEHICLES

WHEREAS, the City of Menlo Park is a general law city; and

WHEREAS, pursuant to §7 of article XI of the California Constitution and the City's general police powers, the City is empowered and charged with responsibility for the health, safety and welfare of its citizens; and

WHEREAS, implementing parking restrictions at intersections or mid-block crosswalks improves drivers' sightlines of crosswalk users and reduce collision risks; and

WHEREAS, expanding the scope of parking regulations to include publicly accessible park and city facility lots promotes consistent enforcement and aligns with community safety goals such as the City's Vision Zero policy to eliminate all traffic fatalities and serious injuries by 2040; and

WHEREAS, Vehicle Code §22507 authorizes the City to prohibit or restrict the stopping, parking, or standing of oversized vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, the parking of oversized vehicles can create public safety concerns; and

WHEREAS, oversized vehicles can obstruct access to rights-of-way, reduce sight distance and reduce visibility at intersections; and

WHEREAS, these obstructions, in turn, can create increased hazardous traffic conditions and risks of collision and endanger to motorists, bicyclists, pedestrians, and other members of the public; and

WHEREAS, the City Council desires to limit parking of oversized vehicles on City streets and prohibit encroachments on City streets; and

WHEREAS, the City Council wishes to provide limited exceptions to the prohibitions on oversized vehicles in the public right-of-way; and

WHEREAS, the City Council desires to update the Menlo Park Municipal Code to enact an oversized vehicle parking restriction.

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NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MENLO PARK DOES ORDAIN AS FOLLOWS:

Section 1.
The City Council of the City of Menlo Park does hereby find that the above referenced recitals are true and correct and material to the adoption of this ordinance.

Section 2.
Section 11.24.050 (Night parking prohibited) of the Menlo Park Municipal Code is hereby amended to read as follows (additions in underline, deletions in ~~strikethrough~~):
No person shall stop, stand or park a vehicle at any time between the hours of 2 a.m. and 5 a.m. upon those certain streets or portions thereof located within a residential zone or located within three hundred feet (300') of a residential zone, or in a public parking lot, including parking lots serving parks and recreation facilities (as those terms are defined by Chapter 8.28.020). Physicians engaged in professional calls, persons engaged in governmental duties or emergency activities are exempt from this provision. A "residential zone" includes all lands ~~located within the following zoning districts of the city: RE, RES, R-1-S, R-1-U, R-2, R-3, R-3-A, R-3-C and R-L-U~~ where residential uses are a permitted or conditional use as defined in Title 16 zoning code.

Section 3.
Section 11.24.070 (Removal of vehicles parked for 72 or more hours) of the Menlo Park Municipal Code is hereby amended to read as follows (additions in underline, deletions in ~~strikethrough~~):
When a vehicle is parked or left standing upon a street or highway for 72 or more consecutive hours, the chief of police or his designated representative may remove such vehicle or cause the same to be removed without notice. ~~Any such vehicle left standing for such period shall be deemed to have been abandoned by the registered owner.~~ It shall be an infraction to park or leave standing a vehicle upon a street or highway for 72 or more hours. It shall be an infraction to park or leave standing a vehicle in a public parking lot, including parking lots serving parks and recreation facilities (as those terms are defined by Chapter 8.28.020) for 72 or more hours.

Section 4.
A new §11.24.075 (Removal of vehicles parked in violation of oversized vehicle restriction) is hereby added to the Menlo Park Municipal Code as set forth in Exhibit A, attached hereto and incorporated herein by this reference.

Section 5.
The City Council finds that this ordinance is exempt from the California Environmental Quality Act ("CEQA") because the ordinance does not qualify as a project and will not result in a direct or reasonably foreseeable indirect physical change in the environment. (CEQA Guidelines, §§15060, subds. (c)(2), (c)(3), 15061, subd. (b)(3).)

Section 6.
If any section, subsection, sentence, clause, phrase, or word of this ordinance is for any reason held to be unconstitutional, unlawful, or otherwise invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 7.
This ordinance shall take effect thirty (30) days after passage by the City Council.

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Section 8.
The city clerk is directed to publish this ordinance as required by State law.

INTRODUCED on the twenty-fifth day of February, 2025.

PASSED AND ADOPTED as an ordinance of the City of Menlo Park at a regular meeting of said City Council on the eleventh day of March, 2025, by the following votes:

AYES: Combs, Nash, Schmidt, Taylor, Wise

NOES: None

ABSENT: None

RECUSED: None

APPROVED:

Signed by:
Drew Combs
44D3AD094B844B4...
Drew Combs, Mayor

ATTEST:

DocuSigned by:
39280A20D0BE491...
Judi A. Herren, City Clerk

Exhibits
A. Section 11.24.075 - Removal of vehicles parked in violation of oversized vehicle restriction

Docusign Envelope ID: A5EF5841-7B63-4D3C-8147-9442EB817AB6

11.24.075 Removal of vehicles parked in violation of oversized vehicle restriction

A. Purpose.

The purpose of this section is to reduce the adverse impacts associated with oversized vehicle parking. Such impacts include, but are not limited to, the following:

1. Oversized vehicle parking raises unique public safety concerns, including the obstruction of access to rights-of-way, reduced sight distance and reduced visibility at intersections.
2. Oversized vehicles are typically heavier vehicles or trailers and thus have the potential to cause excessive wear and tear on roadways.
3. Oversized vehicle parking has been the source of environmental hazards in the City by discharging waste into the street. Such waste includes gas, oil, human waste, and other forms of hazardous waste. These discharges create unsanitary conditions for members of the public and also result in downstream impacts such as waste flows into the City's storm drains and receiving waterways.
4. Some oversized vehicles accumulate and discharge trash and debris in and around areas where vehicles are parked. The accumulation and storage of trash, debris, and other personal items in and around areas where oversized vehicles are parked has caused unsanitary conditions and accessibility hazards by obstructing and/or blocking walkways and preventing safe passage.

B. Definitions.

The following words and terms as used in this section shall have the following meanings:

1. Oversized vehicle means a motor vehicle under Vehicle Code §670 which also meets one or more of the following criteria:
   i. exceeds seven and a half feet in height; or
   ii. exceeds seven and a half feet in width; or
   iii. exceeds 22 feet in length; or
   iv. exceeds 10,000 pounds in weight.
   v. To determine the height, width or length of a vehicle, any extension to the vehicle caused by the mirrors, air conditioners, or similar attachments allowed by Vehicle Code §§35109, 35110, or 35111 of the Vehicle Code, shall not be included.
2. Any camp trailer, camper, fifth wheel travel trailer, house car, mobile home, trailer, trailer coach, as defined in Vehicle Code §§242, 243, 324, 362, 396, 630, 635, or any recreational vehicle as defined in Health and Safety Code §18010.

C. Parking of oversized vehicles prohibited.

Except as provided in subsection (d) below, no person shall stop, stand, park, or leave standing any oversized vehicle on any public street in the City between the hours of 2 a.m. and 5 a.m. The city manager or their designee, shall place signage on streets sufficient to give adequate notice of this prohibition.

D. Exemptions.

The prohibition in subsection (c) shall not apply to any of the following:

1. Oversized vehicles involved in an emergency or being repaired under emergency conditions. Emergency parking may be allowed for eight consecutive hours where an Oversized vehicle is left parked on a city street because of a mechanical breakdown or because of physical incapacity of the driver or owner.
2. Oversized vehicles belonging to federal, state, local authorities, or utility companies or agencies that are parked while the operator of the oversized vehicle is conducting official business.

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3. Oversized vehicles actively engaged in loading and unloading deliveries of persons, merchandise, wares, supplies, goods or other materials in the course of construction or other work from or to an adjacent residence or building.
4. Oversized vehicles that are parked while the operator is actively engaged in performing a service to or on a property on the same City block where the oversized vehicle is parked.
5. Oversized vehicles that are parked on public streets immediately abutting the oversized vehicle's registered owner's address of record for no more than twice during any seven-day period and for the purposes of loading and unloading, cleaning, or other activity preparatory or incident to travel.
6. Oversized vehicles displaying permits issued by the City under §§11.24.055 or 11.24.056 of this Code.

E. Administrative regulations.
The chief of police or their designee shall adopt administrative regulations governing the implementation of this Section. Said regulations may include notice, vehicle storage and property inventory policies.

F. Violations.
Violations of this Section shall be subject to the following penalties: (1) the issuance of citations in an amount set forth in the Menlo Park Master Fee Schedule, and/or (2) the towing of any oversized vehicle that remains in violation of this Section following issuance of notice of violation. Any member of the police department authorized by the chief of police may tow and/or cause to be removed a vehicle that is stopped, standing or parked in violation of this Section, from the street or highway in the manner and subject to the requirements of Vehicle Code §22650 et seq. The remedies set forth in this Section shall be cumulative and in addition to any and all other remedies, civil, equitable, or criminal, afforded to the city under the law.

CHAPTER 10.12

(RESERVED)

CHAPTER 10.14

RECREATIONAL VEHICLES

Sections:

10.14.010 Definitions.

10.14.020 Permit required.

10.14.030 Issuance.

10.14.040 Prohibited activities.

10.14.050 Violations.

10.14.060 Revocation.

§ 10.14.010 DEFINITIONS.

Unless the contrary is stated or clearly appears from the context, the following definitions will govern the construction of the words and phrases used in this chapter.

OVERNIGHT. Between the hours of 10:00 p.m. and 6:00 a.m.

RECREATIONAL VEHICLE or RV. Any vehicle or trailer that is capable of human habitation or designed or used for recreational camping or travel use, whether self-propelled or mounted on or drawn by another vehicle, or any structure inspected, approved and designated as a recreational vehicle by and bearing the insignia of any state or federal agency having the authority to approve recreational vehicles. ***RECREATIONAL VEHICLE*** includes, without limitation, any of the following: a ***CAMP TRAILER***, as defined by Cal. Vehicle Code § 242; a ***FIFTH-WHEEL TRAVEL TRAILER***, as defined by Cal. Vehicle Code § 324; a ***HOUSE CAR***, as defined in Cal. Vehicle Code § 362; a ***TRAILER***, as defined in Cal. Vehicle Code § 630; a ***TRAILER COACH***, as defined in Cal. Vehicle Code § 635; a boat, water craft, and/or trailer for a boat or water craft; a ***RECREATIONAL VEHICLE***, as defined in Cal. Health and Safety Code § 18010; and a ***SLIDE-IN CAMPER***, as defined in Cal. Health and Safety Code § 18012.4.

RV GUEST PERMIT. A limited duration parking permit for a recreational vehicle belonging to a person or persons who do not reside in the city and who is or are temporarily visiting a resident of the city.

RV PERMIT. A limited duration parking permit for a recreational vehicle belonging to a resident of the city.

(Ord. 2018-10 § 1, 2018)

§ 10.14.020 PERMIT REQUIRED.

(A) No person who owns or has possession, custody or control of a recreational vehicle shall park or leave such vehicle standing upon any street or alley or other public right-of-way between the hours of 10:00 p.m. and 6:00 a.m. without a valid RV permit or RV guest permit conspicuously displayed in the lower driver's side of the windshield or nearest window such that all the permit's information is visible.

(1) The Chief of Police, or designee, has the authority to issue RV permits and RV guest permits and to revoke such permits in accordance with the provisions of this chapter.

(2) The city may charge a fee to issue the RV permit and/or the RV guest permit, as established by resolution of the City Council.

(B) *RV permit application.* An application for a RV permit shall be filed with the Police Department in advance of parking an RV overnight on any public right- of-way on an application form which shall contain:

(1) The name, valid address and telephone number of the resident or entity who owns the RV;

(2) RV registration information: make, model, year, color, license plate and VIN.

(3) The signature of the owner of the RV agreeing to all terms and conditions of the permit to be issued by the city.

(C) *RV guest permit application.* An application for a RV guest permit shall be filed with the Police Department in advance of parking an RV overnight on any public right-of-way. The application shall be completed by a city resident, the owner of private property located in the city, or the owner of the RV for which a RV guest permit is to be issued. Such application form shall contain:

(1) The name, valid street address and telephone number of the person or entity who owns the RV;

(2) The name, valid street address and telephone number of the city resident/property owner for whom the permittee is visiting;

(3) RV registration information: make, model, year, color, license plate and VIN.

(4) The signature of the city resident/property owner on behalf of their guest or the owner of the RV agreeing to all terms and conditions of the RV guest permit to be issued by the city.

(D) Persons holding a valid RV permit or RV guest permit issued pursuant to this chapter may park the recreational vehicle for which the permit was issued on a city street provided the recreational vehicle is parked along the curb line within the same block as the residence/property ownership listed in the application for which the permit is issued. If the residence/property is located on a corner, then the permit holder may park along the curb line of either of the streets on the block on which the residence is located.

(E) RV permits shall remain valid for up to three consecutive days and shall expire at 6:00 a.m. on the fourth day. Upon the expiration of the RV permit, the permittee may then apply for a new RV permit, without any limitation on the number of successive permits which may be issued provided that all conditions set forth in this chapter continue to be met. No more than one RV permit shall be issued for each residential address in the city; this does not include a RV guest permit.

(F) RV guest permits shall remain valid for up to three consecutive days and shall expire at 6:00 a.m. on the fourth day. Upon the expiration of the RV guest permit, the permittee may apply for a new RV guest permit, however, no RV guest permit will be issued for a residential address for more than a total of six days in any calendar month period. No more than one RV guest permit shall be issued for each residential address in the city; this does not include a RV permit.

(G) Notwithstanding the provisions of this section, a permittee may apply for a successive permit up to one day prior to the expiration of a valid permit if the number of permits issued does not exceed the maximum number allowed for the permit type.

(H) Except as expressly provided in this chapter, a RV permit or a RV guest permit does not authorize any vehicle to park in a location or manner that is otherwise prohibited by this code or by the California Vehicle Code or any other applicable regulation, including but not limited to parking restrictions on street sweeping days.

(Ord. 2018-10 § 1, 2018)

§ 10.14.030 ISSUANCE.

(A) *RV permit.* The Chief of Police or designee shall issue a RV permit unless one of the following findings is made:

(1) The applicant is not a city resident;

(2) The resident is not the registered owner of the recreational vehicle or does not have authorization to use such vehicle;

(3) A valid RV permit has already been issued for a resident at the listed address;

(4) There are public safety concerns, as determined by the Chief of Police, relating to the parking of the recreational vehicle on the street on which the parking would be provided, including but not limited to a street being too narrow to safely accommodate the recreational vehicle;

(5) The street on which parking would be provided prohibits parking of all vehicles;

(6) The applicant provided information that was materially false;

(7) The applicant has unpaid parking citations issued by the City of Monrovia.

(B) *RV guest permit.* The Chief of Police or designee shall issue a RV guest permit unless one of the following findings is made:

(1) The guest is not visiting the resident listed in the application;

(2) The guest is not the registered owner of the recreational vehicle or does not have authorization to use such vehicle;

(3) The address associated with the resident has already exceeded the monthly maximum of six days allowed for a RV permit in any given month;

(4) There are public safety concerns relating to the parking of the recreational vehicle on the street on which the parking would be provided, including but not limited to a street being too narrow to safely accommodate the recreational vehicle;

(5) The street on which parking would be provided prohibits parking of all vehicles;

(6) The applicant provided information that was materially false;

(7) The applicant has unpaid parking citations issued by the City of Monrovia.

(Ord. 2018-10 § 1, 2018)

§ 10.14.040 PROHIBITED ACTIVITIES.

Regardless of whether a person has a valid RV permit or RV guest permit, no person shall:

(A) Utilize electrical cords, extension cords, water or drainage hoses, cables, or other items that cross, above, or on the parkway, street, or sidewalk from any property to a recreational vehicle parked on a public street at any time;

(B) Connect a recreational vehicle to the public sewer system or dump waste onto public or private land or into streets, gutters or storm drains, other than lawfully at a designated, licensed and permitted recreational vehicle sanitary wastewater dump station;

(C) Use the recreational vehicle for human habitation or conduct business in the RV while parked on public right-of-way;

(D) Use slide outs/pop outs or other appurtenances that encroach on the roadway, parkway and/or sidewalk thereby interfering with the path of safe travel of vehicles and pedestrians;

(E) Use external power sources without limitation;

(F) Cause any noise to be emitted in violation of § 9.44.030(A) of this code.

(Ord. 2018-10 § 1, 2018)

§ 10.14.050 VIOLATIONS.

Unless otherwise specified, all violations of this chapter shall be an infraction and persons who commit a violation shall be subject to citation, towing or both, and revocation of permits as specified in this chapter. Parking citations are issued subject to and may be appealed pursuant to Chapter 10.17: Administrative Fines - Citations. Notwithstanding the foregoing, any violation of § 10.14.040 may be prosecuted as a misdemeanor in the discretion of the City Prosecutor.

(Ord. 2018-10 § 1, 2018)

§ 10.14.060 REVOCATION.

(A) The Chief of Police or designee shall have the authority to revoke a RV permit or RV guest permit if any one of the following findings is made:

(1) Grounds exist which would have justified denial of the permit in the first instance;

(2) The recreational vehicle has fallen into a state of disrepair and has become a public nuisance, or a danger to pedestrians or other vehicles;

(3) The recreational vehicle has become inoperable;

(4) There have been at least three parking citations issued for the recreational vehicle associated with the RV guest permit; or

(5) There has been a violation of this chapter.

(B) The Chief of Police shall issue a notice of revocation in writing to the permittee specifying the effective date of the revocation, which date shall be at least two days after the date of the notice of revocation. Mailed notice shall be deemed served three days after deposit in the United States mail.

(C) The permittee shall have the right to appeal the notice of revocation in accordance with the procedures of Chapter 1.17: Administrative Fines - Citations. During the appeal process, the permittee will not be allowed to continue parking the RV on the city right-of-way.

(Ord. 2018-10 § 1, 2018)

ORDINANCE O2024-005

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NAPA, STATE OF CALIFORNIA, AMENDING NAPA MUNICIPAL CODE SECTION 10.36.070 RELATED TO PARKING OF TRAILERS AND OVERSIZED VEHICLES AND DETERMINING THE ACTION TO BE EXEMPT FROM CEQA.

WHEREAS, the City of Napa's Municipal Code related to the parking of trailers and oversized vehicles have not been updated since 1954; and

WHEREAS, the City of Napa's Municipal Code lacks modern day definitions as it pertains to trailers and oversized vehicles; and

WHEREAS, the City of Napa has received an increasing number of complaints related to parking of recreational vehicles, food trucks, and commercial vehicles on city streets, particularly in residential areas, in lieu of storing these vehicles on private property when not in use; and

WHEREAS, there are a series of public safety and health issues related to the parking of oversized vehicles on city streets including but not limited to visibility issues when navigating corners or coming in and out of driveways by car or attempting to walk safely on city sidewalks, the disposal of trash and fluids from vehicles, and the presence of a nuisance that can encourage crime or visibly conceal crime; and

WHEREAS, City staff is now recommending to the City Council that is consider proposed changes to the Municipal Code to address trailers and oversized vehicles; and

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meeting of the City Council identified herein, including any supporting reports by City Staff, and any information provided during public meetings.

NOW, THEREFORE, BE IT ORDAINED, by the City Council of the City of Napa as follows:

SECTION 1: Amendment. Napa Municipal Code section 10.36.070 is hereby amended in its entirety as follows:

10.36.070 Trailers and Oversized Vehicle Regulations

A.

Prohibited. No person shall stop, park, or leave standing on any public street, alley, or right-of-way in the city any vehicle defined in this section for a period longer than four consecutive hours at which point it must relocate for a period of at least 72 hours.

B.

Any such vehicle is considered to be parked, left standing, or stored in violation of this section if it has not been moved more than one-quarter of a mile (1,320 feet) within four hours and for the subsequent 72-hour period.

C.

For the purposes of this section, "Oversized Vehicle" shall be defined as any vehicle, whether motorized or nonmotorized, that exceeds twenty (20) feet in length, or eighty-five (85) inches in width, or eight-five (85) inches in height. An extension caused by any mirror or accessory attached to such vehicle shall be considered part of the measured distance.

D.

Notwithstanding the length, width, and height requirements for an oversized vehicle, the following vehicles shall also be considered oversized vehicles and subject to this section:

- Buses as defined in the California Vehicle Code section 233;
- Trailers whether hitched to a vehicle or not, including boat trailers, and semi-trailers, as defined in the California Vehicle Code section 630, and stand-alone boats not connected to trailers;
- Trailer coaches, whether hitched to a vehicle or not, as defined in the California Vehicle Code section 635; and
- Recreational vehicles as defined in this section.

E.

Recreational vehicle shall be defined as a motor home, slide in camper, travel trailer, truck camper, or camping trailer, with or without motive power, designed for human habitation for recreational or emergency occupancy. Recreational vehicle shall also include:

- Camping Trailer. A vehicular portable unit mounted on wheels and constructed with collapsible partial sidewalls which fold for towing by another vehicle and unfold at the campsite designed for human habitation,
- Motor Home. A motor vehicle designed to provide temporary living quarters, built as an integral part of, or permanently attached to, a self-propelled motor vehicle chassis, chassis cab or van.
- Slide-In Camper. A portable unit, consisting of a roof, floor and sides, designed to be loaded onto or unloaded from the bed of a pick-up truck, and designed for human habitation.

- Fifth-Wheel Travel Trailer- A vehicle designed for recreational purposes to carry persons or property on its own structure and constructed to be drawn by a motor vehicle with a kingpin connecting device.

F.

Exemptions. The following exemptions shall apply:

- Oversized vehicles actively making pick-ups or deliveries of goods, wares, services, or merchandise parked immediately adjacent to the property with which the pick-up and delivery is being made.
- Fully permitted and licensed food trucks open and operating for business in accordance with other State and local laws and codes; so long as they are not parked immediately adjacent to a property zoned as residential.
- Recreational vehicles parked immediately adjacent to the property where the vehicle is legally registered through the California Department of Motor Vehicles for a total of no more than 48 hours consecutive hours for the purpose of loading or unloading only.
- Any ambulance, paramedic, fire, police, or public safety vehicle.
- Any vehicle being repaired under emergency conditions for less than eight hours. For purposes of this section, emergency repairs mean sudden and unexpected repairs.
- Any vehicle belonging to federal, state, and local authorities while conducting official government business.
- Vehicles registered under a program with the California Department of Motor Vehicles as a vehicle that serves a person or persons with disabilities and is parked immediately adjacent to the address which it is registered.

G.

Removal. Any vehicle in violation of this section may be removed by any member of the police department subject to the requirements of the United States and California Constitutions, and Division 11, Chapter 10 of the California Vehicle Code Sections 22650 et. Seq., and the same may be stored in any parking lot or storage yard or garage in compliance with all applicable laws.

SECTION 2: Severability. If any section, sub-section, subdivision, paragraph, clause or phrase in this Ordinance, or any part thereof, is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, sub-section, subdivision, paragraph, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more sections, sub-

sections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 3: Effective Date. This Ordinance shall become effective thirty (30) days following adoption.

City of Napa, a municipal corporation

VICE MAYOR: _____

ATTEST: _____
CITY CLERK OF THE CITY OF NAPA

STATE OF CALIFORNIA
COUNTY OF NAPA } SS:
CITY OF NAPA

I, Tiffany Carranza, City Clerk of the City of Napa, do hereby certify that the foregoing Ordinance had its first reading and was introduced during the public meeting of the City Council on the 3rd day of December, 2024, and had its second reading and was adopted and passed during the public meeting of the City Council on the 17th day of December, 2024, by the following vote:

AYES: Luros, Painter, Narvaez

NOES: Alessio

ABSENT: Sedgley

ABSTAIN: None

ATTEST: _____
Tiffany Carranza
City Clerk

Approved as to Form:

_____
Christopher Diaz
Interim City Attorney

City of Norwalk, CA
Thursday, May 22, 2025

Title 10. Vehicles and Traffic

Chapter 10.09. PARKING REGULATIONS FOR RECREATIONAL VEHICLES AND RECREATIONAL TRAILERS

§ 10.09.010. Purpose.

The purpose of this chapter is to establish regulations for parking recreational vehicles and recreational trailers.
(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

§ 10.09.020. Definitions.

"Recreational trailer" means a trailer designed to transport recreational sport vehicles or vessels, to include, but not be limited to, dirt bikes and all-terrain vehicles, boats, personal water craft, race vehicles or other similar type vehicles and vessels.

"Recreational vehicle" includes a "recreational vehicle" as defined in Health and Safety Code Section 18010, a "trailer coach" as defined in California **Vehicle Code** Section 635, and a "park trailer" as defined in Health and Safety Code Section 18009.3.
(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

§ 10.09.030. Parking recreational vehicles and recreational trailers on public streets prohibited.

No recreational vehicle, as defined in this chapter, shall be parked on a public street or public right-of-way, or on any City-owned off-street parking facility, at any time, unless such a vehicle has been issued a permit in accordance with Section **10.09.040**.

This section shall not apply to any recreational vehicle or recreational trailer parked while the owner or operator of the vehicle or trailer is in the process of making emergency repairs to such vehicle or arranging for emergency repairs to be made, provided all repairs are completed within 24 hours. Emergency repairs shall be limited to repairs necessitated by sudden, unforeseen events, such as a flat tire. Emergency repairs shall not include routine or normal maintenance.
(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

§ 10.09.040. Permit procedure for recreational vehicle and recreational trailer street parking.

A. The City Manager, or designee, may issue a permit for street parking of a recreational vehicle or recreational trailer to any resident within the City for the purpose of loading, unloading or other

related activity incidental to preparing the recreational vehicle or unattached trailer for travel or returning from travel. With such a permit, a recreational vehicle or recreational trailer may be parked on a public street or right-of-way within 100 feet of the permittee's residence for a period not exceeding 72 consecutive hours.

B. No more than 20 such permits will be issued for any single address or apartment within a calendar year.

C. The applicant for such permit shall provide such information as the City Manager, or designee, determines is necessary to effect the provisions of the chapter, including, but not limited to, the proposed location of the recreational vehicle or recreational trailer, the requested effective dates for the permit, the status of the applicant as a resident within the City, and the license plate number of the recreational vehicle or recreational trailer, or such other information as is determined to be sufficient to identify the recreational vehicle or recreational trailer for which the permit will be issued. Trailers must at all times be properly hitched to a tow vehicle of an appropriate size and capability to safely tow the trailer.

D. The permit shall be assigned as directed by the City. A vehicle that has been assigned a permit shall display the vehicle's license plate pursuant to the applicable provisions of the California **Vehicle Code**, and if applicable any required proof of permit as directed by the City at all times while the recreational vehicle or recreational trailer is parked on a public street.

E. Any person applying for a permit under this subsection shall pay a fee set by resolution of the City Council.

F. Neither this section nor any permit or authorization issued pursuant to subsection **A** of this section shall authorize any person to park any recreational vehicle, or recreational trailer in violation of any other provision of the California **Vehicle Code**, Los Angeles County Code or the Norwalk Municipal Code.

(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

§ 10.09.050. False information.

Any person who intentionally submits false information in order to obtain a permit under this chapter shall be guilty of a misdemeanor, and shall not be issued a permit under this chapter for six months from the date of the conviction, guilty plea or plea of no contest is entered.

(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

§ 10.09.060. Application.

This chapter shall not apply until signs giving adequate notice thereof have been placed at all entrances of the City.

(Ord. 14-1659 § 1; Ord. 21-1722 § 2; Ord. 22-1730 § 1)

ORDINANCE NO. 1156

AN ORDINANCE OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA TO AMEND SECTION 70.01 (DEFINITIONS) OF CHAPTER 70 (GENERAL PROVISIONS) AND TO ADD SECTION 72.26 (PARKING RECREATIONAL VEHICLES IS PROHIBITED ON ANY CITY STREET) TO CHAPTER 72 (STOPPING, STANDING, AND PARKING) WITHIN TITLE 7 (TRAFFIC CODE) OF THE SANTA FE SPRINGS MUNICIPAL CODE.

WHEREAS, the City of Santa Fe Springs (the "City") is a general law city, incorporated under the laws of the State of California; and

WHEREAS, California Constitution Article XI, Section 7, enables the City to enact local planning and land use regulations; and

WHEREAS, California Vehicle Code Sections 22507 and 22507.5 also empowers cities to regulate vehicular parking within their jurisdictions; and

WHEREAS, pursuant to its police power, the City may enact and enforce laws within its boundaries that promote the public health, morals, safety, or general welfare of the community, and are not in conflict with general laws; and

WHEREAS, the City currently prohibits the parking of any vehicle upon any street or alley for more than a consecutive period of seventy-two (72) hours; and

WHEREAS, the City currently prohibits the parking of vehicles which exceeds either 23 feet in length or 80 inches in width, or large vehicles, on any street in residential areas for a period of time longer than thirty (30) minutes between the hours of 2:00 a.m. and 4:00 a.m. of any day; and

WHEREAS, the City currently permits the parking of operable automobiles, recreational vehicles, boats or boat trailers in the required driveways within the front and/or side yards for any single-family use in a residential zone; and

WHEREAS, the City has received an increased number of complaints regarding increased numbers of recreational vehicles parking on City streets for several days; and

WHEREAS, the City has traditionally prohibited parking on affected streets pursuant to complaints it has received; and

WHEREAS, the City's current practices do not address the problem on a citywide level; and

WHEREAS, the City finds it necessary to establish a citywide program to regulate and authorize the parking of recreational vehicles on the City's streets; and

WHEREAS, the proposed ordinance would establish a program that would permit

temporary parking of recreational vehicles on the City's streets through a temporary parking permit; and

WHEREAS, consistent with Policies C-10.1 and C-10.2 of the General Plan's Circulation Element, the Ordinance will establish a parking program that will address parking problems on City streets and ensure equitable and fair parking enforcement practices; and

WHEREAS, consistent with Policies C-13.4 and C-14.3 of the General Plan's Circulation Element, the Ordinance will prohibit knowingly allowing the leakage of harmful substances onto any public right-of-way and will require the use of permitted RV sanitary wastewater dump stations; and

WHEREAS, the City Council has held a duly noticed public hearing, considered, the ordinance, all reports, testimony, materials, and findings.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS, CALIFORNIA, DOES HEREBY FIND, DETERMINE AND ORDAIN AS FOLLOWS:

SECTION 1. Findings.

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

SECTION 2. Section 70.01 (Definitions) of Chapter 70 (General Provisions) of Title 7 (Traffic Code) of the City of Santa Fe Springs Municipal Code ("SFSMC" or "Code") is hereby amended as follows (unless otherwise noted, where ~~Strikethrough Text~~ is language to be removed from the existing Code and Underline Text is language to be added to the Code):

> For the purpose of this traffic code, the following definitions shall apply unless the context clearly indicates or requires a different meaning. Whenever any words or phrases used in this title are not defined in this section but are now defined in the California Vehicle Code, such definitions are incorporated in this section and shall be deemed to apply to such words and phrases used herein as though set forth in this section in full.
>
> ***BUSINESS DISTRICT.*** That portion of a highway and the property contiguous thereto upon one side of which highway, for a distance of 600 feet, 50% or more of the contiguous property fronting thereon is occupied by buildings in use for business, or, upon both sides of which highway, collectively, for a distance of 300 feet, 50% or more of the contiguous property fronting thereon is so occupied. A ***BUSINESS DISTRICT*** may be longer than the distance specified in this section if the above ratio of buildings in use for business to the length of highway exists.
>
> ***LOADING ZONE.*** The space adjacent to a curb reserved for the exclusive use of

vehicles during the loading or unloading of passengers or materials.

***OUT-OF-TOWN VISITOR*.** Any natural person who does not reside in the city who is temporarily visiting as a guest of a Resident of the city and who has applied for a Temporary RV Parking Permit.

PARK. To stand or leave standing any vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of passengers or materials.

PARKWAY. That portion of a street other than a roadway or a sidewalk.

PASSENGER LOADING ZONE. The space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers.

PEDESTRIAN. Any person afoot.

POLICE OFFICER. Every officer of the Police Department of the city or any officer authorized to direct or regulate traffic or make arrests for violations of traffic regulations.

***RECREATIONAL VEHICLE or "RV"*.** A motorhome, travel trailer, truck camper, camping trailer, or other vehicle or trailer, with or without motive power, designed or altered for human habitation for recreational, emergency, or other human occupancy, or any structure inspected, approved and designated as a recreational vehicle by, and bearing the insignia of, the State of California or any other state or federal agency having the authority to approve recreational vehicles. Recreational Vehicle shall include, without limitation, any of the following: a "camp trailer," as defined by California Vehicle Code Section 242; a "fifth wheel travel trailer" as defined by California Vehicle Code Section 324; a "house car" as defined in California Vehicle Code Section 362; a "trailer" as defined in California Vehicle Code Section 630; a "trailer coach" as defined in California Vehicle Code Section 635; a "mobile home," as defined by California Vehicle Code Section 396; a boat, watercraft and/or trailer for a boat or watercraft; a "park trailer" as defined in the California Health and Safety Code Section 18009.3; a "recreational vehicle as defined in California Health and Safety Code Section 18010; and a "truck camper" as defined in California Health and Safety Code Section 18013.4.

***RESIDENT*.** A person who customarily resides and maintains a place of residence or who owns land within the city. It shall not mean a person who maintains an address at a mailbox drop or who rents a room which is not his or her primary place of residence, nor shall it mean a person who maintains only a post office box unless that person also provides valid and verifiable evidence of residence, such as a utility bill/contract, and federal or state government-issued Identification, at a street address within the city.

STOP. When required, complete cessation of movement.

STOP OR STAND. When prohibited, any stopping or standing of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device.

TEMPORARY RV PARKING PERMIT**.** A limited duration parking permit for a recreational vehicle belonging to a resident or an out-of-town visitor issued by the Director of Police Services or his or her designee in accordance with the provisions of this title.

SECTION 3. Chapter 72 (Stopping, Standing and Parking) of Title 7 (Traffic Code) of the City of Santa Fe Springs Municipal Code is hereby amended by the addition of a new Section 72.26 as follows (unless otherwise noted, where ~~Strikethrough Text~~ is language to be removed from the existing Code and Underline Text is language to be added to the Code):

§ 72.26 PARKING RECREATIONAL VEHICLES IS PROHIBITED ON ANY CITY STREET.

(A) No person shall stop, stand, or park a recreational vehicle on any street or alley for a period of time longer than two hours unless a temporary RV parking permit has been issued to such RV pursuant this section.

(B) Notice. Signs giving reasonable notice of the prohibitions contained in this section will be erected within the City as required by the California Vehicle Code.

(C) Temporary RV Parking Permit.

(1) Purpose. The purpose of the temporary RV parking permit is to allow users of RVs to park adjacent to their residences to load, unload, clean, and maintain their RV and to allow out-of-town visitors to park their RVs in front of the residence in which they are visiting for a limited period of time.

(2) Application and Fee.

(a) The City shall establish a temporary RV parking permit application and may promulgate administrative regulations regarding the issuance of such permits.

(b) Any person applying for a temporary RV parking permit shall file an application with Department of Police Services containing the following information:

1. The name, residential address, and phone number of the

resident, who is applying for the permit or is being visited by an out-of-town visitor, along with proof of residency satisfactory to the Director of Police Services or his or her designee, such as a current driver's license or identification card, property tax bill, or public utility bill; and

2. The name, address, and phone number of the registered owner or renter of the RV for which a permit is sought along with a copy of the vehicle registration from the California Department of Motor Vehicles or equivalent agency from another state. If the resident applying for the permit is not the registered owner or renter, a letter of authorization from the registered owner shall be included; and

3. The license number, year, make, and model of the RV; and

4. Such information that the Director of Police Services or his or her designee may reasonably require.

(c) Any person applying for a temporary RV parking permit shall pay a fee in such amount as may be established by resolution of the City Council to recover the costs of processing such permits.

(3) Issuance of Permit. Subject to the requirements set forth in this section, the Director of Police Services or his or her designee may issue temporary RV parking permits upon receipt and approval of an application on a form established by the City.

(a) Any resident may obtain a temporary RV parking permit authorizing him or her or an out-of-town visitor to park an RV in front of his or her residence.

(b) Restrictions on the Number of Permits.

1. Each resident may be issued no more than three (3) temporary RV parking permits per calendar month.

2. Temporary RV parking permits issued to out-of-town visitors shall not exceed seven (7) consecutive days per month and twenty-one (21) days per calendar year for all out-of-town visitors per residential address.

3. No more than one (1) temporary RV parking permit, whether issued to a resident or out-of-town visitor, shall be issued per residential address at any given time.

(c) Duration.

1. A temporary RV parking permit issued to a resident for his or her own RV or for an out-of-town visitor shall be valid for seventy-two (72) hours.

2. A temporary RV parking permit issued to an out-of-town visitor shall be valid for no more than seven (7) consecutive days.

(d) Denial of Application. The Director of Police Services or his or her designee may deny the issuance of a temporary RV parking permit where there are public safety concerns relating to the parking of the RV on the street which the parking would be provided, including but not limited to a street being too narrow to safely accommodate the RV.

(4) Permit Conditions.

(a) Non-Transferable. The temporary RV parking permit shall be non-transferable and shall only be valid for the RV, date(s), and location specified on the permit.

(b) Display and Description of Permit. The temporary RV parking permit shall be placed in the RV in such a manner as to be clearly visible to law enforcement personnel and the City's code/parking enforcement officers. The temporary RV parking permit shall include the license plate number of the RV authorized to be parked on the City's street, the date of issuance, and the date and time through which the permit is valid.

(c) Notwithstanding any other provision in this Title to the contrary, an RV may stop, stand, or park on any street or alley in accordance with the conditions of the temporary RV parking permit issued for the RV.

(d) Parking Restrictions. Temporary RV parking permits shall be subject to the following restrictions regarding where RVs may be parked with an issued permit:

1. The permittee may only stop, stand, or park his or her RV directly in front of or within 100 feet of the residential address specified on the temporary RV parking permit. If the property is a corner lot, then the permittee may stop, stand, or park his or her RV directly on the side of, or within 100 feet of, the residential address specified on the temporary RV parking permit. If the RV is not parked directly in front of, or on the side of, as set forth herein, such residence, the RV will be subject to citation, towing, or both.

2. The permittee shall not stop, stand, or park his or her RV within ten feet from the beginning of the apron of any driveway, except at the residential address specified on the temporary RV parking permit, provided that the driveway is not shared with another residence or business.

3. The permittee shall not stop, stand, or park his or her RV within 20 feet of any street intersection, as measured from the curb line or edge of

roadway.

4. Nothing in this section is designed to prevent any resident or individual who uses an RV to travel to the City of Santa Fe Springs to receive care, medical services, or to engage in any otherwise lawful business activity.

(D) Prohibited Activities. No person, regardless of whether they were issued a temporary RV parking permit, shall:

(1) Use slide outs/pop outs or other appurtenances on an RV that encroach on or into the roadway, parkway, and/or sidewalk in such a manner as to interfere with the path of safe travel of vehicles and/or pedestrians.

(2) Open or partially open any awnings on an RV in such a manner as to interfere with the path of safe travel of vehicles and/or pedestrians.

(3) Cause or permit any utility connections, electrical cords, extension cords, hoses, or cables to cross over, above, on or across any street or sidewalk to or from an RV.

(4) Use power generators or other noise-generating equipment between the hours of 10:00 p.m. and 7:00 a.m. within or adjacent to an RV.

(5) Conduct any commercial activity while an RV is parked on the public right-of-way.

(6) Connect an RV to the public sewer system or dump waste onto public or private land or into streets, gutters, or storm drains, other than lawfully at a designated licensed and permitted RV sanitary wastewater dump station.

(7) Knowingly allow any type of grease, oil, fuel, human waste or other harmful substances to leak or be emitted onto any public right-of-way.

(8) Trailers must be at all times properly hitched to a vehicle capable of safely towing the trailer on public streets and highways pursuant to Section 72.16 of this code.

(E) Violations and Penalties.

(1) Any RV parked in violation of this section shall be subject to citation, towing as authorized by California Vehicle Code Sections 22650 and 22651, or both, and revocation of any permit issued pursuant to this section.

(2) Any violation of this section is punishable pursuant to Section 70.99 of this code.

(3) Any RV parked on any street or alley in excess of 72 consecutive hours without a valid temporary RV parking permit displayed shall be subject to removal pursuant to Section 72.04 of this code.

(F) Revocation.

(1) The City shall have the authority to revoke a temporary RV parking permit if the City makes any one of the following findings:

(a) The RV has fallen into a state of disrepair and has become a public nuisance or a danger to pedestrians or other vehicles.

(b) The RV has become inoperable.

(c) There has been a parking citation issued for the RV associated with the temporary RV parking permit.

(d) The applicant has provided information that was materially false.

(e) There has been a violation of this section.

(2) To revoke a temporary RV parking permit, the City shall issue a notice of revocation in writing to the permittee specifying the basis for and the effective date of the revocation, which date shall be at least two days after the date of the notice of revocation. To the extent a permit expires pursuant to its own terms before the effective date of such revocation, the City may use such revocation as a basis to deny a future application from the same permittee. The City's determination to revoke a temporary RV parking permit shall be final.

SECTION 4. CEQA.

This Ordinance is exempt from the California Environmental Quality Act (CEQA) (Pub. Res. Code § 21000 *et seq.*) pursuant to CEQA Guidelines (Cal. Code Regs., § 15000 *et seq.*) Section 15061(b)(3) under the general rule that CEQA does not apply to activities which can be seen with certainty to have no effect on the environment. The proposed actions would not create any environmental impacts, therefore no additional action under CEQA is required.

SECTION 5. Clerical Errors.

The City Council authorizes the City Attorney to make any clarifying changes necessary to this Ordinance including, but not limited to, typographical errors, irregular numbering and incorrect section references.

SECTION 6. Penalty.

Violation of any provision of this Ordinance shall constitute a misdemeanor and a civil violation subject to the penalties provided for under Section 10.97 of the SFSMC. Each and every day such a violation exists shall constitute a separate and distinct violation of this Ordinance. In addition to the foregoing, any violation of this Ordinance shall constitute a public nuisance and shall be subject to abatement as provided by all applicable provisions of law.

SECTION 7. Severability.

If any section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance, or any part thereof, is held invalid or unconstitutional, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or of Chapters 70 (General Provisions) and 72 (Stopping, Standing and Parking) of the SFSMC, or any part thereof. The City Council hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause, or phrase in this Ordinance irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases may be declared invalid or unconstitutional.

SECTION 8. Savings Clause.

Neither the adoption of this Ordinance nor the repeal or amendment by this Ordinance of any ordinance or part or portion of any ordinance previously in effect in the City, or within the territory comprising the City, shall in any manner affect the prosecution for the violation of any ordinance, which violation was committed prior to the effective date of this Ordinance, nor be construed as a waiver of any license, fee or penalty or the penal provisions applicable to any violation of such ordinances.

SECTION 9. Effective Date and Extension of Ordinance.

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

SECTION 10. Certification and Posting.

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

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Santa Fe Springs at a regular meeting on this _____ day of 2025.

_____
William K. Rounds, Mayor

ATTEST:

_____

Fernando Muñoz, City Clerk

APPROVED AS TO FORM:

_____

Rick R. Olivarez, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS.
CITY OF SANTA FE SPRINGS)

I, Fernando Muñoz, City Clerk of the City of Santa Fe Springs, do hereby certify that the foregoing Ordinance was adopted at a regular meeting of the City Council held on the [DATE] day of [MONTH, 2025, and was carried by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Fernando Muñoz, City Clerk

From: Desiree Jimenez
To: Laura Nieto
Subject: RE: Recreational Vehicle Parking / Storage Regulations
Date: Thursday, April 10, 2025 9:15:09 AM
Attachments: image002.png

Good Morning Friend,

Below are links to the City of Covina Municipal Code. Let me know if you have any questions.

- Covina Municipal Code - Parking

- There is no overnight parking allowed in Covina between the hours of 2:00 a.m. and 4:00 a.m. with certain exceptions.
  https://www.codepublishing.com/CA/Covina/#!/Covina10/Covina1032.html#10.32.180

10.32.180 All-night parking prohibited.

No person shall stop, stand, or park a vehicle on any highway or in any off-street parking lot of the city between the hours of 2:00 a.m. and 4:00 a.m., excepting therefrom those streets abutting RD residential zone (multifamily) property, permissibly developed under prior zoning and building standards, where off-street parking no longer conforms to the provisions of CMC Title 17 (Zoning) and a ratio of 0.5 or less parking stalls per bedroom unit exists with a resultant acute shortage of off-street parking spaces. Also excepting therefrom those alleys that are not in conflict with traffic circulation. The city council finds that the following streets are exempt from the above restriction:

A. That portion of Prospero Drive from a point 663 feet north of the centerline of Badillo Street to a point 1,530 feet north of the centerline of Badillo Street;

B. That portion of Ruddock Street from Prospero Drive to the cul-de-sac east of the intersection with Vecino Drive;

C. That portion of Italia Street from Prospero Drive to Vecino Drive;

D. That portion of Vecino Drive between Italia Street and Ruddock Street;

E. That portion of the north side of Cypress Street, starting 524 feet west of the centerline of Azusa Avenue and continuing for 415 feet;

F. That north-south alley located 165 feet east of the centerline of Glendora Avenue south of Colver Place. (Ord. 20-03 § 1, 2020; Ord. 11-2002 § 23, 2011; Ord. 91-1732 § 1, 1991; Ord. 1579 § 1, 1984; Ord. 1416 § 1, 1979; 1964 Code § 16.74.)

10.32.185 All-night parking – Exemptions.

A. On-Street All-Night Parking Exemptions. The provisions of CMC 10.32.180 shall not apply to any person who owns or has possession, custody, or control of any family passenger vehicle and who obtains an on-street overnight parking permit from the police chief, or his or her designee,

pursuant to the on-street **overnight** **parking** program as established by the police chief. The provisions of CMC 10.32.180 shall also not apply to any person who owns or has possession, custody, or control of any recreational vehicle, and who obtains an on-street **overnight** parking permit from the police chief, or his or her designee, pursuant to the on-street parking program as established by the police chief.

1. Upon a person's request for an on-street overnight parking permit, the police chief, or his or her designee, shall issue the permit, but only after he or she has determined that all of the following conditions exist:

a. A permit fee has been paid to the finance department or police department.

b. The granting of the one-day on-street overnight parking permit will not be materially detrimental to the public health, safety, and welfare.

2. Upon a person's application for an annual on-street overnight parking permit, upon a form provided by and filed with the finance department, the police chief, or his or her designee, shall issue the permit, but only after it is determined that all of the following conditions exist:

a. A permit fee has been paid to the finance department or the police department;

b. There are unusual circumstances that prevent the person from accommodating the parking of family passenger vehicles upon the resident's on-site parking area;

c. The police chief, or his or her designee, has conducted an investigation of the property where the applicant resides and determines that there is insufficient parking area to park vehicles in the existing garage or driveway;

d. The garage on the property where the applicant resides is used primarily for the parking of vehicles;

e. The motor vehicle to be parked is neither a recreation vehicle nor a commercial vehicle or commercial motor vehicle, as those terms are defined in California Vehicle Code Section 260(a) or 15210(b);

f. The granting of the on-street overnight parking permit will not be materially detrimental to the public health, safety, and welfare.

3. On-street overnight permits shall be issued pursuant to subsection (A)(1) of this section only for the overnight on-street parking of family passenger vehicles and recreational vehicles. A recreational vehicle parked overnight pursuant to an issued on-street overnight permit must be parked legally and in such a fashion that its parking does not constitute a hazard. Annual on-street overnight parking permits shall not be issued for the overnight on-street parking of recreational vehicles.

B. Municipal Parking District Lots All-Night Parking Exemptions. The provisions of CMC 10.32.180 shall not apply to persons that properly display a valid monthly municipal parking district permit.

C. Metrolink Lot All-Night Parking Exemptions. The provisions of CMC 10.32.180 shall not apply to persons that properly display a valid monthly Metrolink lot parking permit.

D. Metrolink Structure All-Night Parking Exemptions. The provisions of CMC 10.32.180 shall not apply to persons that properly display either a valid monthly Metrolink structure parking permit or a valid overnight Metrolink structure parking permit.

E. Civic Center Parking Structure All-Night Parking Exemptions. The provisions of CMC 10.32.180 shall not apply to persons that properly display either a valid monthly or overnight parking permit for the Covina Civic Center parking structure at 124 E. College Street.

F. Notwithstanding the foregoing, neither a commercial vehicle nor a commercial motor vehicle, as the terms are defined in California Vehicle Code Section 260(a) or 15210(b), may be parked overnight in any off-street public parking lot or public transit parking lot. (Ord. 20-03 § 2, 2020; Ord. 11-2002 § 24, 2011; Ord. 07-1942 § 13, 2007; Ord. 04-1905 § 2, 2004; Ord. 1645 § 1, 1987; Ord. 1522 § 1, 1982; Ord. 1502 § 1, 1981.)

10.32.190 Parking or storing of commercial vehicles, oversized vehicles, recreational vehicles, and other vehicles on public highways, streets or alleys.

19.61 Issuance or denial.

(a) The chief of police, or his/her designee, shall grant one requested annual permit for each single-family dwelling.

(b) Except as provided in subsection (a), above, the chief of police, or his/her designee, shall grant a requested permit, unless, after the investigation provided for in Section 19.60, the chief of police, or his/her designee, determines there is sufficient space available on the applicant's property (off-street) for legally parking a vehicle or any of the following applies:

(1) Off-street parking is not available because a motor vehicle is parked at the applicant's residence when that vehicle (i) is not owned or operated by the applicant or (ii) does not have current vehicle registration as required by law and (iii) which causes the applicant to require the permit for on-street parking of a motor vehicle;

(2) Off-street parking is not available because that on-site space which could be used for the parking of a motor vehicle is being used for parking or storage of a boat, trailer, recreational vehicle, household goods, or other personal property, which causes the applicant to require the permit for on-street parking of a motor vehicle;

City of South Pasadena information below.

- South Pasadena Municipal Code - Parking

- There is no overnight parking allowed in South Pasadena between the hours of 2:00 a.m. and 4:00 a.m. with certain exceptions.

https://www.codepublishing.com/CA/SouthPasadena/#!/SouthPasadena19.html#19.58

19.58 Required.

(a) It is unlawful for any person to stop, stand or park a motor vehicle on any public street or in any city-owned parking lot for a period of time longer than 30 minutes between the hours of 2:00 a.m. and 6:00 a.m. of any day, unless in accordance with an all-night parking permit issued in accordance with this division.

(b) Overnight parking is prohibited in any city-owned public parking lot, except in accordance with SPMC 19.55-3. (Ord. No. 1173, § 1; Ord. No. 1428, § 1; Ord. No. 2093, § 1; Ord. No. 2173, § 1, 2008; Ord. No. 2182, § 1, 2008; Ord. No. 2302, § 1, 2016.)

19.61 Issuance or denial.

(a) The chief of police, or his/her designee, shall grant one requested annual permit for each single-family dwelling.

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(1) Off-street parking is not available because a motor vehicle is parked at the applicant's residence when that vehicle (i) is not owned or operated by the applicant or (ii) does not have current vehicle registration as required by law and (iii) which causes the applicant to require the permit for on-street parking of a motor vehicle;

(2) Off-street parking is not available because that on-site space which could be used for the parking of a motor vehicle is being used for parking or storage of a boat, trailer, recreational vehicle, household goods, or other personal property, which causes the applicant to require the permit for on-street parking of a motor vehicle;

Desiree Jimenez, CMC, Deputy City Clerk/Records Manager
City Clerk's Office | 125 E. College St. | Covina, CA 91723
(626) 384-5430 |Email: djimenez@covinaca.gov | www.covinaca.gov
Covina City Hall is open Monday-Thursday 7:00 a.m. – 6:00 p.m., Closed Fridays
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From: City_clerks <city_clerks-bounces@lists.cacities.org> **On Behalf Of** (League of California Cities PRIVATE LISTSERVE) via City_clerks
Sent: Wednesday, April 9, 2025 7:29 PM
To: city_clerks@lists.cacities.org
Subject: [City_clerks] Recreational Vehicle Parking / Storage Regulations

Hello Clerks,

If your agency has any regulations or ordinances related to recreational vehicle parking / storage on public streets, including permitting and / or overnight parking, I would greatly appreciate copies of those ordinances or links to your municipal code. Responses can be sent directly to LNieto@irwindaleca.gov.

Thanks!

Laura M. Nieto, MMC
Chief Deputy City Clerk
City of Irwindale / City Clerk's Office
5050 N. Irwindale Avenue
Irwindale, CA 91706
Tel: 626.430.2202
Email: LNieto@irwindaleca.gov
Connectedness-Harmony-Discipline-Consistency-Restorative

Office Hours: Monday through Thursday 8 a.m. to 6 p.m.

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16202-16214 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Industrial

Asking Price	$5,112,900 ($285.00/SF)	Status	Active
Sale Type	Investment or Owner User	RBA	17,940 SF
Land	1.01 AC	Built	1959
On Market	8 Days	Last Update	May 14, 2025

Ashwill Investments: Amy Hoffman (949) 444-6112
Ashwill Associates: Sean Casey (909) 815-9355, Mitch Ashwill (626) 665-3890

1400-1410 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	$11,003,000 ($213.67/SF)	Status	Active
Portfolio	Part of 3-Property Portfolio	Cap Rate	5.7%
Sale Type	Investment	RBA	20,920 SF
Land	2.55 AC	Built	1978
On Market	36 Days	Last Update	May 21, 2025

Voit Real Estate Services: Michael Hefner (714) 227-3760

1412-1422 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	$11,003,000 ($213.67/SF)	Status	Active
Portfolio	Part of 3-Property Portfolio	Cap Rate	5.7%
Sale Type	Investment	RBA	18,440 SF
Land	2.55 AC	Built	1978
On Market	36 Days	Last Update	May 21, 2025

Voit Real Estate Services: Michael Hefner (714) 227-3760

1424-1430 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	$11,003,000 ($213.67/SF)	Status	Active
Portfolio	Part of 3-Property Portfolio	Cap Rate	5.7%
Sale Type	Investment	RBA	12,135 SF
Land	2.55 AC	Built	1978
On Market	36 Days	Last Update	May 21, 2025

Voit Real Estate Services: Michael Hefner (714) 227-3760

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15633 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	$4,475,000 ($852.38/SF)	Status	Active
Sale Type	Investment	RBA	5,250 SF
Land	1.46 AC	Built	1961
On Market	457 Days	Last Update	April 1, 2025
Sale Conditions	Build to Suit		

DAUM Commercial Real Estate Services: Dennis Sandoval (562) 884-9147, Kevin Sandoval (562) 618-9855

15841 Business Center Dr

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Sale Type	Owner User	RBA	9,677 SF
Land	0.40 AC	Built	1986
On Market	289 Days	Last Update	May 1, 2025

Lee & Associates Commercial Real Estate Services: Mark White (626) 221-6262

16252 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	$5,472,000 ($285.00/SF)	Status	Active
Sale Type	Investment or Owner User	RBA	19,200 SF
Land	1.01 AC	Built	1962
On Market	8 Days	Last Update	May 14, 2025

Ashwill Investments: Amy Hoffman (949) 444-6112
Ashwill Associates: Sean Casey (909) 815-9355, Mitch Ashwill (626) 665-3890

16359 Arrow Hwy

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Sale Type	Owner User	RBA	10,210 SF
Land	0.60 AC	Built	1980
On Market	920 Days	Last Update	May 21, 2025

KW Commercial- Inland Empire: Rene Ramos, Jr. (909) 935-0937, Jeff Mordhorst (909) 935-0932

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4800 Rivergrade Rd - Rivergrade Road Business Park

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Portfolio	Part of 2-Property Portfolio	Sale Type	Investment or Owner User
RBA (% Leased)	43,465 SF (100%)	Land	1.94 AC
Built	2007	On Market	265 Days
Last Update	April 16, 2025		

CBD Investment Inc.: Henry Liu (626) 688-2208
IRN Realty: Anna Liao (310) 866-3835

4825 Rivergrade Rd - Rivergrade Road Business Park

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Portfolio	Part of 2-Property Portfolio	Sale Type	Investment or Owner User
RBA	8,007 SF	Land	1.19 AC
Built	2007	On Market	265 Days
Last Update	April 16, 2025		

CBD Investment Inc.: Henry Liu (626) 688-2208

4850 Rivergrade Rd - Rivergrade Road Business Park

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Portfolio	Part of 2-Property Portfolio	Sale Type	Investment or Owner User
RBA	6,000 SF	Land	0.83 AC
Built	2007	On Market	265 Days
Last Update	April 16, 2025		

CBD Investment Inc.: Henry Liu (626) 688-2208
IRN Realty: Anna Liao (310) 866-3835

4875 Rivergrade Rd - Rivergrade Road Business Park

Irwindale, California 91706 (Los Angeles County) - Upper San Gabriel Valley Submarket

Warehouse

Asking Price	Withheld	Status	Active
Portfolio	Part of 2-Property Portfolio	Sale Type	Investment or Owner User
RBA	6,000 SF	Land	0.89 AC
Built	2009	On Market	265 Days
Last Update	April 16, 2025		

CBD Investment Inc.: Henry Liu (626) 688-2208

Item #21.D.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Approving and Adopting the Vision Zero Policy and the Safe Streets for All Comprehensive Safety Action Plan

City Manager's Recommendation:

That the City Council (1) approve and adopt the Safe Streets for All Comprehensive Safety Action Plan; and (2) approve and **adopt the Vision Zero Policy Resolution No. 2025-36-3624** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AND ADOPTING A VISION ZERO POLICY AND THE SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN."

Administrative Action:

Submitted by:

Eddie Chan, Director of Engineering/ Building Official

Prepared by:

Luis Pimentel, Associate Engineer

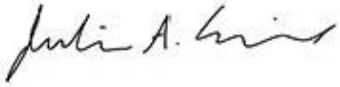
Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and goal of zero roadway deaths.

On Feb. 1, 2023, U.S. Transportation Secretary Pete Buttigieg announced $800 million in grant awards for 511 projects through the first round of funding for the SS4A grant program. The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. SS4A requires an eligible Action Plan to be in place before applying to implement projects and strategies. Action Plan grants assist communities that do not currently have a roadway safety plan in place to reduce roadway fatalities, laying the groundwork for a comprehensive set of actions.

The City of Irwindale was awarded an Action Plan grant from the U.S. Department of Transportation Federal Highway Administration (FHWA) in the amount of $184,000. The Action Plan grant supports up to 80% of the total cost of developing an action plan for the City and the City provides a 20% share in the amount of $46,000. The total estimated cost of developing the action plan at grant submittal was $230,000.

At the City Council meeting on September 19, 2023, the SS4A Grant Agreement was approved and subsequently submitted to FHWA for execution. FHWA executed the agreement which is required in order for grant recipients to be eligible for reimbursement of SS4A Action Plan expenditures.

At the City Council meeting on April 10, 2024, a contract was awarded to GTS for the development of a Safe Streets for All (SS4A) Comprehensive Safety Action Plan in the amount of $183,860.

Over the past year, GTS along with Engineering staff, has been working diligently on drafting the City of Irwindale's SS4A Action Plan based on historical crash data and public comments. These comments were received via three (3) Community Outreach events in which the community was surveyed and voiced their safety concerns within the city, five (5) Implementation Group meetings in which stakeholders were able to provide their concerns and give valuable insight on safety issues and also on the project website where users were able to leave comments on an interactive map of the city and fill out the surveys that were presented at the community outreach events. GTS and staff reviewed all the

comments and data and have composed the SS4A Action Plan based on the information received.

With the SS4A Action Plan and Vision Zero Resolution adopted, the City is eligible to apply for implementation grants to design and implement the safety improvements that are outlined in the plan.

Fiscal Impact:

No fiscal impact for approving and adopting the Vision Zero Policy and the Safe Streets for All Comprehensive Safety Action Plan

Attachments:

1. Irwindale Safe Streets for All (SS4A) Safety Action Plan
2. Resolution No. 2025-36-3624 (2007729.1)

CITY OF IRWINDALE

Safe Streets for All

Comprehensive Safety Action Plan

Draft April 2025





Prepared by

GTS
gentecsol.com

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VISION ZERO RESOLUTION

RESOLUTION NO. 202X-XX-XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AND ADOPTING A VISION ZERO POLICY

WHEREAS, the City of Irwindale's Safe Streets for All Implementation Plan (2025) seeks to achieve zero traffic fatalities and severe injuries among all road users; and

WHEREAS, the life and health of all persons living and traveling within the City of Irwindale are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, traffic crashes are among the leading cause of deaths in the United States; and

WHEREAS, the City of Irwindale's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

NOW, THEREFORE, the City Council of the City of Irwindale, California, does hereby resolve as follows:

SECTION 1. The Irwindale City Council adopts the goal of eliminating traffic deaths and serious injuries by 20__ and adopts the analysis and recommendations set forth in the Safe Streets for All Action Plan to achieve this goal.

PASSED, APPROVED and **ADOPTED** this _____ day of (month) 202_.

_____

_____, Mayor

ATTEST:

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, MMC, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 202X-XX-XXXX as duly adopted by the City Council of the City of Irwindale, at a regular meeting held on the ____ day of (month) 202_, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

1. INTRODUCTION

1.1. Safe Streets for All (SS4A) Program

The Safe Streets for All (SS4A) Comprehensive Safety Action Plan for the City of Irwindale is a framework for improving roadway safety by significantly reducing or eliminating the number of roadway fatalities and injuries in the City of Irwindale. The SS4A program was established as a result of the Bipartisan Infrastructure Act. Passed in 2021, the legislation provided funding for a multitude of transportation projects, including discretionary programs related to transportation safety. The SS4A program in particular focuses on supporting the United States Department of Transportation's (US DOT) goal of eliminating roadway fatalities and their National Roadway Safety Strategy.

The City of Irwindale, California (2020 Census population: 1,472) is in eastern Los Angeles County in the San Gabriel Valley, as shown in Exhibit 1. Most of the city is zoned as commercial, manufacturing, quarry, or open space, while the residential areas are located in the southeastern portion of the city adjacent to Irwindale Avenue and Arrow Highway, as well as in the northwestern part of the City.As a result, Irwindale sees a large amount of truck and pass-through traffic, including from the nearby interstates.

The City of Irwindale decided to pursue funding through the SS4A program to improve the safety of its transportation infrastructure. This SS4A plan addresses safety for all users, including those driving, walking, or biking. Through collaboration with local stakeholders and community members, as well as guidance from FHWA's Safe System approach and SS4A's Action Plan Components, the City has developed this comprehensive safety action plan. This plan will act as a guide for the City in its implementation of prioritized roadway safety improvements aimed at reducing the number of fatal and injury collisions.

In addition to providing the City a framework to reduce vehicle collisions and fatalities, this plan will make the City eligible for implementation grant funding through the SS4A program. Aside from providing funds for projects outlined in this plan, implementation grants can also be used for demonstration activities and additional planning for projects relating to this plan.

This plan was developed using the process established by the Federal Highway Administration (FHWA), including the following eight components:

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

1.2. Statement of Protection from Discovery and Admissions

Title 23, Chapter 4, Section 407 of U.S. Code states the following applicable to this report and associated data:

Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

available online at:

https://uscode.house.gov/browse/prelim@title23/chapter4&edition=prelim

1.3. Planning Process

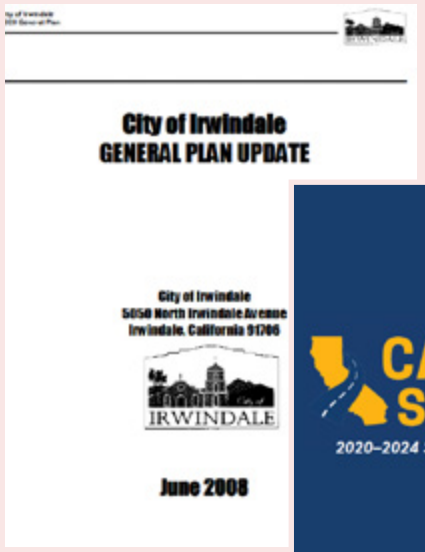
The Safety Action Plan development process was initiated with a kick-off meeting to establish goals, objectives, and the requirements to be met. This was followed by the establishment of a multi-disciplinary Implementation Group, charged with oversight of the plan's development, implementation, and monitoring, and consisting of representatives from local and regional stakeholder entities. The Implementation Group held five meetings during a time period that overlapped with an extensive community engagement program. Community engagement tools and activities included an interactive website where users could post comments on a City map and complete a survey; in-person and virtual public meetings; and outreach via social media and flyers in both Spanish and English. Input received from the Implementation Group and from the community (through the various channels of input) was used to guide the plan's development and was instrumental in developing the recommendations contained in the plan.

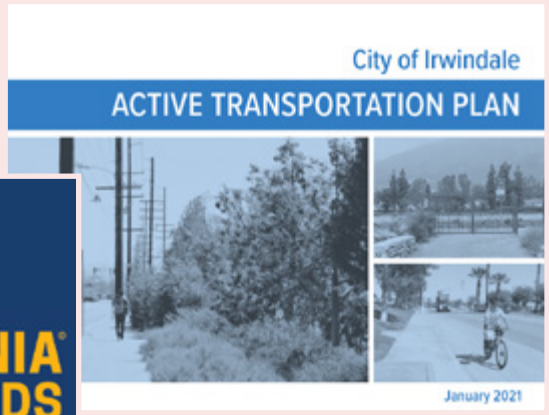
In parallel with stakeholder and community engagement activities, a baseline assessment of collision data was carried out. Collision data, as well as community and stakeholder input, formed the basis for the analysis of existing conditions and historical trends. This allowed for the development of a baseline assessment of collisions throughout the City, which includes analysis of collision severity, collision type, contributing factors, location, travel mode, time of day, weather, and several other variables.

The initial assessment of collision trends was followed by statistical network screening using Highway Safety Manual Methods to identify locations with higher-than-expected collision activity. This resulted in the establishment of a high-injury network, consisting of intersections and corridors within the City with the highest rates and/or incidence of injury and fatal collisions. These intersections and corridors were then ranked by collision frequency and Equivalent Property Damage Only (EPDO) scores, as documented in the Highway Safety Manual. In this method, weighting factors related to the societal costs of fatal, injury, and property damage-only collisions are assigned to collisions by severity to develop an equivalent property damage-only score that considers the frequency and severity of collisions.

To further inform the plan development, the following relevant plans and documents were reviewed and the Safety Action Plan was coordinated and aligned with their contents as applicable:

- The City of Irwindale General Plan
- The City of Irwindale Active Transportation Plan
- The City of Irwindale Engineering and Traffic Survey
- Caltrans Strategic Highway Safety Plan









The data analysis and review of existing documents were supplemented by review of collision reports and by comprehensive site visits to observe roadway infrastructure and traffic operations throughout the City. Information collected through these activities was incorporated into the Safety Action Plan.

Subsequently, a set of recommended safety countermeasures were developed to address the identified safety issues, and these countermeasures were prioritized according to the methodology described in this document. The Safety Action Plan's recommendations include systemic countermeasures (which can be implemented at multiple locations throughout the City to address pervasive safety issues) and location-specific countermeasures (which address circumstances specific to their locations). The prioritized list of countermeasures in this document forms the Action Plan for Safe Streets for All in the City of Irwindale.

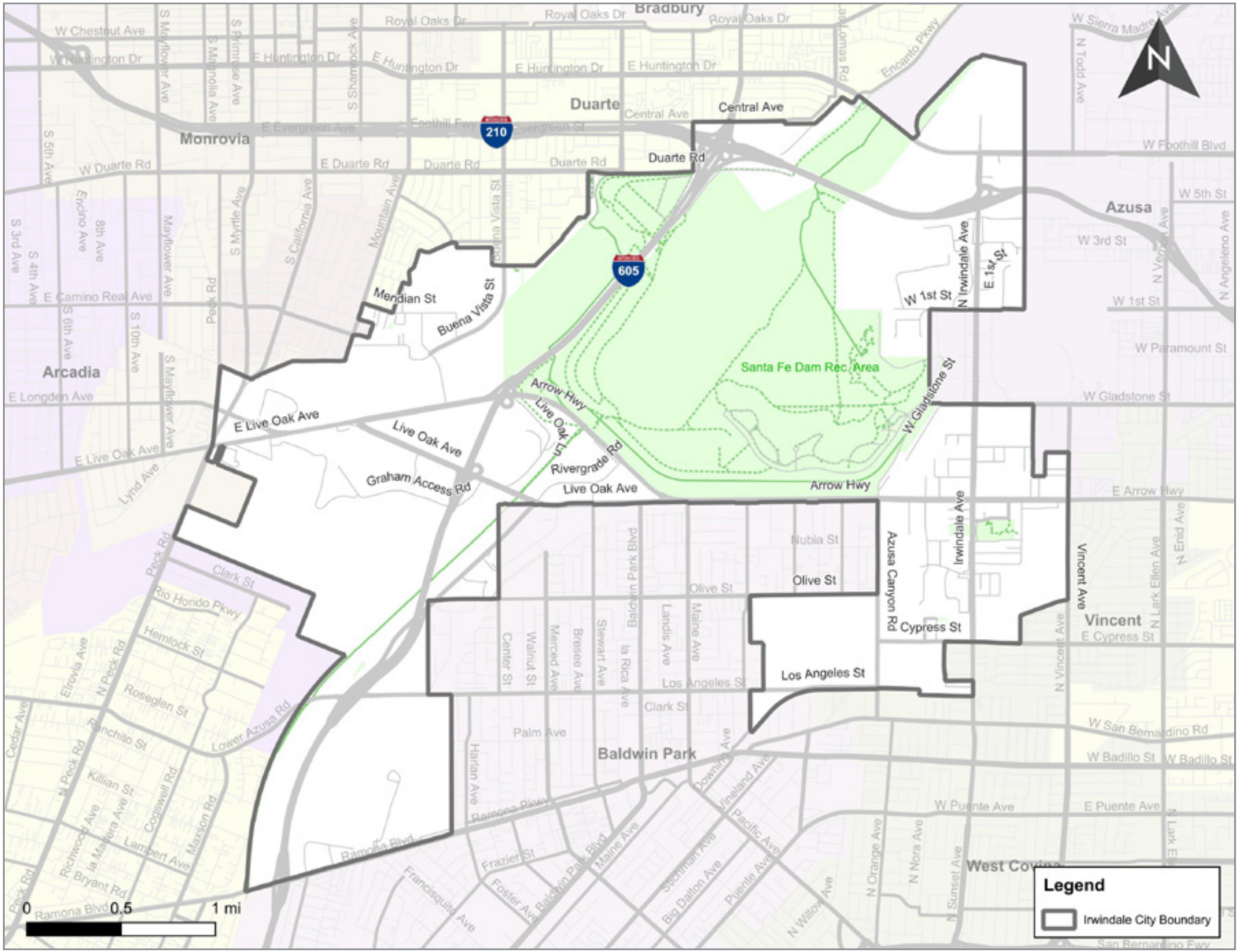


Exhibit 1. Irwindale city boundary

2. VISION STATEMENT AND GUIDING PRINCIPLES

This SS4A plan was developed in accordance with the following vision and guiding principles:

2.1. SS4A Vision

Eliminate serious injury and fatal collisions by creating a transportation network that provides a comfortable environment for all users and all modes, promotes traffic safety, and meets the needs of the community.

2.2. SS4A Guiding Principles

1. Have zero fatal and severe injury collisions on the city roadways
2. Reduce the number of pedestrian and bicycle collisions on City roadways
3. Partner with traffic safety stakeholders (fire, police, schools, parks, etc.) to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement, and educational strategies
4. Improve available collision data and constantly monitor for improvements
5. Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety
6. Reduce the number of rear end, broadside, and sideswipe collisions
7. Systemically implement safety countermeasures proven to reduce speeding and improper turning

3. COLLISION TREND ANALYSIS

A dataset of all reported collisions within the City of Irwindale for a five-year period between January 1, 2019 and December 31, 2023 was analyzed to understand the history of collisions and safety. Within this time period, there were **1,144 collisions** in the City of Irwindale (excluding those on I-210 and I-605). An overview of collision locations is shown in Exhibit 3. In collision reporting, the following standard categories are used to define the severity of collision events:[1]

- Fatality
- Severe injury (an injury that prevents the injured party from walking, driving, or performing activities they were normally capable of before the collision)
- Other visible injury (an injury, other than fatal or severe, that is evident to any person at the collision scene)
- Complaint of pain (injuries claimed but not evident)
- Property damage only

1 California Highway Patrol Glossary.

https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/14-Glossary%202017%20(Crash)%20(Revised%20on%2010092019).pdf

Of these, **8 collisions (0.8%) resulted in fatalities**, **28 (2.7%) resulted in severe injury**, **112 (9.8%) resulted in other visible injury**, **202 (17.7%) resulted in complaint of pain**, and **794 (69.4%) resulted in property damage** only, as shown in Exhibit 2. The location of collisions, indicating their severity, is shown in Exhibit 4.

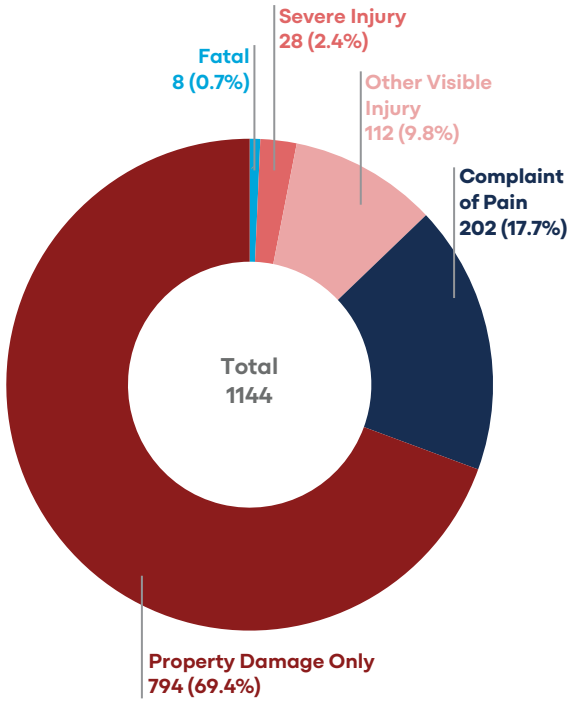


Exhibit 2. Severity of collisions, 2019-2023

The following patterns are noted:

- All fatal collisions occurred on major roads.
- There is a concentration of severe injury collisions observable on Live Oak Ave between Rivergrade Rd and Arrow Hwy.

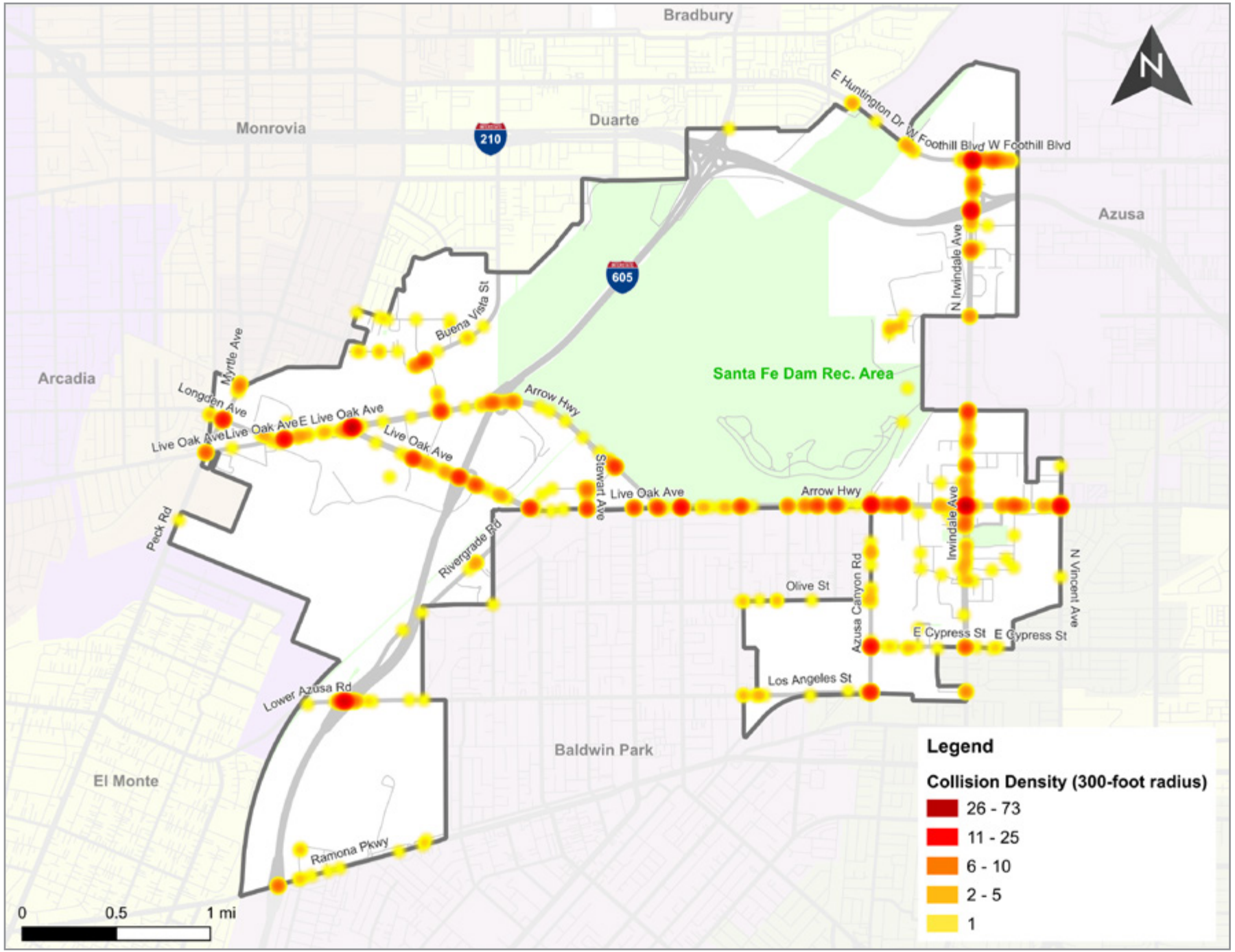


Exhibit 3. Collision locations, 2019-2023

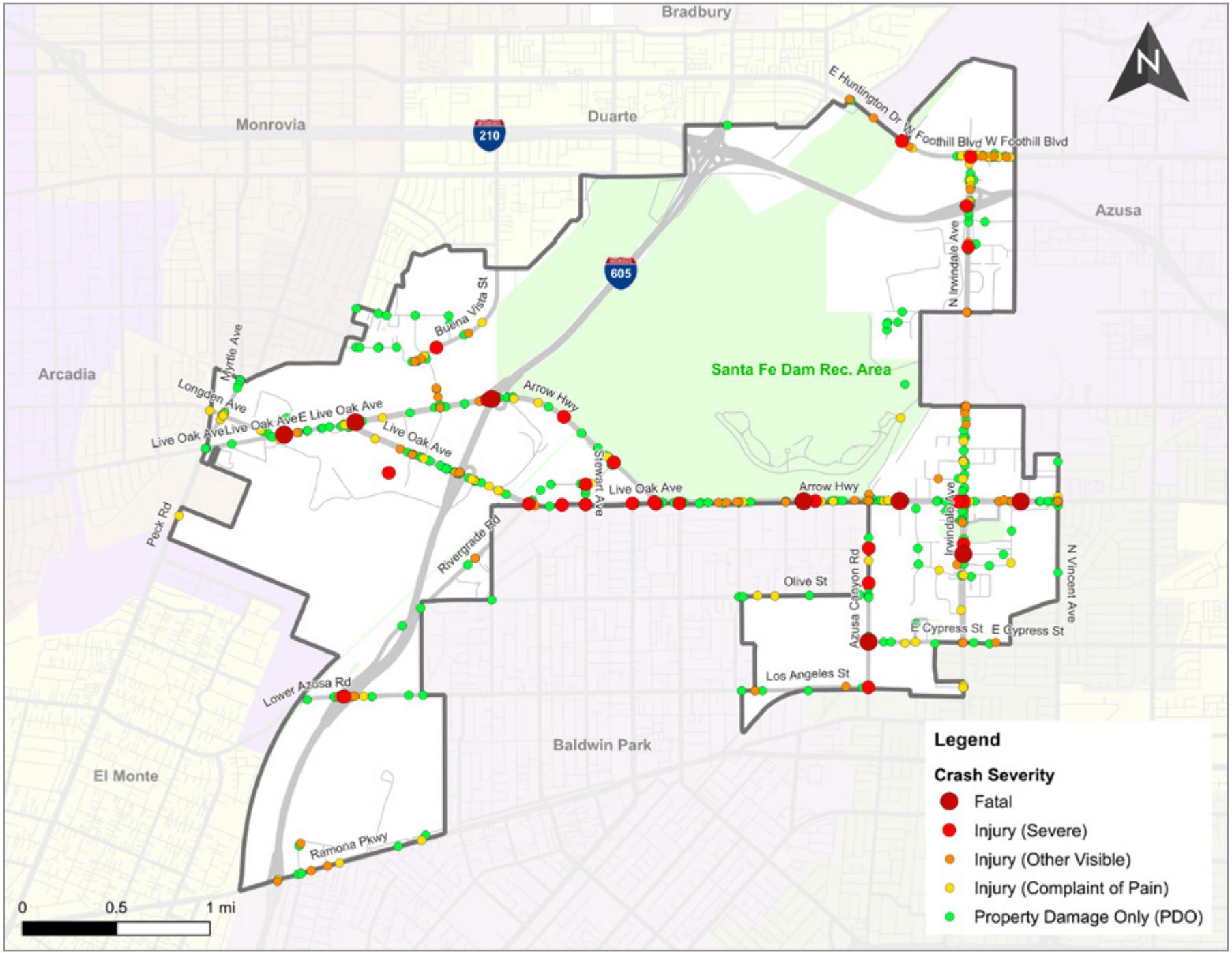


Exhibit 4. Collision locations by severity level, 2019-2023

3.1. Primary Contributing Factors

The three most prevalent Primary Contributing Factors (PCFs) for collisions were Unsafe Speed (32% meaning the vehicle was traveling faster than safe for driving conditions), Improper Turning (14%, meaning a driver made a turn prohibited by signage, failed to use turn signals, or turned at a distance too far from a curb), and Automobile Right of Way Violation (13%, meaning a maneuver that is made by a driver without respecting the right-of-way of another driver). For fatal and injury collisions, the three most prevalent PCFs were Unsafe Speed (33%), Traffic Signals and Signs (17%, meaning the collision was caused by inadequate, inconsistent, and/or confusing signage), and Automobile Right of Way Violation (16%). The numbers and percentages of collisions by PCF are shown in Exhibit 5 and represented graphically for the top 10 factors in Exhibit 6.

Primary Contributing Factor	Fatal & Injury	Property Damage Only	Total
Unsafe Speed	117 (33%)	246 (31%)	363 (32%)
Improper Turning	28 (8%)	134 (17%)	162 (14%)
Automobile Right of Way Violation	56 (16%)	89 (11%)	145 (13%)
Traffic Signals and Signs	60 (17%)	54 (7%)	114 (10%)
Unsafe Lane Change	15 (4%)	91 (11%)	106 (9%)
Unknown or not listed	15 (4%)	58 (7%)	73 (6%)
Alcohol or Drugs	25 (7%)	41 (5%)	66 (6%)
Unsafe Starting or Backing	7 (2%)	36 (5%)	43 (4%)
Wrong Side of Road	9 (3%)	9 (1%)	18 (2%)
Improper Passing	3 (1%)	10 (1%)	13 (1%)
Other Than Driver or Pedestrian (person not involved in collision)	6 (2%)	5 (1%)	11 (1%)
Other Hazardous Violation	2 (1%)	8 (1%)	10 (1%)
Following Too Closely	-	5 (1%)	6 (1%)
Equipment Failure (Other Than Lights or Brakes)	1 (0%)	4 (1%)	5 (0%)
Other Improper Driving	-	4 (1%)	4 (0%)
Pedestrian Violation of Automobile Right-of-Way	3 (1%)	-	3 (0%)
Automobile Violation of Pedestrian Right of Way	2 (1%)	-	2 (0%)

Exhibit 5. Primary Contributing Factors for collisions



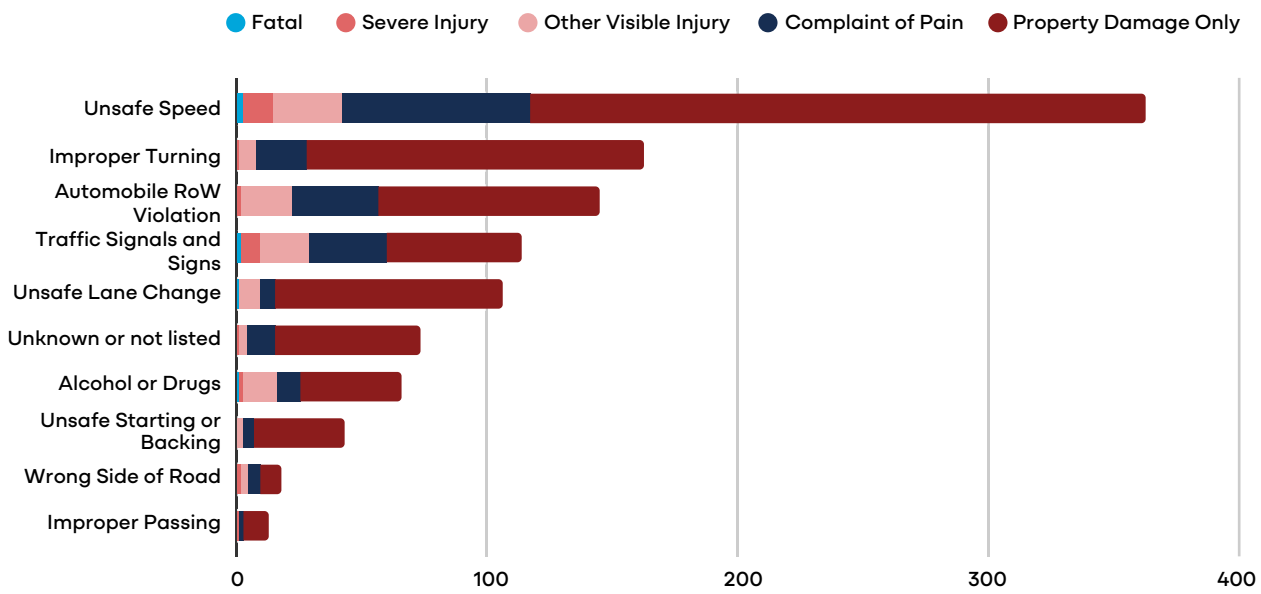


Exhibit 6. Top 10 Primary Contributing Factors for collisions (chart)

3.2. Collision Types

The three most prevalent collision types were Rear End (29%), Broadside (25%), and Sideswipe (20%). For fatal and injury collisions, the three most prevalent collision types were Broadside (36%), Rear End (30%), and Hit Object (12%). The numbers and percentages of collisions by type are shown in Exhibit 7 and represented graphically in Exhibit 8.

Collision Type	Fatal & Injury	Property Damage Only	Total
Head-On	23 (7%)	37 (5%)	60 (5%)
Sideswipe	127 (9%)	154 (25%)	230 (20%)
Rear End	106 (30%)	221 (28%)	327 (29%)
Broadside	127 (36%)	154 (19%)	281 (25%)
Hit Object	41 (12%)	150 (19%)	191 (17%)
Overturned	8 (2%)	9 (1%)	17 (1%)
Vehicle/Pedestrian	10 (3%)	1 (0%)	11 (1%)
Other	5 (1%)	6 (1%)	11 (1%)
Not Stated	-	16 (2%)	16 (1%)

Exhibit 7. Collision types

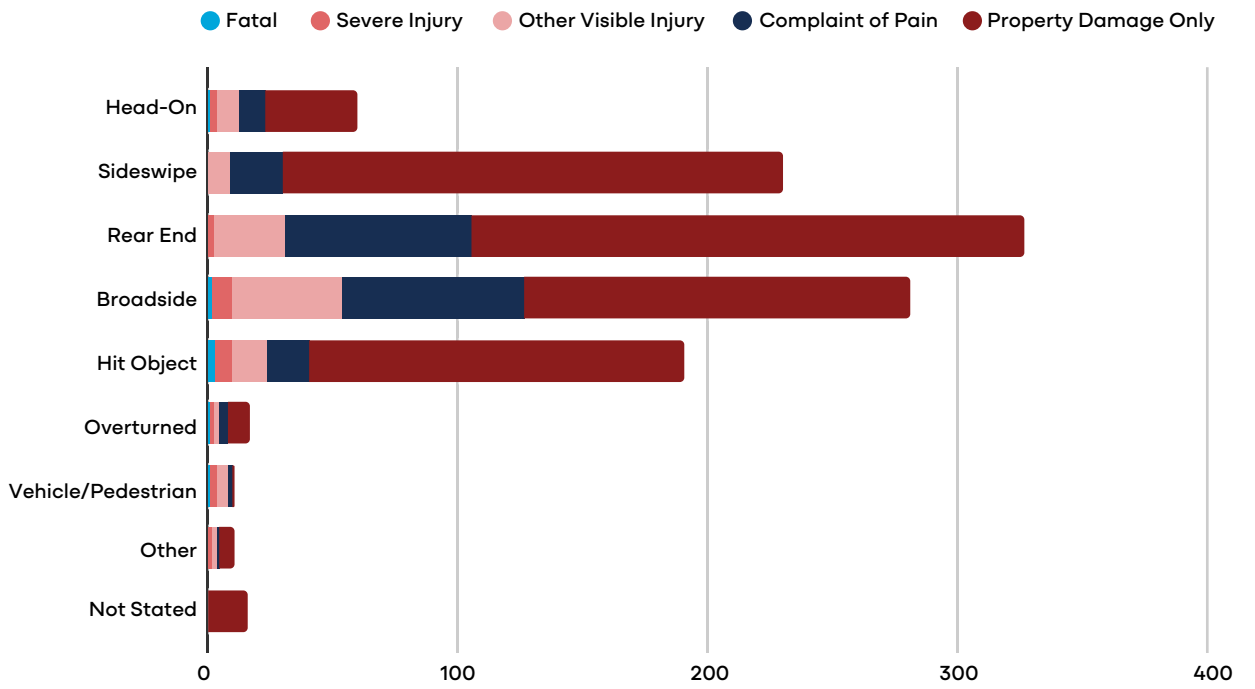


Exhibit 8. Collision types (chart)

3.3. Collisions Involving Pedestrians

Between January 1, 2019 and December 31, 2023, there were 9 reported collisions involving pedestrians in the City of Irwindale. As shown in Exhibit 9 (and graphically in Exhibit 12), **one resulted in a fatality (11%)**, **two in severe injury (22%)**, three in other visible injury (33%), and **three in complaint of pain (33%)**. **None resulted in property damage only**. The locations of pedestrian collisions are shown in Exhibit 13. Collisions involving pedestrians have occurred on major roads except for one incident within the Santa Fe Dam Recreational Area.

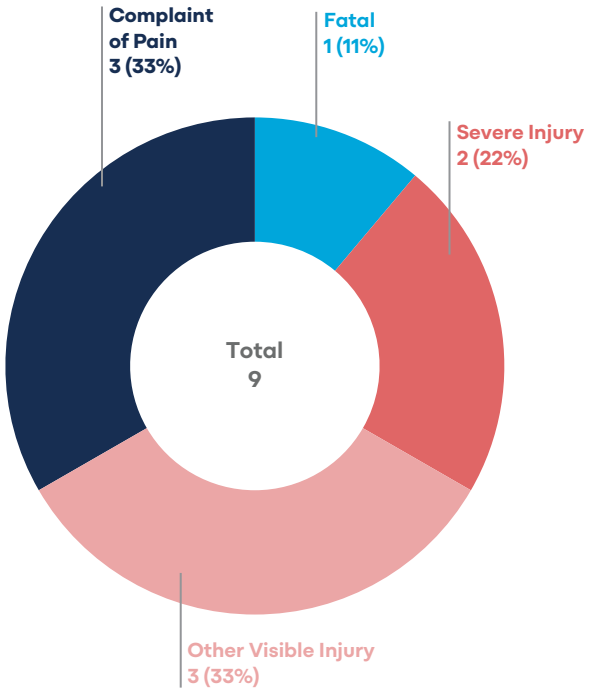


Exhibit 9. Pedestrian collisions by severity level

3.4. Collisions Involving Bicyclists

Between January 1, 2019 and December 31, 2023, there were 14 reported collisions involving bicyclists in the City of Irwindale. As shown in Exhibit 10 (and graphically in Exhibit 12), **three resulted in severe injury (21%)**, five in other visible injury (36%), **three in complaint of pain (21%)**, and **three in property damage only (21%)**. **None resulted in fatalities**. The locations of bicycle collisions are shown in Exhibit 14. Most collisions involving bicyclists have occurred on major roads, with a notable cluster of incidents at the intersection of W Foothill Blvd and N Irwindale Ave.

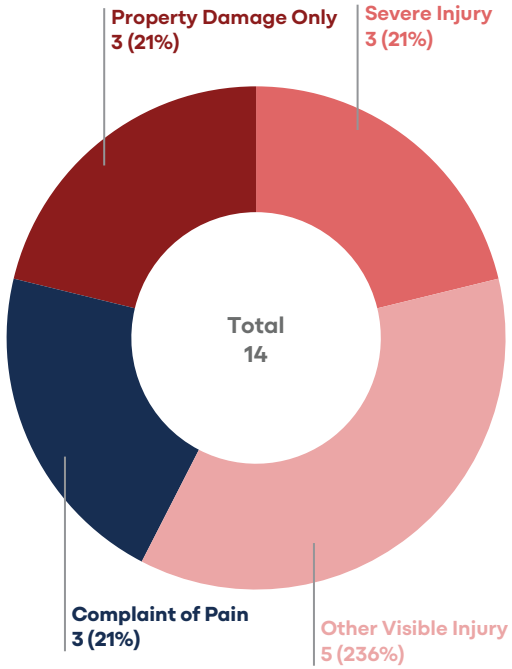


Exhibit 10. Bicyclist collisions by severity level

3.5. Collisions Involving Motorcycles

Between January 1, 2019 and December 31, 2023, there were 19 reported collisions involving motorcyclists in the City of Irwindale. As shown in Exhibit 11 (and graphically in Exhibit 12), **three resulted in fatalities (15%)**, **two in severe injury (10%)**, four in other visible injury (20%), **six in complaint of pain (30%)**, and **five in property damage only (25%)**. Collisions involving motorcycles represented 38% of fatal collisions in the City of Irwindale during these five years. The locations of motorcycle collisions are shown in Exhibit 15. All these collisions occurred on major roads, but beyond that no distinct geographic pattern is evident.

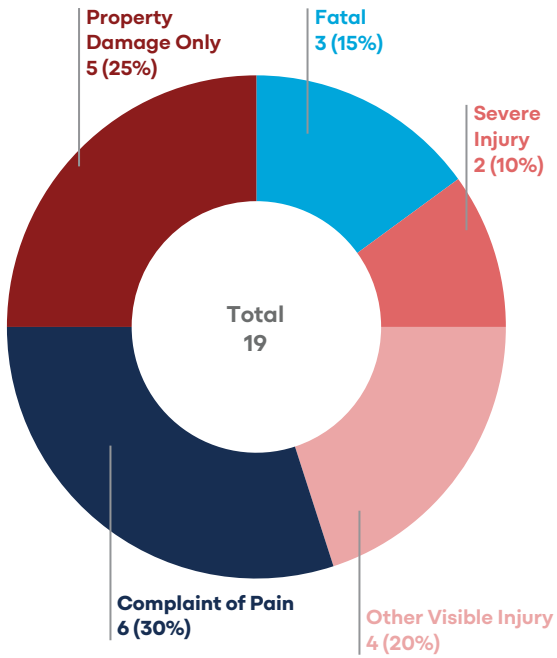


Exhibit 11. Motorcycle collisions by severity level



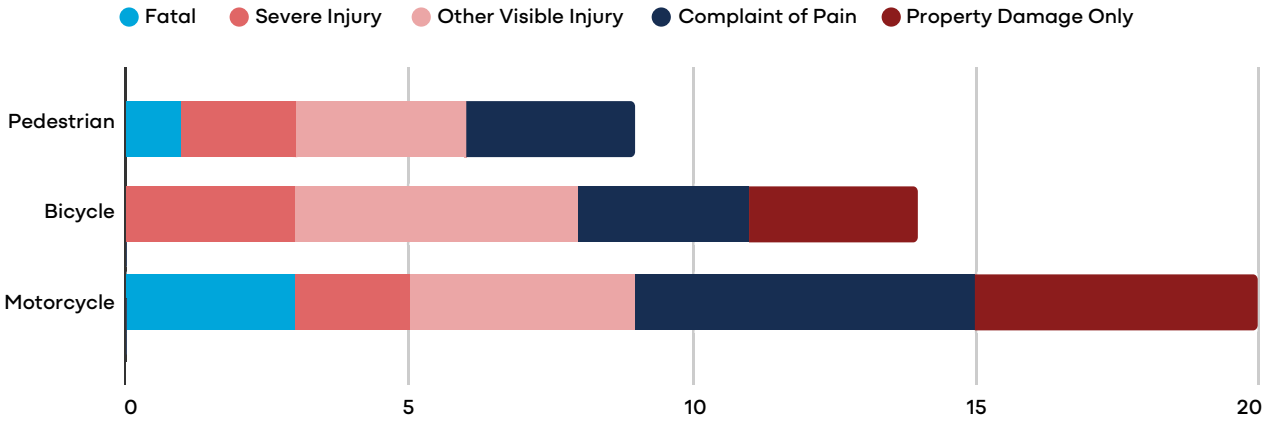


Exhibit 12. Pedestrian, bicycle, and motorcycle-involved collisions

Note: A recent fatal collision involving a bicyclist occurred on July 9, 2024 on Arrow Hwy near the Santa Gabriel River Trail. While this was outside of the 5-year period of collision data analyzed, it has also been considered when developing this plan's recommendations.

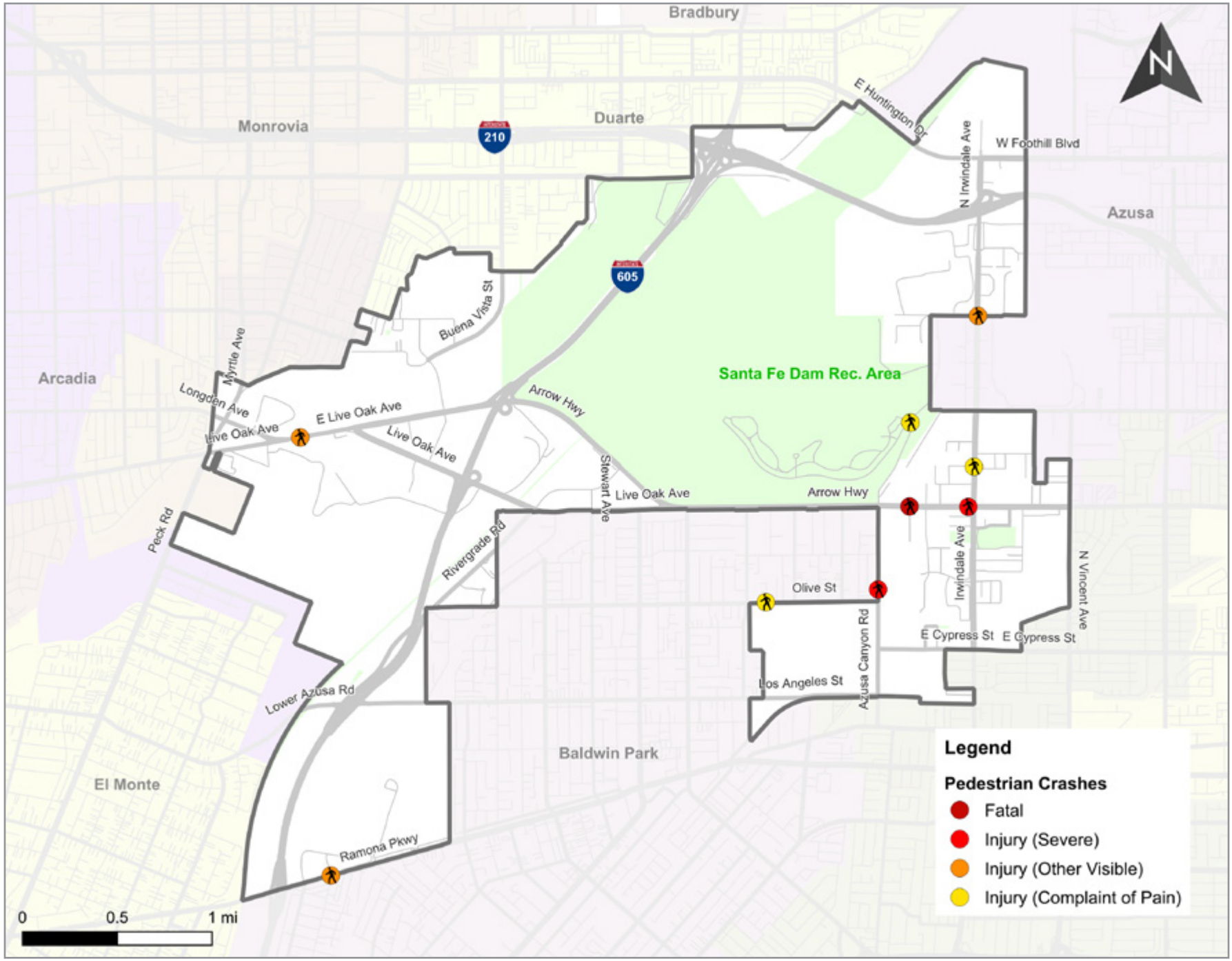


Exhibit 13. Locations of collisions involving pedestrians

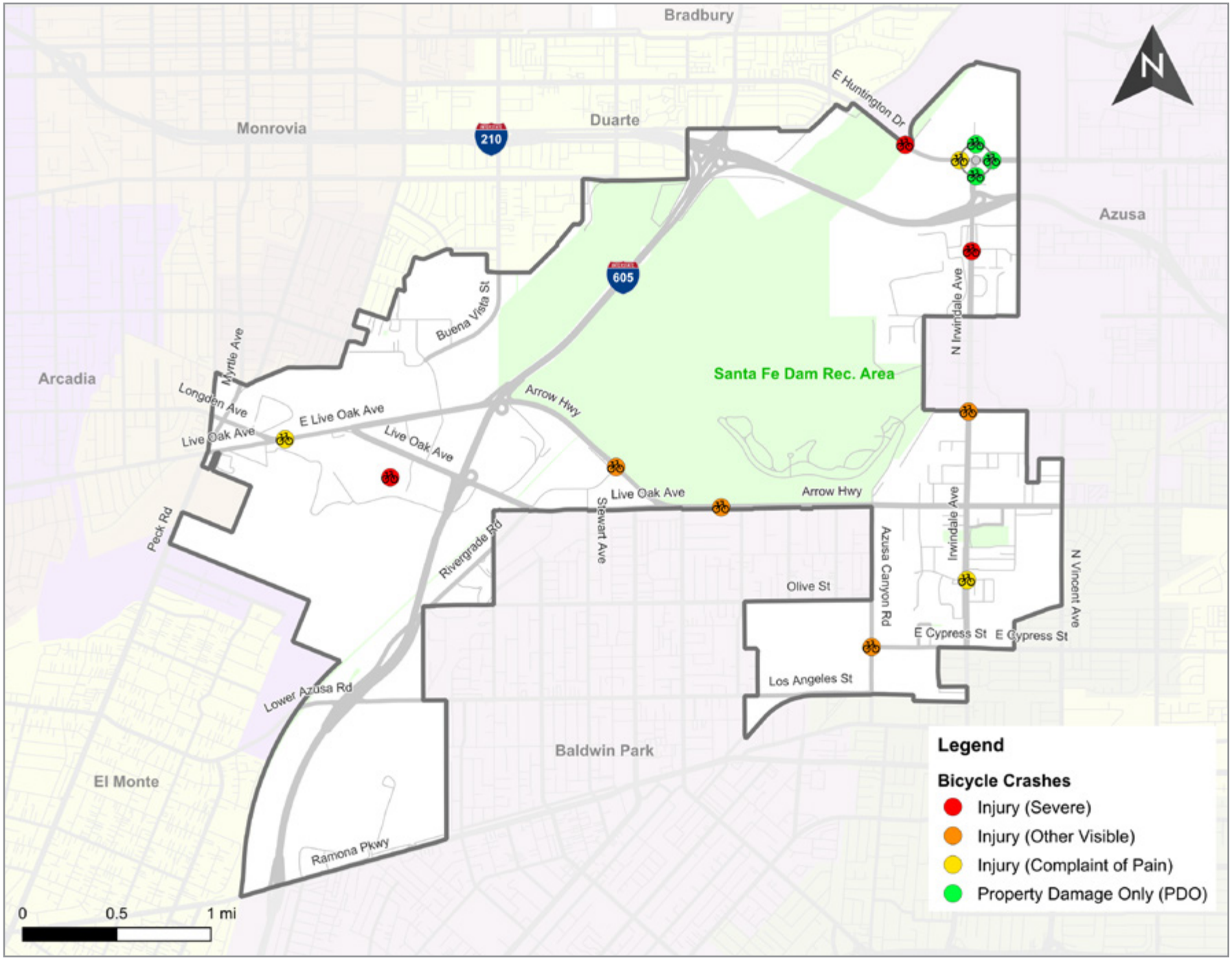


Exhibit 14. Locations of collisions involving bicyclists

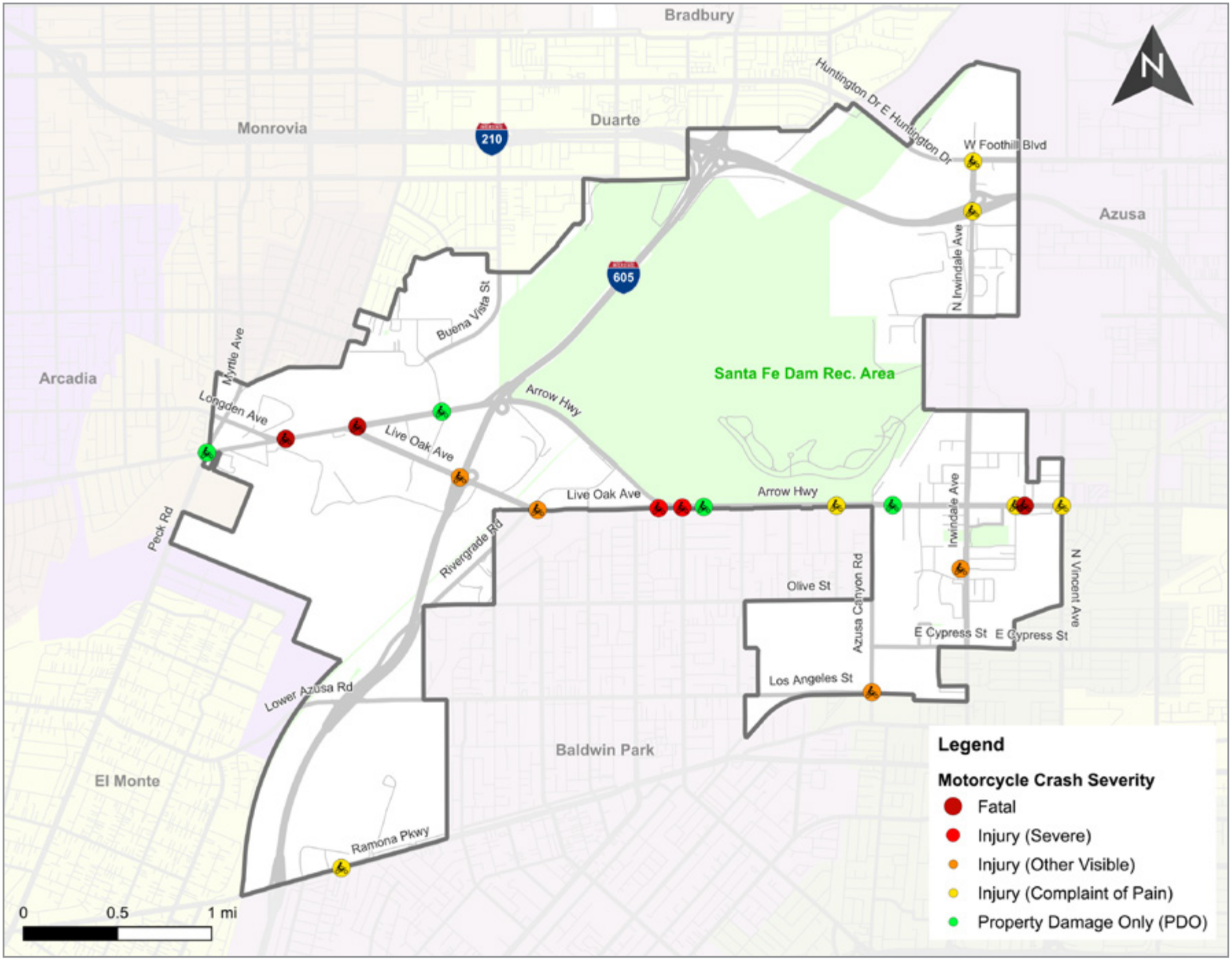


Exhibit 15. Locations of collisions involving motorcycles

3.6. Collisions Involving Trucks

Between January 1, 2019 and December 31, 2023, there were 104 collisions involving trucks (9% of the total). Of these, the four most prevalent PCFs were Improper Turning (27%), Unsafe Speed (19%), Automobile Right of Way Violation (12%), and Unsafe Lane Change (12%). 22 truck collisions resulted in injury (21%) and the remaining 82 resulted in property damage only (79%). There were no fatalities. Truck-involved collisions are listed by PCF in Exhibit 16. The locations of these collisions are shown in a heat map in Exhibit 17. The greatest prevalence of collisions involving trucks can be observed on Arrow Hwy and Live Oak Ave, with clusters also observable at the intersection of W Foothill Blvd and N Irwindale Ave (9 collisions) and at the interchange of Lower Azusa Rd and I-605 (5 collisions).

PCF	Injury	Property Damage Only	Total
Improper Turning	4 (18%)	24 (29%)	28 (27%)
Unsafe Speed	6 (27%)	14 (17%)	20 (19%)
Unsafe Lane Change	-	12 (15%)	12 (12%)
Automobile Right of Way Violation	5 (23%)	7 (9%)	12 (12%)
Unsafe Starting or Backing	2 (9%)	8 (10%)	10 (10%)
Unknown or not listed	1 (5%)	7 (9%)	8 (8%)
Traffic Signals and Signs	3 (14%)	2 (2%)	5 (5%)
Improper Passing	-	3 (4%)	3 (3%)
Alcohol or Drugs	1 (5%)	1 (1%)	2 (2%)
Equipment Failure (Other Than Lights or Brakes)	-	2 (2%)	2 (2%)
Other Hazardous Violation	-	2 (2%)	2 (2%)

Exhibit 16. Collisions involving trucks by PCF

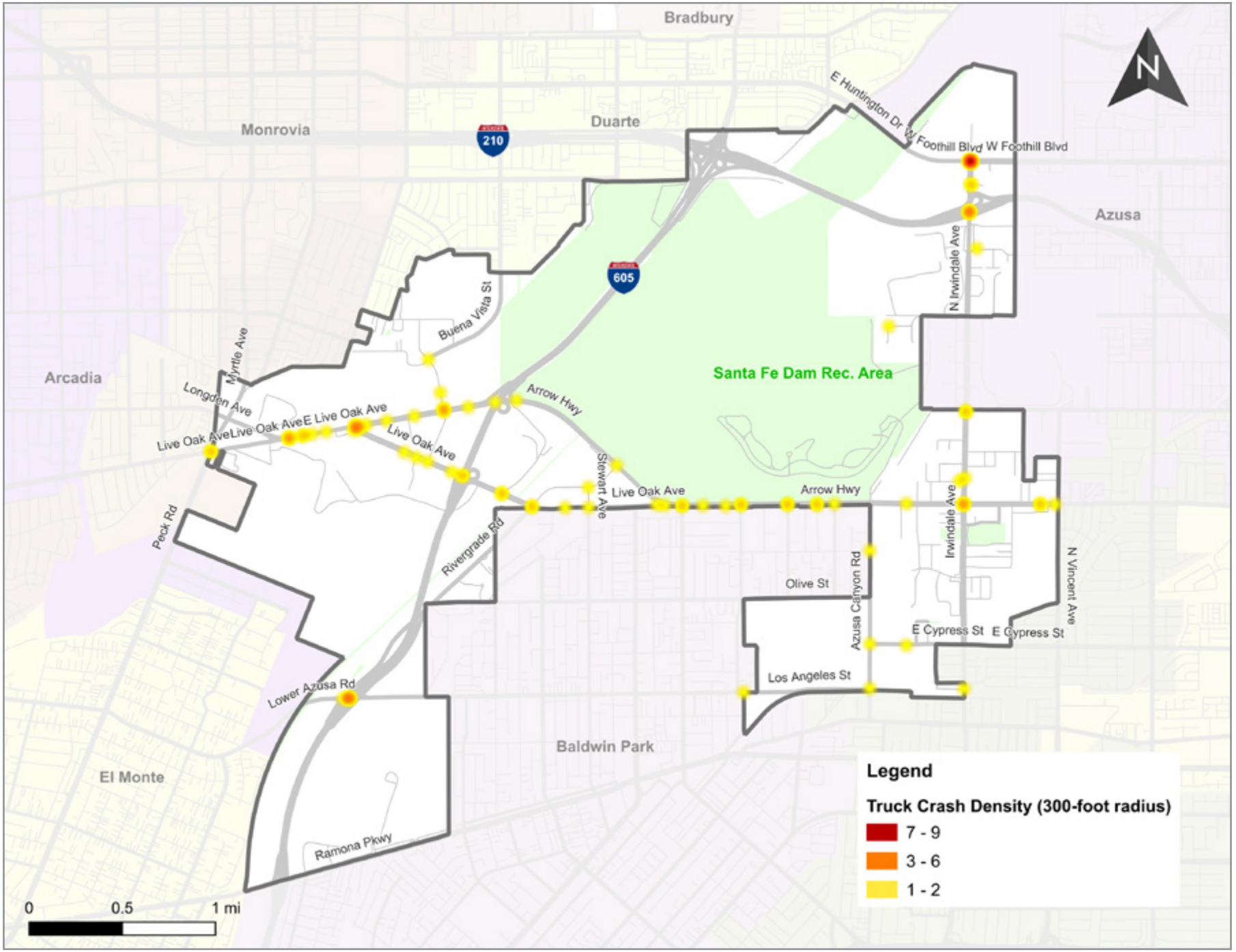


Exhibit 17. Heat map of collisions involving trucks

3.7. Collisions by Weather and Roadway Conditions

Collisions by weather conditions are shown in Exhibit 18. Most collisions (86%) occurred during clear weather conditions, followed by 10% during cloudy conditions, 4% during rainy conditions, and 0.7% during other conditions. Collisions by roadway surface conditions are shown in Exhibit 19. Most collisions (92%) occurred on roadways with dry conditions, followed by 7% on wet conditions, 0.6% not stated, and 0.3% on slippery conditions.

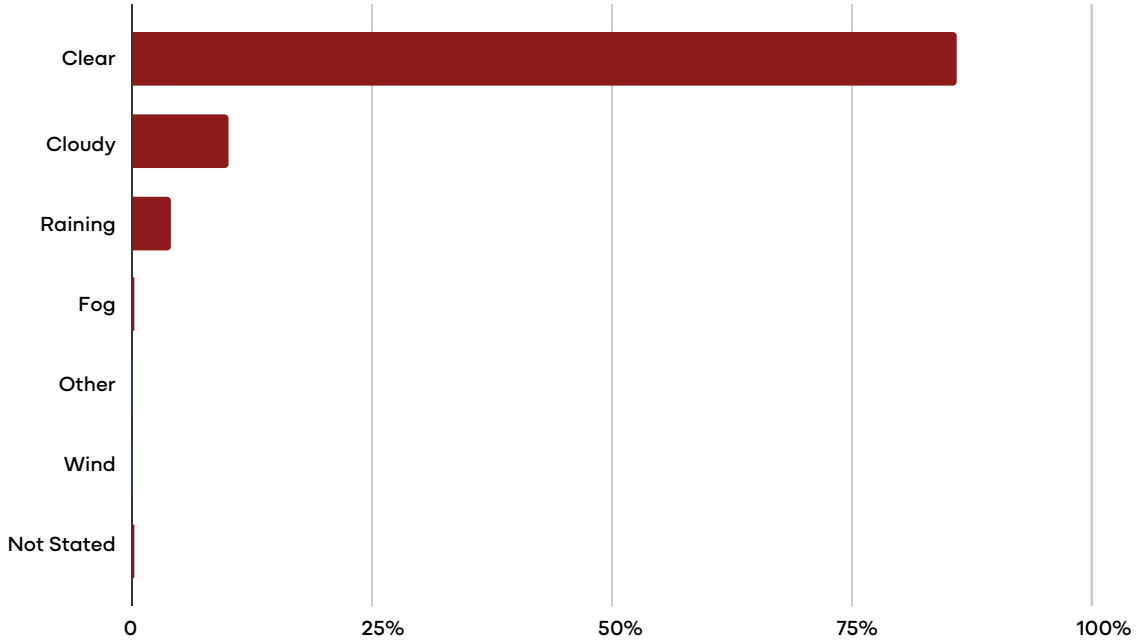


Exhibit 18. Collisions by weather conditions

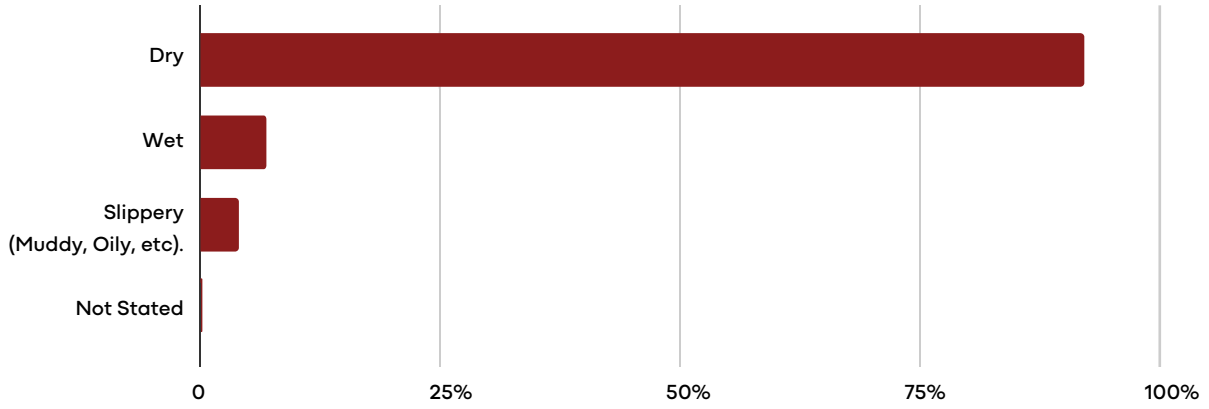


Exhibit 19. Collisions by roadway surface conditions

3.8. Collisions by Time of Day and Lighting Conditions

The distribution of collisions by time of day is shown in Exhibit 20. Hours with higher numbers of collisions coincide with typical hours of peak traffic, that is, with the morning peak hour (around 8:00 – 9:00 AM), school pick-up times (around 2:00 – 4:00 PM), and afternoon commute times (around 4:00 – 7:00 PM). Additionally, the distribution of collisions by lighting conditions is shown in Exhibit 20. While 63% of collisions occurred during daylight hours, 37% occurred while dark outside or during dusk/ dawn, with 31% of collisions occurring in areas with functioning streetlighting.

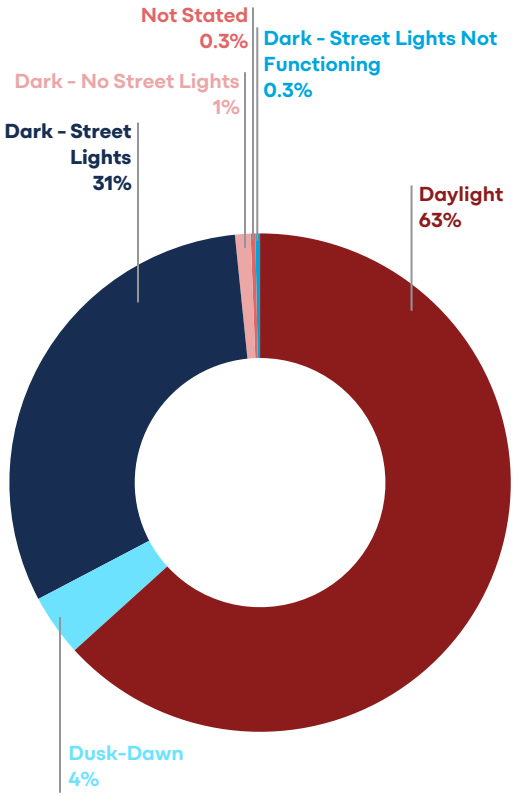


Exhibit 21. Collisions by lighting conditions

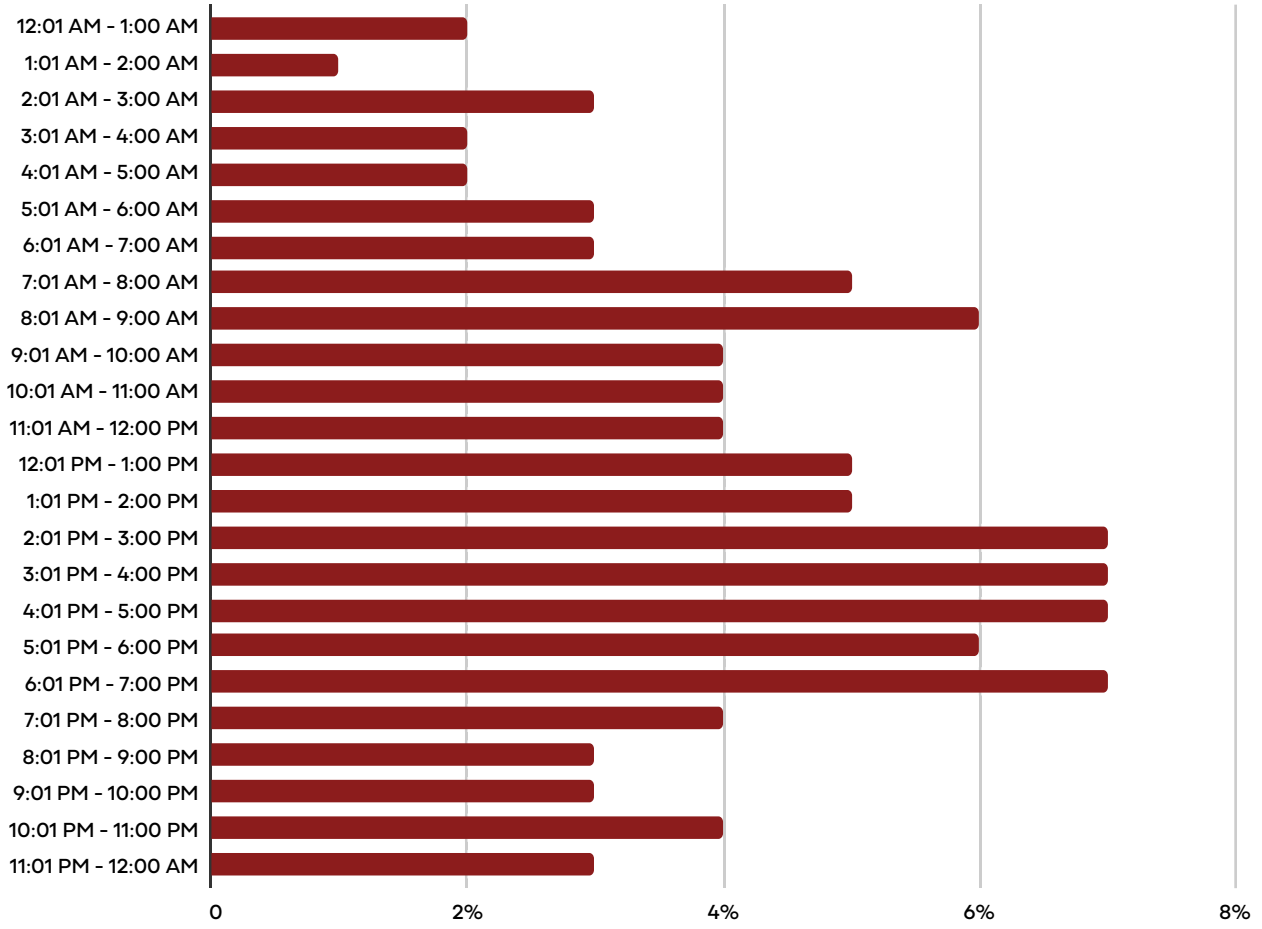


Exhibit 20. Collisions by time of day

3.9. Collisions by Day of the Week

Collisions by day of the week and severity are listed in Exhibit 22 and represented graphically in Exhibit 23. Higher numbers of collisions occurred on weekdays and lower numbers on weekends.

Day of Week	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total
Monday	1	4	12	34	108	159
Tuesday	-	6	17	24	125	172
Wednesday	2	2	18	34	130	186
Thursday	-	8	23	39	130	200
Friday	2	1	19	27	143	192
Saturday	2	3	15	27	96	143
Sunday	1	4	8	17	62	92
Total	**8**	**28**	**112**	**202**	**794**	**1144**

Exhibit 22. Collisions by day of the week and severity (table)

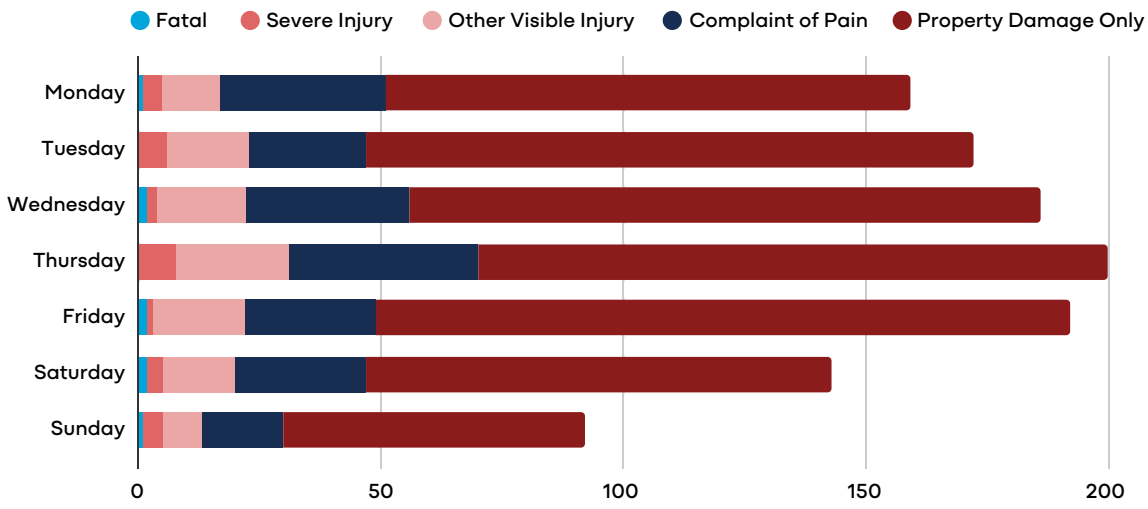


Exhibit 23. Collisions by day of the week and severity (chart)

3.10. Collisions By Year

Collisions by year and by severity are listed in Exhibit 24 and represented graphically in Exhibit 25. There was a 39% decrease in the number of collisions in 2023 versus 2019. However, fatal and severe-injury collisions more than tripled during this same time period. This combined category of fatal and severe-injury collisions represented 1.3% of all collisions in Irwindale in 2019, but 4.5% of all collisions in 2021, 2022, and 2023 combined.

Year	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total
2019	1	3	15	67	222	308
2020	1	2	24	39	127	193
2021	2	8	24	39	158	231
2022	2	8	26	32	155	223
2023	2	7	23	25	132	189
Total	**8**	**28**	**112**	**202**	**794**	**1144**

Exhibit 24. Collisions by year and by severity (table)

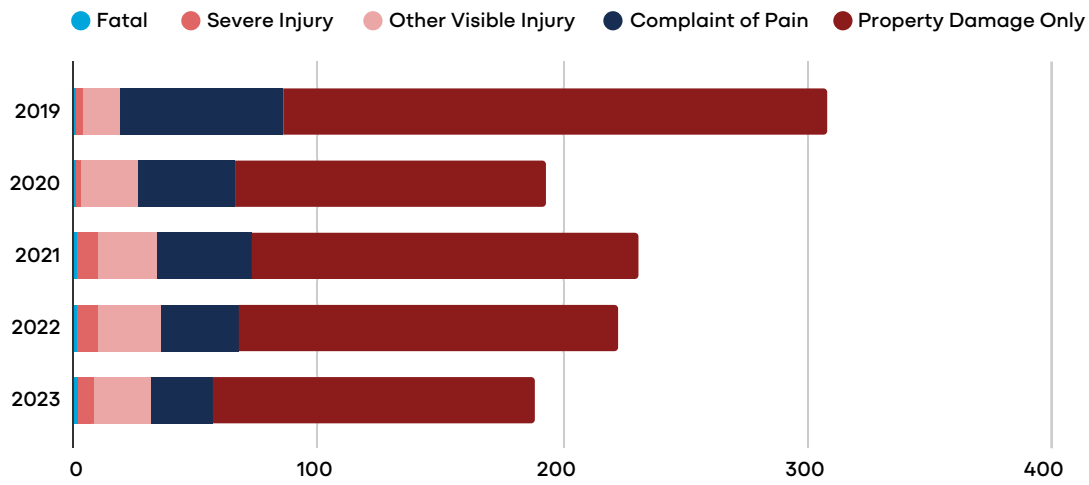


Exhibit 25. Collisions by year and by severity (chart)

3.11. Interstate Collisions

Collisions on I-210 and I-605 are not included in the Collision Trend Analysis because these facilities are within Caltrans jurisdiction. However, a basic overview of collision trends on interstate/Caltrans highways within the City of Irwindale's corporate boundaries is included here.

Between January 1, 2019 and December 31, 2023 there were **1,999 collisions** on interstate highways in Irwindale. Of these, there were **9 fatal collisions**, **34 resulting in severe injury**, **169 resulting in other visible injury**, **357 resulting in complaint of pain**, and **1,430 resulting in property damage only**. The locations and collision severity are shown on the map in Exhibit 26.

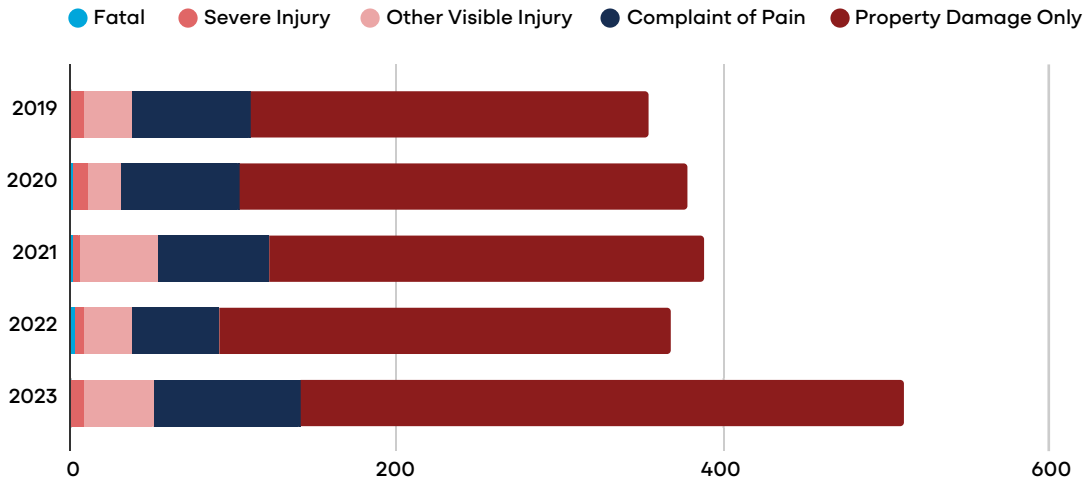


Exhibit 26-1. Collisions on interstate highways within Irwindale (chart)

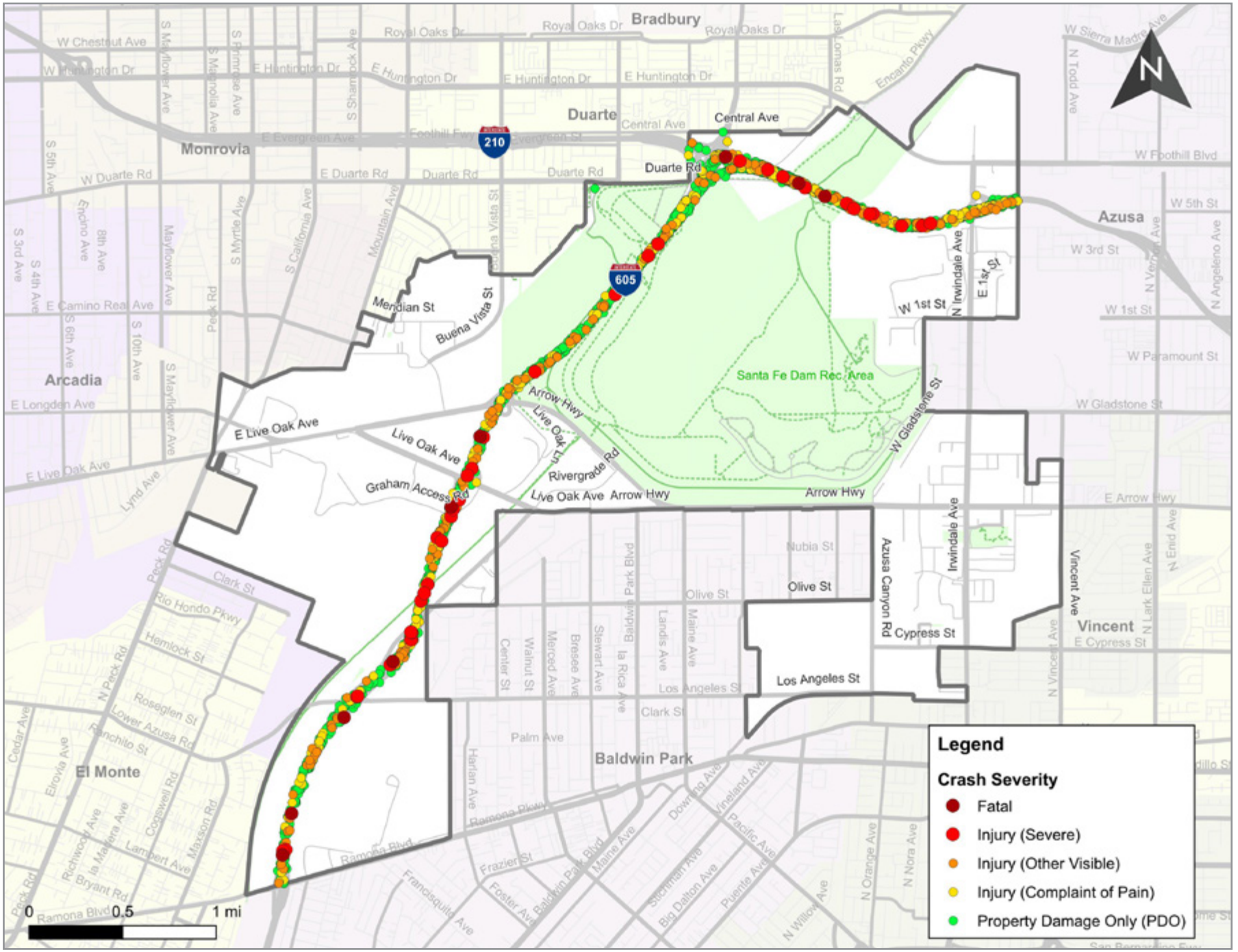


Exhibit 26-2. Collisions on interstate highways within Irwindale

3.12. High-Injury Network

To establish the City's high-injury network, network screening was conducted. Network screening is the process of studying safety conditions throughout the entire road network of the relevant jurisdiction. As in previous sections, I-210 and I-605 were excluded from this analysis due to being owned and maintained by Caltrans. The network screening examines collision trends at intersections and along corridors (sections of roadway determined by logical breaks in the road network, which are typically major signalized intersections and the City boundary). Consistent with standard practice for road network safety studies, a radius of 300 feet around each intersection was used for the analysis of intersection-related collisions, and a buffer of 100 feet around each road centerline was used for corridor collision analysis.

3.13. EPDO Ranking

This analysis establishes the high-injury network based on the Equivalent Property Damage Only (EPDO) weighted score for intersections and corridors. To determine the EPDO ranking, a weighted score was assigned to each collision event based on updated EPDO weights consistent with those used in benefit-cost analysis for the Highway Safety Improvement Program (HSIP), as shown in Exhibit 27. For intersections, the EPDO score was calculated based on collisions within a 300-foot radius of the intersection's center. For corridors, the EPDO score per mile was calculated. The top 20 signalized intersections by EPDO rank are listed in Exhibit 28.

Collision Severity	EPDO Weights[2]
Fatal	120
Severe injury	120
Other visible injury	11
Complaint of pain	6
Property damage only	1

Exhibit 27. EPDO weighted scores

2 Source: HSIP Cycle 12. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Name	Total Collisions (2019-2023)	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions	Pedestrian Collisions	Bicycle Collisions	EPDO Score	EPDO Rank
Arrow Hwy @ Irwindale Ave	73		2	3	7	61	1		760	1
N Irwindale Ave @ I-210 EB ramp	66		1	4	14	47			606	2
Lower Azusa Rd @ I-605 SB ramp	65		2	5	11	47			569	3
Arrow Hwy @ Maine Ave	25		2		6	17			545	4
Los Angeles St @ I-605 NB ramp	54		1	4	17	32			501	5
Live Oak Ave @ Rivergrade Rd	15		1	3	5	6			497	6
Arrow Hwy @ Live Oak Ave (east)	13		2	2	2	7			412	7
N Irwindale Ave @ W Foothill Blvd	60		1	3	15	41		4	374	8
Arrow Hwy @ Live Oak Ave (west)	68	1		8	9	50			358	9
Arrow Hwy @ I-605	12	1	1	2	1	7			286	10
Live Oak Ave @ Baldwin Park Rd	10		1	1	1	7			264	11
Rivergrade Rd @ Stewart Ave	8		1	1	1	5			262	12
Arrow Hwy @ Rivergrade Rd	14		1	2	4	7		1	185	13
Live Oak Ave @ Stewart Ave	11		1	1	4	5			183	14
Azusa Canyon Rd @ Cypress St	23	1		3	1	18		1	177	15
N Irwindale Ave @ Adelante St	9		1	1	1	6		1	165	16
Arrow Hwy @ Vincent Ave	36			3	9	24			157	17
Live Oak Ave (WB) @ I-605 NB ramp	51			3	10	38		1	142	18
Irwindale Ave @ Cll de Paseo	3		1			2			122	19
Arrow Hwy @ Morada St	3	1				2			122	20

Exhibit 28. Top 20 signalized intersections by EPDO rank, 2019-2023

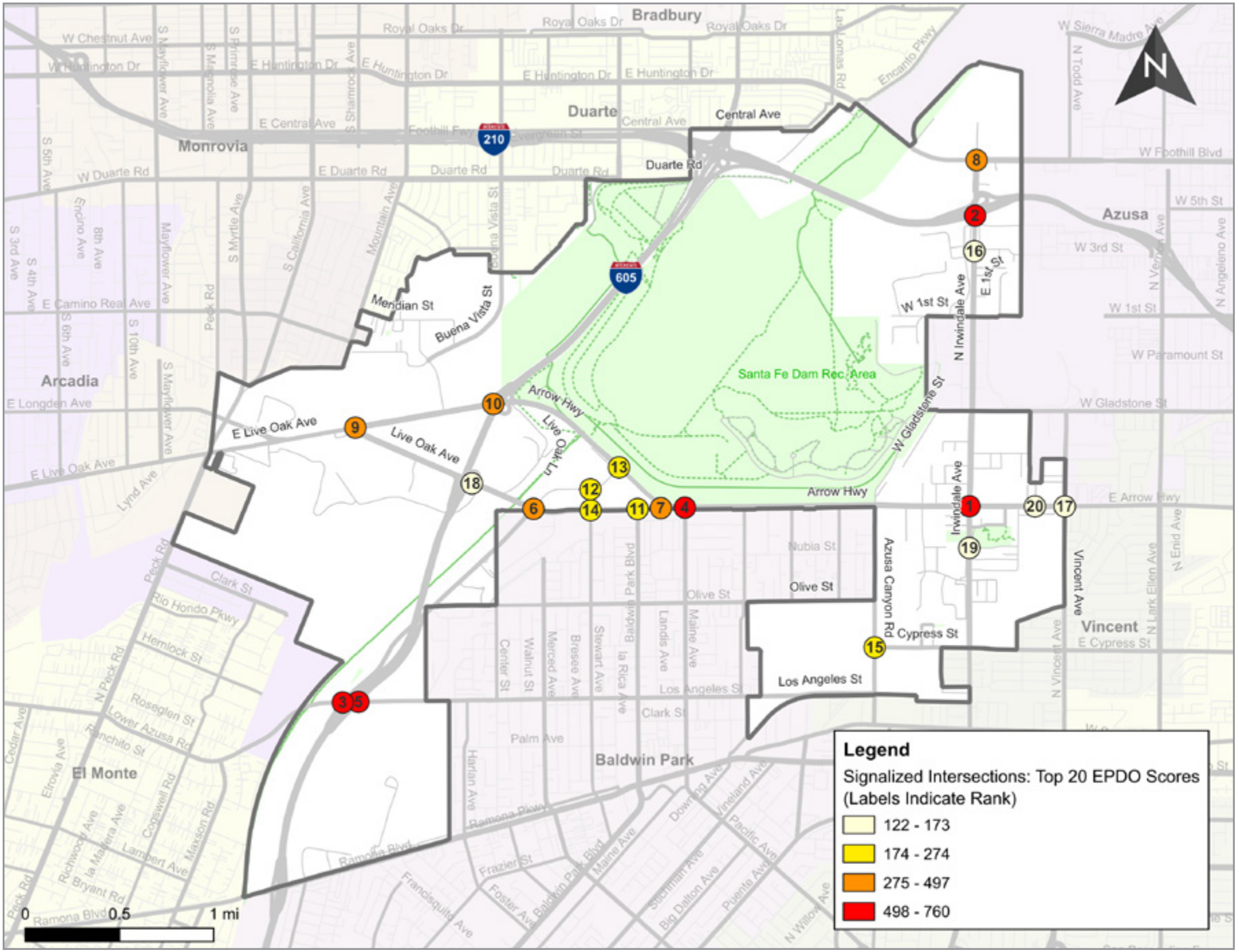


Exhibit 29. Map of the top 20 intersections by EPDO rank, 2019-2023

Corridor	Total Collisions (2019-2023)	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions	Pedestrian Collisions	Bicycle Collisions	Length (miles)	EPDO Score	EPDO per mile	EPDO Rank
Arrow Hwy from Azusa Canyon Rd to Vincent Ave	118	2	3	8	11	94	2		0.9	1412	1577	1
Live Oak Ave from Arrow Hwy (West) to Arrow Hwy (East)	138		7	14	31	87		2	1.73	2134	1231	2
Lower Azusa Rd / Los Angeles St from City limits to Littlejohn St	81		2	6	17	56			0.62	661	1060	3
N Irwindale Ave from W Foothill Blvd to 1st St	81		2	4	15	60		1	0.72	744	1032	4
Arrow Hwy from Live Oak Ave (East) to Azusa Canyon Rd	51	1	1	7	10	32		1	0.9	858	956	5
Azusa Canyon Rd from Arrow Hwy to Los Angeles St	49	1	3	6	6	33	1	1	0.95	896	946	6
Irwindale Ave from Gladstone St to Cypress St	110	1	2	7	11	89	1	1	1.15	976	850	7
Huntington Dr / W Foothill Blvd from Encanto Pkwy to City limits	85		2	9	20	54		5	0.98	631	644	8
Rivergrade Rd from Arrow Hwy to Live Oak Ave	8		1	1	1	5			0.43	262	613	9
Los Angeles St from City limits to Azusa Canyon Rd	23		1	5	3	14			0.6	368	609	10
Live Oak Ave from Myrtle Ave to Arrow Hwy (West)	41	1		4	7	29	1	1	0.68	246	363	11
Arrow Hwy from Live Oak Ave (West) to Live Oak Ave (East)	57	1	3	5	10	38		1	1.84	656	357	12
Buena Vista St from Village Rd to Alpha St	4	1	1	1	1				0.56	149	267	13
Avenida Barbosa from Alpha St to Arrow Hwy	3		2		1				0.18	45	251	14
Rivergrade Rd from City limits to I-605	31	1	3	2	25				1.06	201	190	15
Longden Ave from City limits to Live Oak Ave	19			6	13				0.28	49	173	16
Myrtle Ave from City limits to Live Oak Ave	26			7	19				0.36	61	170	17
Ramona Blvd from City limits to City limits	20		4	5	11		1		1.14	135	118	18
Cypress St from Azusa Canyon Rd to City limits	17		2	3	12				0.7	69	99	19
Alpha St from Avenida Barbosa to end	8		2		6				0.42	28	67	20

Exhibit 30. Top 20 corridors by EPDO per mile rank, 2019-2023

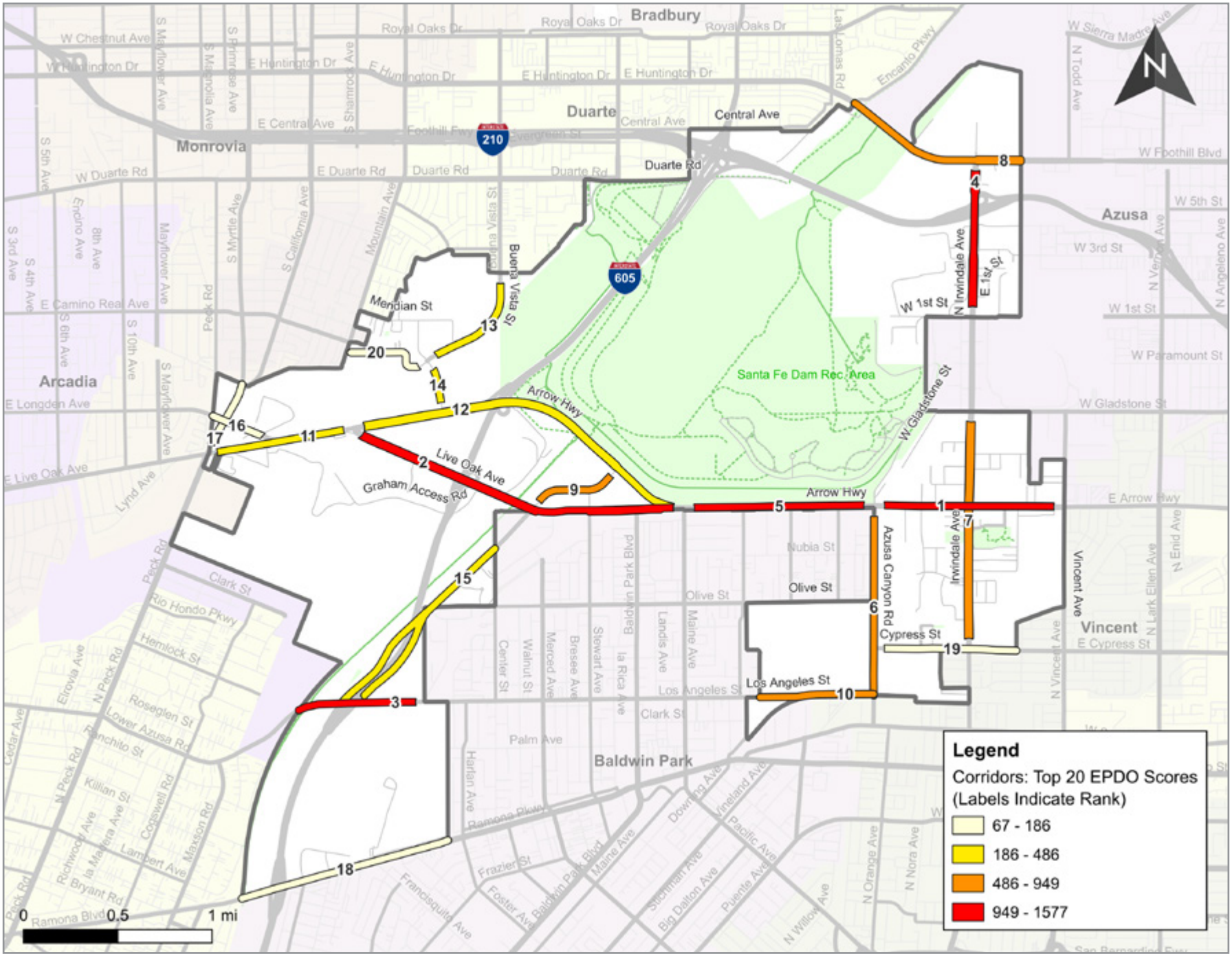


Exhibit 31. Map of the top 20 corridors by EPDO per mile rank, 2019-2023

Top 10 EPDO Intersections

Intersection 1: Arrow Hwy @ Irwindale Ave

Intersection Characteristics:

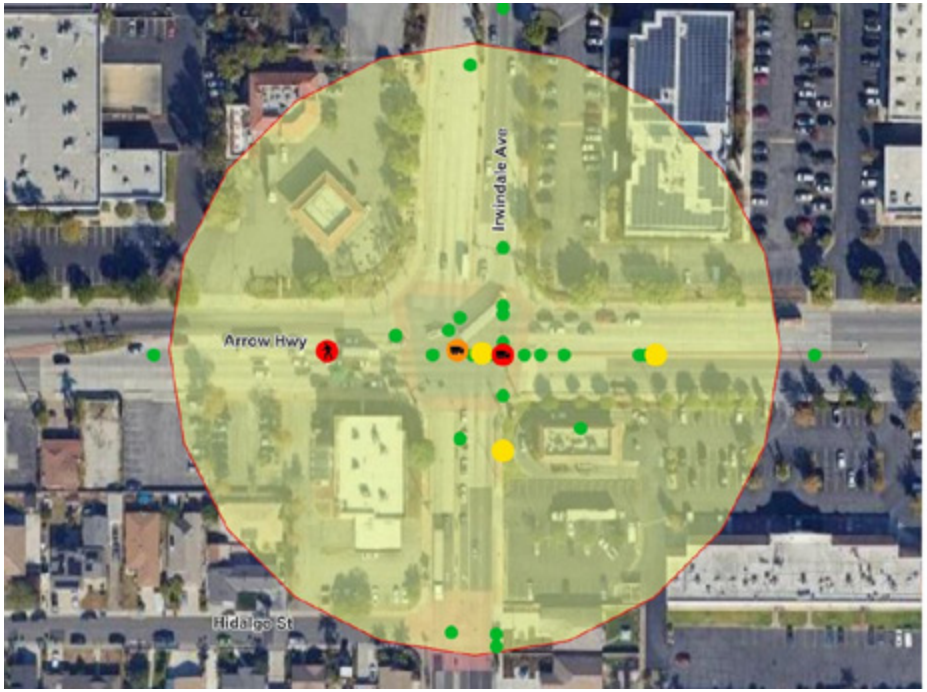
- Signalized
- 2 through lanes in the northbound, southbound, and westbound directions; 3 through lanes in the eastbound direction
- Dedicated left turn lanes on all approaches; eastbound double left-turn lanes
- Dedicated right turn lane on the southbound approach
- Brick crosswalks on all legs

EPDO Score: 760

Rainy Weather Collisions: 2

Wet/Slippery Road Surface Collisions: 4

Nighttime/Low Light Collisions: 45%



Collisions (2019-2023): 73

Fatal: 0

Injury: 12

PDO: 61

Involving Pedestrian: 1

Involving Bicycle: 0

Involving Motorcycle: 0

Involving Truck: 3

Primary Contributing Factors:

1. Unsafe Speed (27%)
2. Improper Turning (23%)
3. Automobile Right of Way (8%)

Prevalent Collision Types:

1. Sideswipe (37%)
2. Broadside (18%)
3. Rear End (17%)

Prevalent Collision Patterns:

E Proceeding Straight vs E Stopped (5 occurrences) and W Proceeding Straight vs W Stopped (7 occurrences)

Top 10 EPDO Intersections

Intersection 2: N Irwindale Ave @ I-210 EB ramp

Intersection Characteristics:

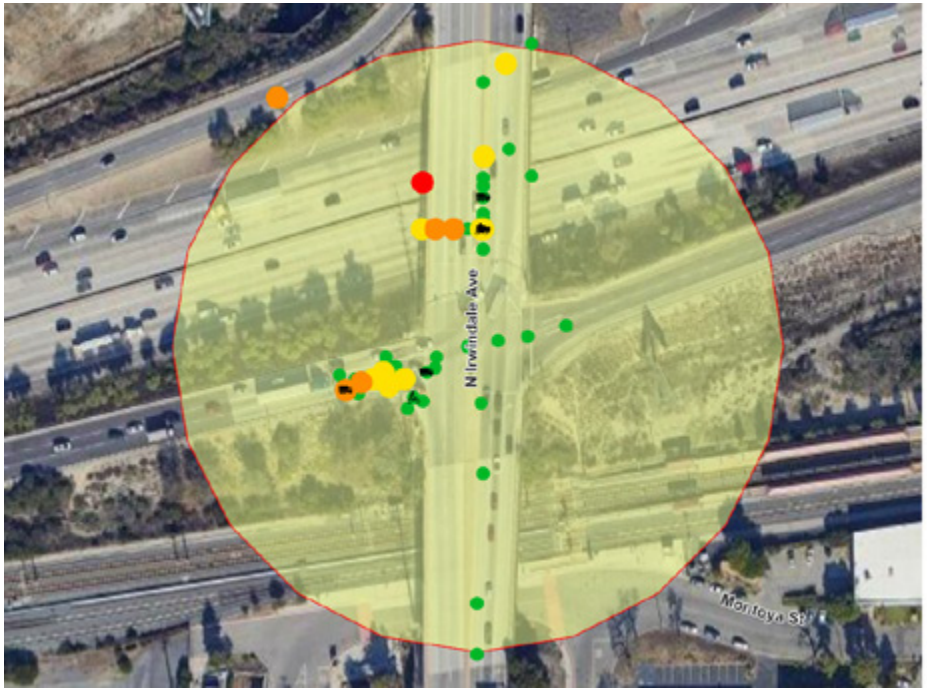
- Signalized
- 2 through lanes in the northbound, southbound, and westbound directions; 3 through lanes in the eastbound direction
- Dedicated left turn lanes on southbound and eastbound approaches; northbound has 2 through lanes and 1 right-turn lane
- One two-stripe crosswalk on east leg

EPDO Score: 606

Rainy Weather Collisions: 2

Wet/Slippery Road Surface Collisions: 6

Nighttime/Low Light Collisions: 38%



Collisions (2019-2023): 66

- Fatal: 0
- Injury: 19
- PDO: 47
- Involving Pedestrian: 0
- Involving Bicycle: 0
- Involving Motorcycle: 2
- Involving Truck: 6

Primary Contributing Factors:

1. Unsafe Speed (38%)
2. Traffic Signals and Signs (18%)
3. Improper Turning (11%)

Prevalent Collision Types:

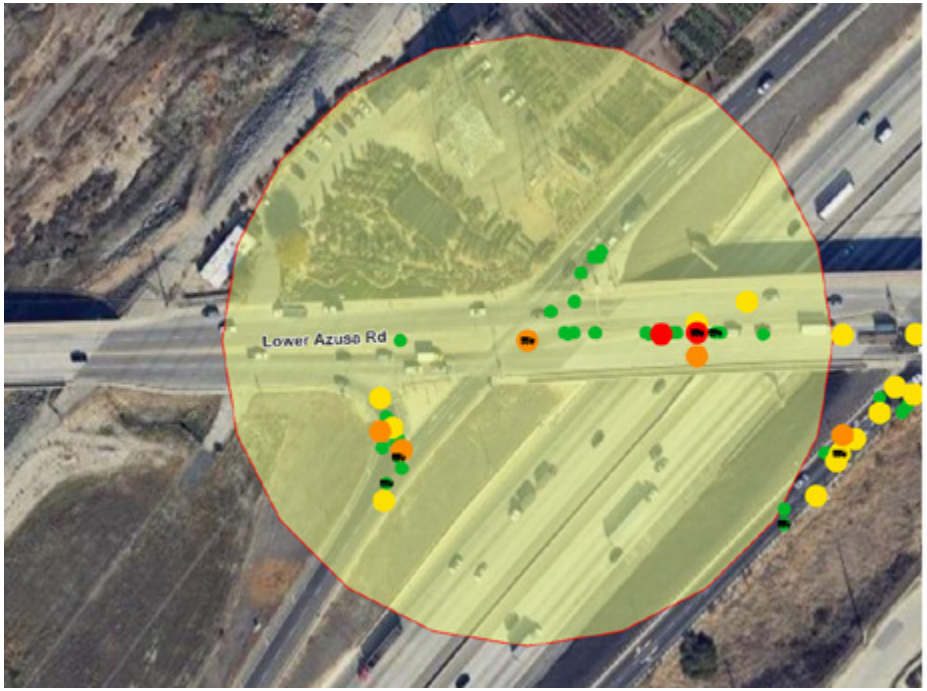
1. Rear End (44%)
2. Broadside (23%)
3. Sideswipe (23%)

Prevalent Collision Patterns:

E Proceeding Straight vs E Stopped (16 occurrences)

Top 10 EPDO Intersections

Intersection 3: Lower Azusa Rd @ I-605 SB ramp



Intersection Characteristics:

- Signalized
- 2 through lanes and 1 left-turn lane in the westbound direction; 2 through lane and 1 right-turn pocket into the entrance ramp in the eastbound direction; 1 through/left lane, 1 through/right, and 1 right-turn lane in the southbound direction
- Turning movements restricted by physical barriers in the median
- Two-stripe white crosswalks on north and south legs

EPDO Score: 569

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 7

Nighttime/Low Light Collisions: 43%

Collisions (2019-2023): 65

Fatal: 0

Injury: 18

PDO: 47

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 0

Involving Truck: 7

Primary Contributing Factors:

1. Unsafe Speed (29%)
2. Traffic Signals and Signs (28%)
3. Improper Turning (15%)

Prevalent Collision Types:

1. Rear End (34%)
2. Broadside (34%)
3. Sideswipe (18%)

Prevalent Collision Patterns:

S Proceeding Straight vs S Stopped (7 occurrences)

Top 10 EPDO Intersections

Intersection 4: Arrow Hwy @ Maine Ave

Intersection Characteristics:

- Signalized, T-intersection
- 2 through-lanes in the eastbound direction; 3 through lanes in the eastbound direction; 2 left-turn lanes and 1 right-turn lane in the northbound direction
- Dedicated left turn lanes on the westbound and northbound approaches; northbound double left-turn lanes
- Zebra striped crosswalks on south and east legs of intersection
- Bicycle infrastructure on Maine Ave

EPDO Score: 545

Rainy Weather Collisions: 1

Wet/Slippery Road Surface Collisions: 2

Nighttime/Low Light Collisions: 44%



Collisions (2019-2023): 25

Fatal: 0

Injury: 8

PDO: 17

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 1

Involving Truck: 2

Primary Contributing Factors:

1. Unsafe Speed (36%)
2. Pedestrian Right of Way (24%)
3. Driving Under Influence (12%)

Prevalent Collision Types:

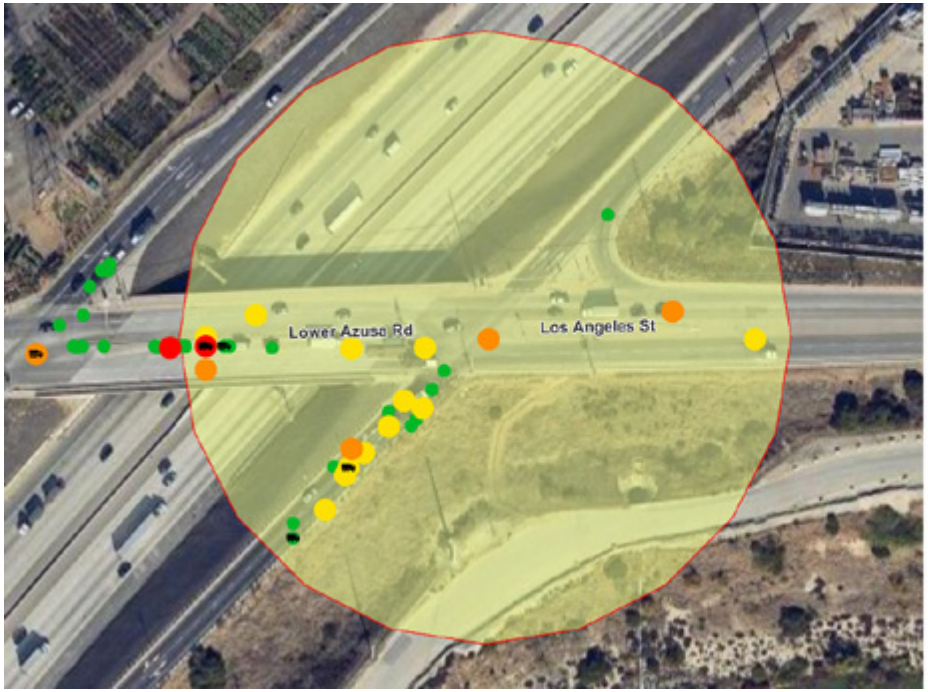
1. Rear End (40%)
2. Broadside (36%)
3. Sideswipe (12%)

Prevalent Collision Patterns:

E Proceeding Straight vs E Stopped (3 occurrences) and E Proceeding Straight vs N Making Left Turn (3 occurrences)

Top 10 EPDO Intersections

Intersection 5: Los Angeles St @ I-605 NB ramp



Intersection Characteristics:

- Signalized
- 2 through lanes in the northbound, southbound, eastbound, and westbound directions
- Dedicated left turn lane on eastbound approach; northbound 1 through/ right-turn lane and 1 through/left-turn lane
- Dedicated right turn pocket on the westbound approach onto the ramp
- Two-stripe white crosswalks on north and south legs

EPDO Score: 501

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 6

Nighttime/Low Light Collisions: 46%

Collisions (2019-2023): 54

Fatal: 0

Injury: 22

PDO: 32

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 0

Involving Truck: 6

Primary Contributing Factors:

1. Unsafe Speed (37%)
2. Traffic Signals and Signs (24%)
3. Improper Turning (11%)

Prevalent Collision Types:

1. Rear End (39%)
2. Broadside (30%)
3. Sideswipe (22%)

Prevalent Collision Patterns:

N Proceeding Straight vs N Stopped (15 occurrences)

Top 10 EPDO Intersections

Intersection 6: Live Oak Ave @ Rivergrade Rd

Intersection Characteristics:

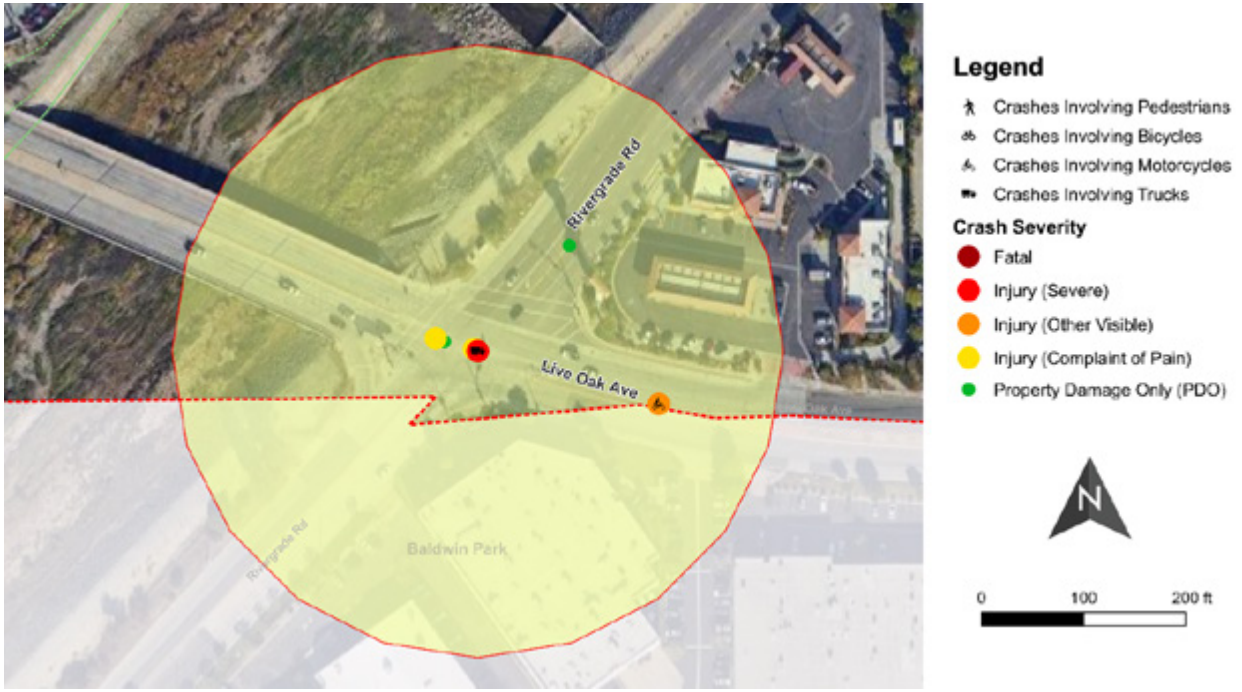
- Signalized
- 2 through lanes in the northbound, southbound, and westbound directions; 3 through lanes in the eastbound direction
- Dedicated left turn lanes on all approaches
- Dedicated right turn lane on the southbound and westbound approach; right-turn pocket on eastbound approach
- Two-stripe white crosswalks on all legs

EPDO Score: 497

Rainy Weather Collisions: 1

Wet/Slippery Road Surface Collisions: 2

Nighttime/Low Light Collisions: 13%



Collisions (2019-2023): 15

- Fatal: 0
- Injury: 9
- PDO: 6
- Involving Pedestrian: 0
- Involving Bicycle: 0
- Involving Motorcycle: 1
- Involving Truck: 2

Primary Contributing Factors:

1. Traffic Signals and Signs (53%)
2. Unsafe Speed (20%)
3. Unsafe Starting or Backing (13%)

Prevalent Collision Types:

1. Broadside (53%)
2. Rear End (27%)
3. Hit Object & Sideswipe (7% each)

Prevalent Collision Patterns:

W Proceeding Straight vs N Proceeding Straight (1 occurrence) and W Proceeding Straight vs S Proceeding Straight (1 occurrence). (Note: No single pattern dominates; multiple patterns have 1 occurrence.)

Top 10 EPDO Intersections

Intersection 7: Arrow Hwy @ Live Oak Ave (east)



Intersection Characteristics:

- Signalized, t-intersection
- 2 through lanes in the eastbound and westbound directions
- Northbound approach excluded from the intersection
- Dedicated left turn lane on eastbound approach; southbound double left-turn lanes
- Dedicated right turn lane on the southbound approach
- Two-stripe white crosswalk on west leg

EPDO Score: 412

Rainy Weather Collisions: 2

Wet/Slippery Road Surface Collisions: 4

Nighttime/Low Light Collisions: 23%

Collisions (2019-2023): 13

Fatal: 0

Injury: 6

PDO: 7

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 1

Involving Truck: 2

Primary Contributing Factors:

1. Unsafe Speed (31%)
2. Automobile Right of Way (23%)
3. Improper Passing (15%)

Prevalent Collision Types:

1. Broadside (23%)
2. Hit Object (23%)
3. Sideswipe (23%)

Prevalent Collision Patterns:

E Making Left Turn vs W Proceeding Straight (2 occurrences) and W Making Left Turn vs (2 occurrences)

Top 10 EPDO Intersections

Intersection 8: N Irwindale Ave @ W Foothill Blvd

Intersection Characteristics:

- Signalized
- 1 through lane in the northbound direction; and 2 through lanes in the southbound, eastbound, and westbound directions (southbound approach is a private property driveway)
- Dedicated left turn lane on northbound and eastbound approaches; westbound double left-turn lanes; northbound through/left-turn lane
- Dedicated right turn lane on the eastbound approach; double right-turn lanes northbound
- Two-stripe white crosswalks on south and west legs

EPDO Score: 374

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 9

Nighttime/Low Light Collisions: 28%



Collisions (2019-2023): 60

- Fatal: 0
- Injury: 19
- PDO: 41
- Involving Pedestrian: 0
- Involving Bicycle: 4
- Involving Motorcycle: 1
- Involving Truck: 9

Primary Contributing Factors:

1. Unsafe Speed (27%)
2. Improper Turning (23%)
3. Automobile Right of Way (8%)

Prevalent Collision Types:

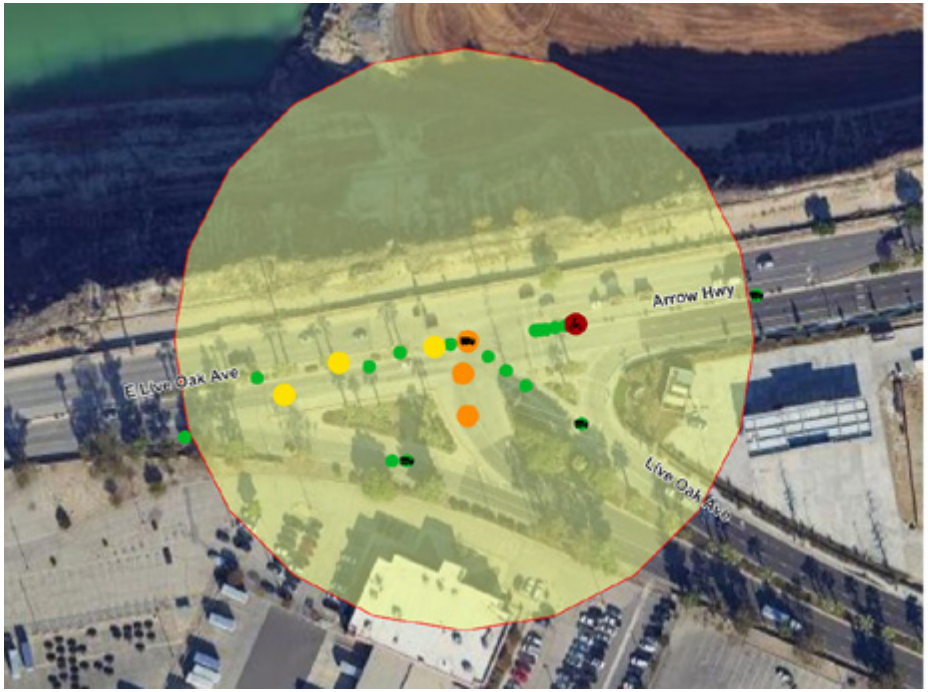
1. Sideswipe (37%)
2. Broadside (18%)
3. Rear End (17%)

Prevalent Collision Patterns:

N Making Right Turn vs N Making Right Turn (4 occurrences) and N Making Right Turn vs N Proceeding Straight (2 occurrences)

Top 10 EPDO Intersections

Intersection 9: Arrow Hwy @ Live Oak Ave (west)



Intersection Characteristics:

- Signalized
- 2 through lanes each on the eastbound and westbound approaches
- Double left turn lanes the westbound approach
- Dedicated right turn lane on the eastbound approach
- One right turn lane and two left turn lanes on the northbound (Live Oak Ave) approach
- Two-stripe white crosswalks on the east leg only
- Landscaped medians at all approaches
- Splitter islands on the eastbound and northbound approaches

EPDO Score: 68

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 4

Nighttime/Low Light Collisions: 60%

Collisions (2019-2023): 358

Fatal: 1

Injury: 17

PDO: 50

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 1

Involving Truck: 5

Primary Contributing Factors:

1. Automobile Right of Way (25%)
2. Unsafe Speed (24%)
3. Improper Turning (19%)

Prevalent Collision Types:

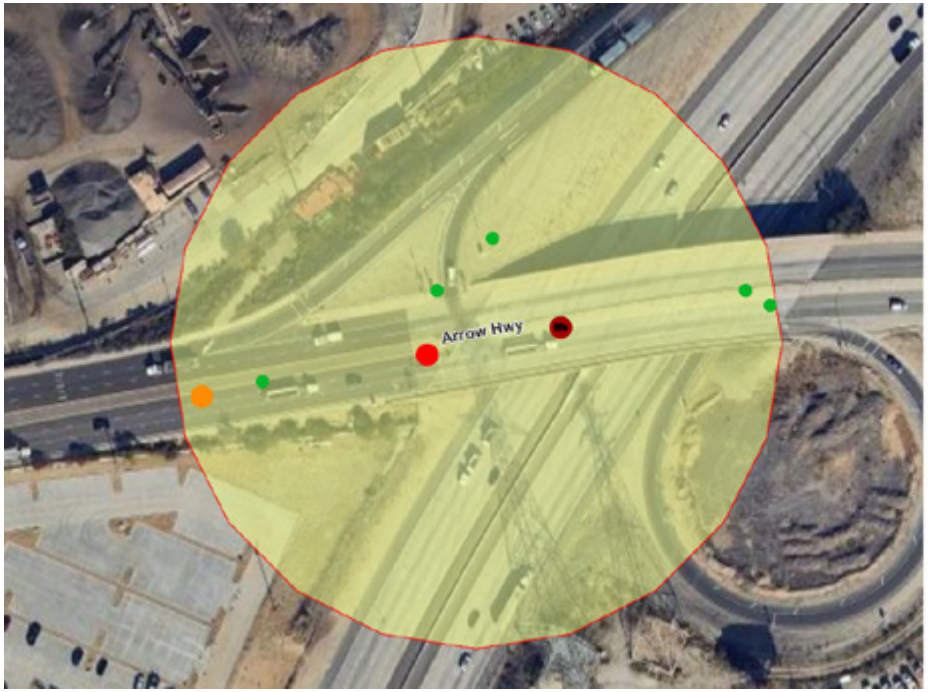
1. Hit Object (31%)
2. Broadside (29%)
3. Sideswipe (16%)

Prevalent Collision Patterns:

E Making Left Turn vs W Proceeding Straight (2 occurrences) and W Making Left Turn vs (2 occurrences)

Top 10 EPDO Intersections

Intersection 10: Arrow Hwy @ I-605



Intersection Characteristics:

- Signalized, t-intersection
- 2 through lanes in the eastbound and westbound directions
- Dedicated left turn lane on westbound approaches
- Dedicated right turn pocket on the eastbound approach
- Two-stripe white crosswalks on south leg

EPDO Score: 286

Rainy Weather Collisions: 1

Wet/Slippery Road Surface Collisions: 1

Nighttime/Low Light Collisions: 42%

Collisions (2019-2023): 12

Fatal: 1

Injury: 4

PDO: 7

Involving Pedestrian: 0

Involving Bicycle: 0

Involving Motorcycle: 0

Involving Truck: 1

Primary Contributing Factors:

1. Traffic Signals and Signs (25%)
2. Unsafe Speed (25%)
3. Improper Turning (17%)

Prevalent Collision Types:

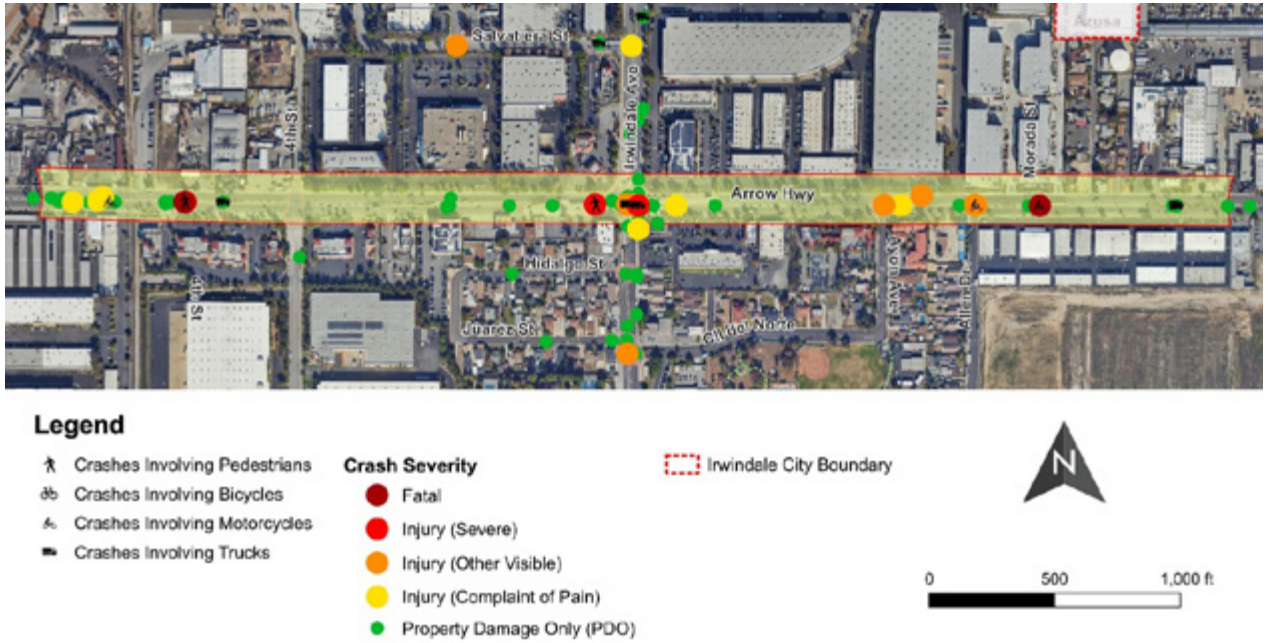
1. Broadside (33%)
2. Rear End (25%)
3. Sideswipe (25%)

Prevalent Collision Patterns:

W Proceeding Straight vs S Making Left Turn (2 occurrences)

Top 10 EPDO Corridors

Corridor 1: Arrow Hwy from Azusa Canyon Rd to Vincent Ave



Corridor Characteristics:

- 0.90 miles
- 3 eastbound lanes and 2 westbound lanes with landscaped median and left turn pocket lanes
- Sidewalks on both sides

EPDO Per Mile: 1577

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 7

Nighttime/Low Light Collisions: 44%

Collisions (2019-2023): 118

- Fatal: 2
- Injury: 22
- PDO: 94
- Involving Pedestrian: 2
- Involving Bicycle: 0
- Involving Motorcycle: 3
- Involving Truck: 6

Primary Contributing Factors:

1. Unsafe Speed (39%)
2. Improper Turning (15%)
3. Auto ROW (10%)

Prevalent Collision Types:

1. Rear End (36%)
2. Broadside (25%)
3. Sideswipe (19%)

Prevalent Collision Patterns:

W Proceeding Straight (27), E Proceeding Straight (22), N Proceeding Straight (11)

Top 10 EPDO Corridors

Corridor 2: Live Oak Ave from Arrow Hwy (West) to Arrow Hwy (East)

Corridor Characteristics:

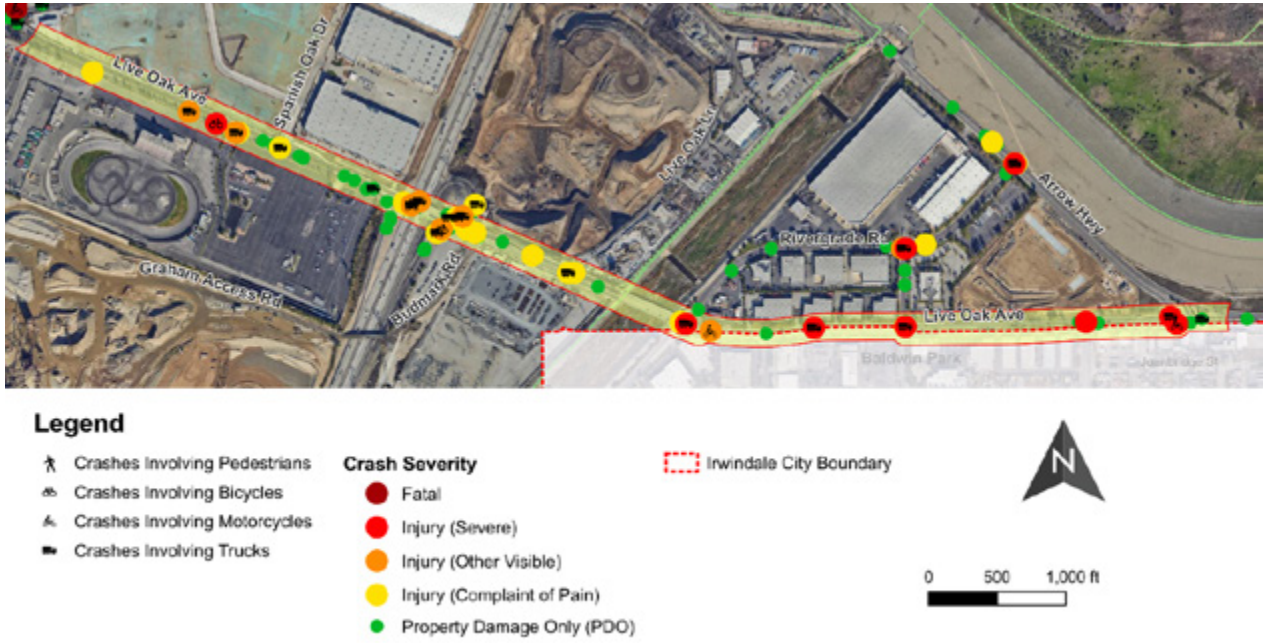
- 1.73 miles
- 2-3 eastbound lanes and 2-3 westbound lanes with landscaped medians and left-turn pocket lanes
- Mix of sidewalks and no sidewalks on both sides

EPDO Per Mile: 1231

Rainy Weather Collisions: 6

Wet/Slippery Road Surface Collisions: 9

Nighttime/Low Light Collisions:40%



Collisions (2019-2023): 110

- Fatal: 1
- Injury: 20
- PDO: 89
- Involving Pedestrian: 1
- Involving Bicycle: 1
- Involving Motorcycle: 1
- Involving Truck: 4

Primary Contributing Factors:

1. Unsafe Speed (34%)
2. Traffic Signals and Signs (14%)
3. Improper Turning (9%)

Prevalent Collision Types:

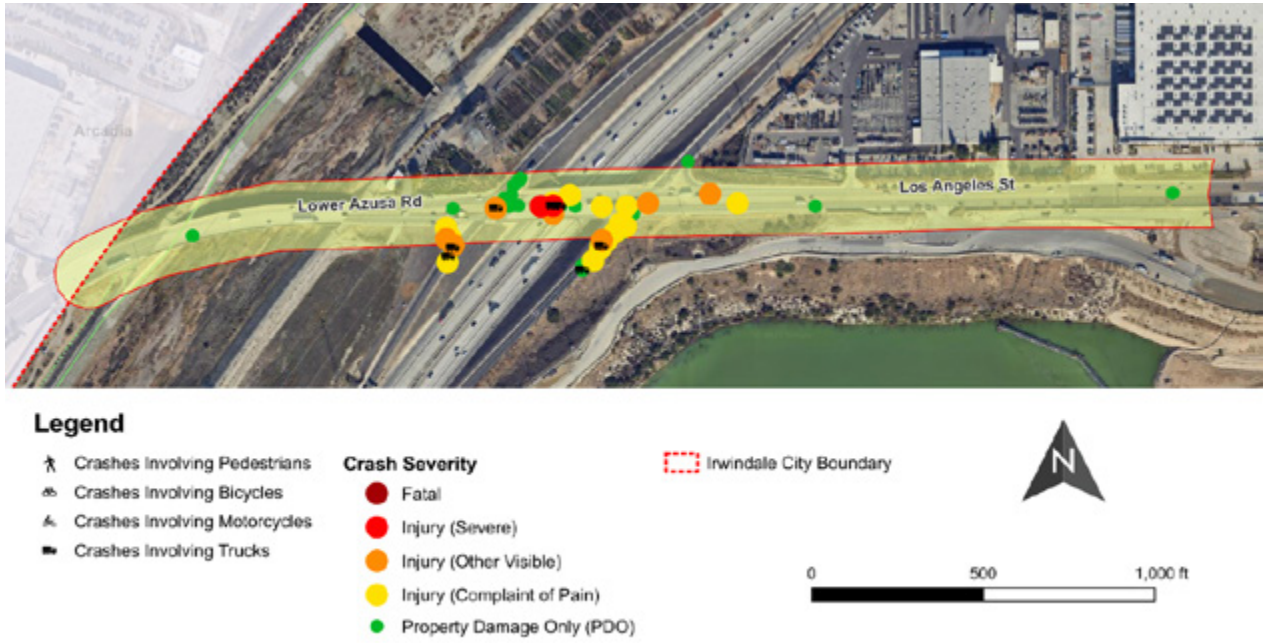
1. Rear End (45%)
2. Broadside (22%)
3. Sideswipe (16%)

Prevalent Collision Patterns:

E Proceeding Straight (34), N Proceeding Straight (28), W Proceeding Straight (19)

Top 10 EPDO Corridors

Corridor 3: Lower Azusa Rd / Los Angeles St from City Limits to Littlejohn St



Corridor Characteristics:

- 0.62 miles
- 2 eastbound lanes and 2 westbound lanes with two-way left-turn lane median
- Sidewalks on both sides

EPDO Per Mile: 1060

Rainy Weather Collisions: 4

Wet/Slippery Road Surface Collisions: 10

Nighttime/Low Light Collisions:35%

Collisions (2019-2023): 81

- Fatal: 0
- Injury: 25
- PDO: 56
- Involving Pedestrian: 0
- Involving Bicycle: 0
- Involving Motorcycle: 0
- Involving Truck: 5

Primary Contributing Factors:

1. Unsafe Speed (36%)
2. Traffic Signals and Signs (25%)
3. Improper Turning (10%)

Prevalent Collision Types:

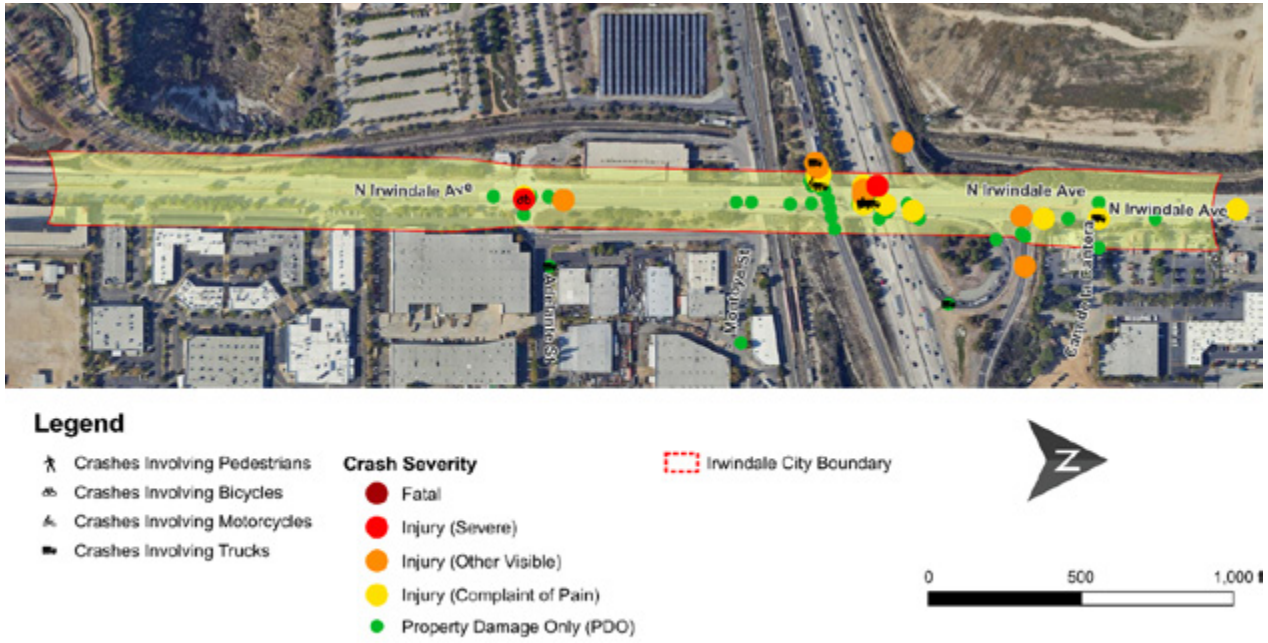
1. Rear End (38%)
2. Broadside (32%)
3. Sideswipe (16%)

Prevalent Collision Patterns:

E Proceeding Straight (17), N Proceeding Straight (15), W Proceeding Straight (12)

Top 10 EPDO Corridors

Corridor 4: N Irwindale Ave from W Foothill Blvd to 1st St



Corridor Characteristics:

- 0.72 miles
- 2-3 northbound lanes and 2-3 southbound lanes with a mix of concrete, landscaped, and striped medians
- Multiple areas with no sidewalks

EPDO Per Mile: 1032

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 7

Nighttime/Low Light Collisions:36%

Collisions (2019-2023): 81

- Fatal: 0
- Injury: 21
- PDO: 60
- Involving Pedestrian: 0
- Involving Bicycle: 1
- Involving Motorcycle: 2
- Involving Truck: 7

Primary Contributing Factors:

1. Unsafe Speed (23%)
2. Traffic Signals and Signs (19%)
3. Improper Turning (15%)

Prevalent Collision Types:

1. Rear End (32%)
2. Sideswipe (26%)
3. Broadside (25%)

Prevalent Collision Patterns:

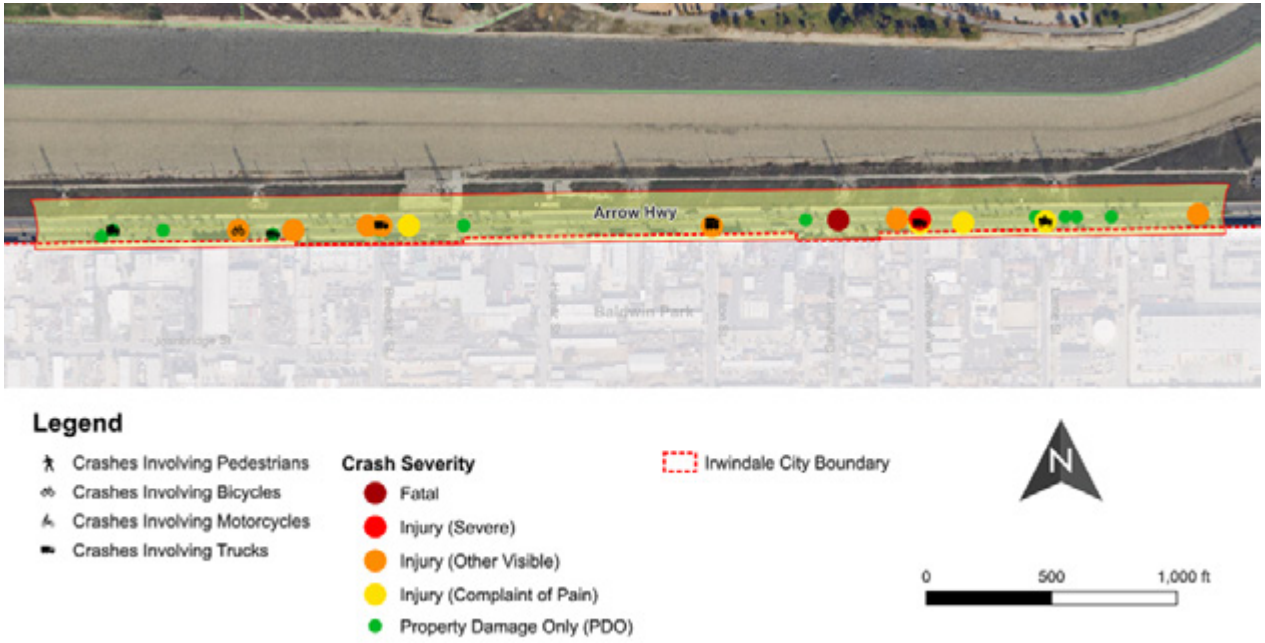
N Proceeding Straight (17), E Proceeding Straight (14), S Proceeding Straight (11)

Top 10 EPDO Corridors

Corridor 5: Arrow Hwy from Live Oak Ave (East) to Azusa Canyon Rd

Corridor Characteristics:

- 0.90 miles
- 3 eastbound lanes and 3 westbound lanes with landscaped median and left turn pocket lanes
- Sidewalks on both sides



EPDO Per Mile: 956

Rainy Weather Collisions: 1

Wet/Slippery Road Surface Collisions: 2

Nighttime/Low Light Collisions: 75%

Collisions (2019-2023): 51

- Fatal: 1
- Injury: 18
- PDO: 32
- Involving Pedestrian: 0
- Involving Bicycle: 1
- Involving Motorcycle: 2
- Involving Truck: 9

Primary Contributing Factors:

1. Unsafe Speed (41%)
2. Auto ROW (31%)
3. Improper Turning (14%)

Prevalent Collision Types:

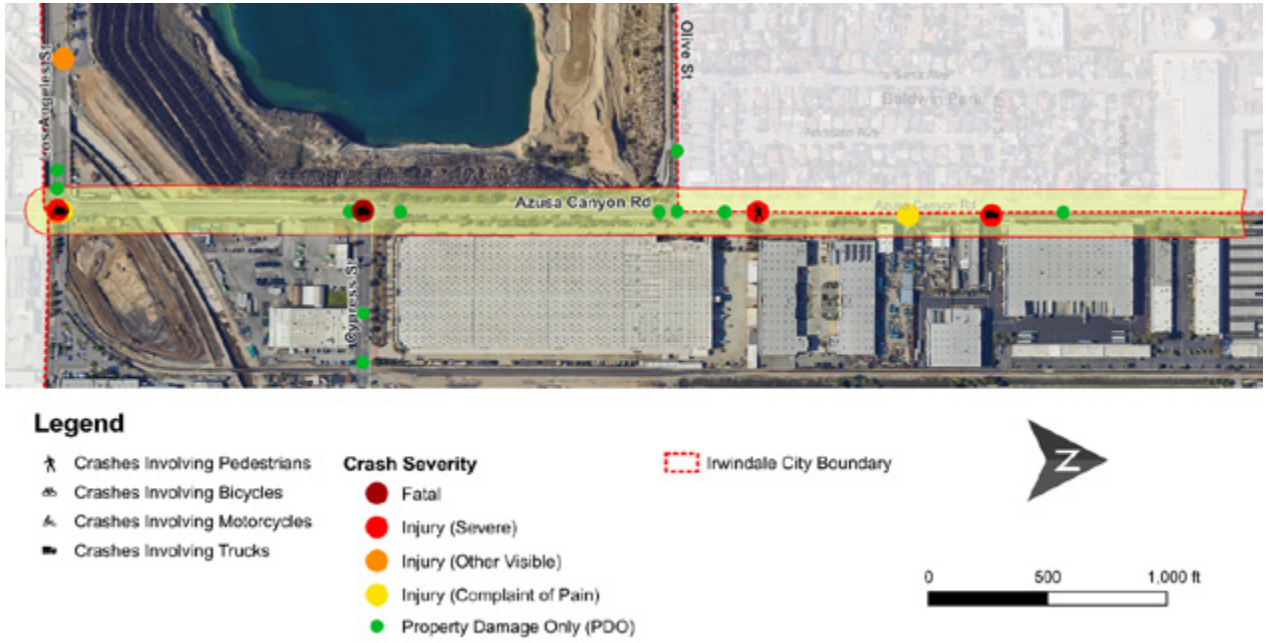
1. Broadside (33%)
2. Rear End (25%)
3. Hit Object (24%)

Prevalent Collision Patterns:

E Proceeding Straight (14), N Making Left Turn (6), W Proceeding Straight (6)

Top 10 EPDO Corridors

Corridor 6: Azusa Canyon Rd from Arrow Hwy to Los Angeles St



Corridor Characteristics:

- 0.95 miles
- 2 northbound lanes and 2 southbound lanes with two-way left-turn lane median
- Sidewalks on both sides
- Parking on southbound side

EPDO Per Mile: 946

Rainy Weather Collisions: 0

Wet/Slippery Road Surface Collisions: 1

Nighttime/Low Light Collisions:39%

Collisions (2019-2023): 49

- Fatal: 1
- Injury: 15
- PDO: 33
- Involving Pedestrian: 1
- Involving Bicycle: 1
- Involving Motorcycle: 1
- Involving Truck: 3

Primary Contributing Factors:

1. Unsafe Speed (24%)
2. Traffic Signals and Signs (14%)
3. Driving or Bicycling Under the Influence (14%)

Prevalent Collision Types:

1. Hit Object (24%)
2. Sideswipe (22%)
3. Head On (20%)

Prevalent Collision Patterns:

W Proceeding Straight (10), S Proceeding Straight (8), E Proceeding Straight (5)

Top 10 EPDO Corridors

Corridor 7: Irwindale Ave from Gladstone St to Cypress St



Corridor Characteristics:

- 1.15 miles
- 2 northbound lanes and 2 southbound lanes with landscaped medians and left-turn pocket lanes
- Red-colored crosswalks
- Sidewalks on both sides

EPDO Per Mile: 850

Rainy Weather Collisions: 5

Wet/Slippery Road Surface Collisions: 7

Nighttime/Low Light Collisions:44%

Collisions (2019-2023): 110

- Fatal: 1
- Injury: 20
- PDO: 89
- Involving Pedestrian: 1
- Involving Bicycle: 1
- Involving Motorcycle: 1
- Involving Truck: 4

Primary Contributing Factors:

1. Unsafe Speed (35%)
2. Improper Turning (15%)
3. Unsafe Lane Change (13%)

Prevalent Collision Types:

1. Broadside (28%)
2. Rear End (26%)
3. Sideswipe (19%)

Prevalent Collision Patterns:

N Proceeding Straight (25), E Proceeding Straight (13), S Proceeding Straight (13)

Top 10 EPDO Corridors

Corridor 8: Huntington Dr / W Foothill Blvd from Encanto Pkwy to City limits

Corridor Characteristics:

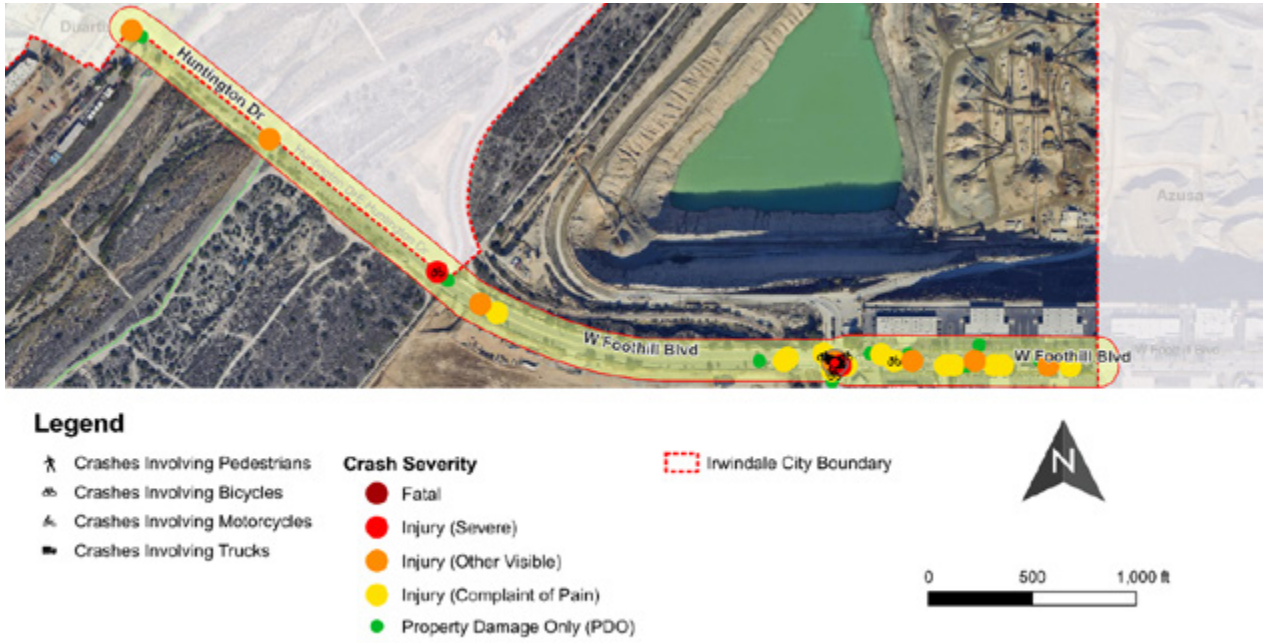
- 0.98 miles
- 2 eastbound lanes and 2 westbound lanes with double-yellow striped median
- Sidewalk on westbound side from split of Huntington Dr and W Foothill Blvd to Irwindale Ave and on both sides until City limits
- Mix of two-way left-turn lane and solid medians with left-turn pockets between Irwindale Ave and City limits

EPDO Per Mile: 644

Rainy Weather Collisions: 3

Wet/Slippery Road Surface Collisions: 9

Nighttime/Low Light Collisions:46%



Collisions (2019-2023): 85

Fatal: 0

Injury: 31

PDO: 54

Involving Pedestrian: 0

Involving Bicycle: 5

Involving Motorcycle: 1

Involving Truck: 9

Primary Contributing Factors:

1. Unsafe Speed (35%)
2. Improper Turning (18%)
3. Auto ROW (12%)

Prevalent Collision Types:

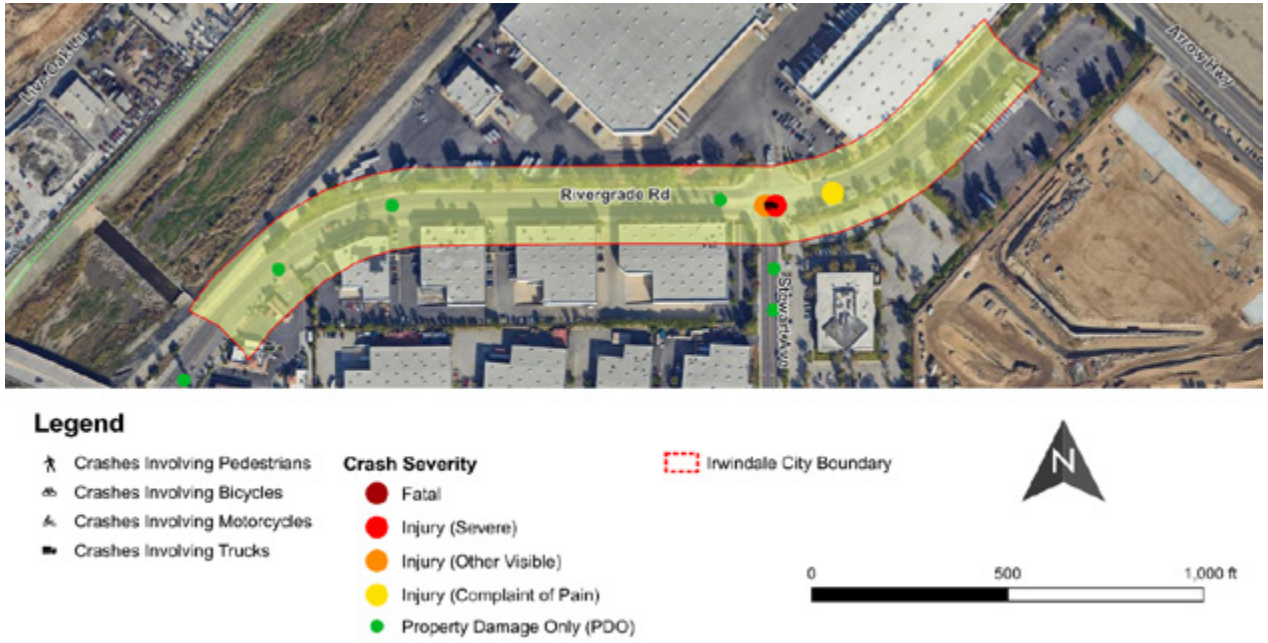
1. Sideswipe (29%)
2. Rear End (27%)
3. Broadside (19%)

Prevalent Collision Patterns:

W Proceeding Straight (19), N Making Right Turn (10), E Making Right Turn (8)

Top 10 EPDO Corridors

Corridor 9: Rivergrade Rd from Arrow Hwy to Live Oak Ave



Corridor Characteristics:

- 0.43 miles
- 2 eastbound lanes and 2 westbound lanes with two-way left-turn lane medians
- Sidewalks on both sides, except on the westbound side after the road curves southwestwards.

EPDO Per Mile: 613

Rainy Weather Collisions: 0

Wet/Slippery Road Surface Collisions: 0

Nighttime/Low Light Collisions:75%

Collisions (2019-2023): 8

- Fatal: 0
- Injury: 3
- PDO: 5
- Involving Pedestrian: 0
- Involving Bicycle: 0
- Involving Motorcycle: 0
- Involving Truck: 1

Primary Contributing Factors:

1. Unsafe Lane Change (38%)
2. Auto ROW (25%)
3. Unsafe Speed (13%)

Prevalent Collision Types:

1. Hit Object (63%)
2. Sideswipe (25%)
3. Broadside (13%)

Prevalent Collision Patterns:

N Proceeding Straight (4)

Top 10 EPDO Corridors

Corridor 10: Los Angeles St from City limits to Azusa Canyon Rd



Corridor Characteristics:

- 0.60 miles
- 2 eastbound lanes and 2 westbound lanes with double-solid yellow line median
- Sidewalks on both sides

EPDO Per Mile: 609

Rainy Weather Collisions: 0

Wet/Slippery Road Surface Collisions: 0

Nighttime/Low Light Collisions:65%

Collisions (2019-2023): 23

- Fatal: 0
- Injury: 9
- PDO: 14
- Involving Pedestrian: 0
- Involving Bicycle: 0
- Involving Motorcycle: 1
- Involving Truck: 1

Primary Contributing Factors:

1. Unsafe Speed (30%)
2. Traffic Signals and Signs (26%)
3. Driving or Bicycling Under the Influence (13%)

Prevalent Collision Types:

1. Broadside (26%)
2. Hit Object (22%)
3. Sideswipe (17%)

Prevalent Collision Patterns:

E Proceeding Straight (7), S Proceeding Straight (5), S Making Right Turn (2)

4. PUBLIC AND STAKEHOLDER INPUT

Public outreach and stakeholder input played a substantial role in identifying the areas where transportation safety improvements are needed and ensuring community members were able to directly influence the development of the plan. A variety of outreach efforts were employed throughout the duration of the project, including in-person and virtual events and feedback opportunities. This section describes the project website that was created to gather community input and share project information; the community events that were held; and the inter- and intra-governmental coordination that took place.

4.1. Public Website and Survey

A project website was created on the Social Pinpoint platform to inform the public about the SS4A Action Plan and provide a platform for community members to provide input. The website included an online interactive map, where stakeholders could submit comments about road safety conditions associated with specific travel modes and locations; and a survey intended to collect data regarding road safety conditions and needs in Irwindale.

Publicization of the website was undertaken by the City's social media team. The website was open for receiving comments from July 25 to November 30, 2024. The website received 68 comments provided by multiple stakeholders (including comments submitted from in-person events), and 66 survey responses (including surveys submitted at in-person events). The modes associated with the comments are shown in exhibit 33.. Exhibit 32 displays the top portion of the homepage for the website, found at:

https://safetyplan.mysocialpinpoint.com/irwindale-ss4a

Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey.



Exhibit 32. Screenshot of interactive website homepage

The interactive map feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, pedestrian, bicycle, or other suggestions at that location. The comments on the interactive map were integrated into the recommendations in this SS4A. Exhibit 34 shows the interactive map feature from the website.

Some of the top locations for public comment, along with the common comment themes, are listed below:

- **Irwindale Avenue directly west of City Hall:** Multiple complaints of speeding, a lack of signage alerting vehicles to the presence of children, and poorly timed crossings and traffic signals.

- **San Gabriel River Trail:** Multiple complaints about homeless encampments making users feel unsafe on the trail, poor connectivity between the trail and bike routes on Peck Road and Myrtle Ave at the Live Oak Avenue crossing, and multiple requests for a bridge crossing Arrow Highway due to feeling unsafe around high-speed vehicles and multiple collisions.

- **Arrow Highway:** Complaints about a lack of ADA-accessible crossings and sidewalks, no bicycle connectivity, poor lighting, poor striping, speeding, and distractions caused by the palm trees in the median.

- **Overall:** Many people expressed concerns over speeding on both major roadways and residential streets, poor pedestrian crossings (particularly in terms of safety for children), and other location-specific comments like requests for red curbs, bad roadway alignments (Irwindale Avenue at Calle del Norte and Juarez Street), and sidewalks and lighting.

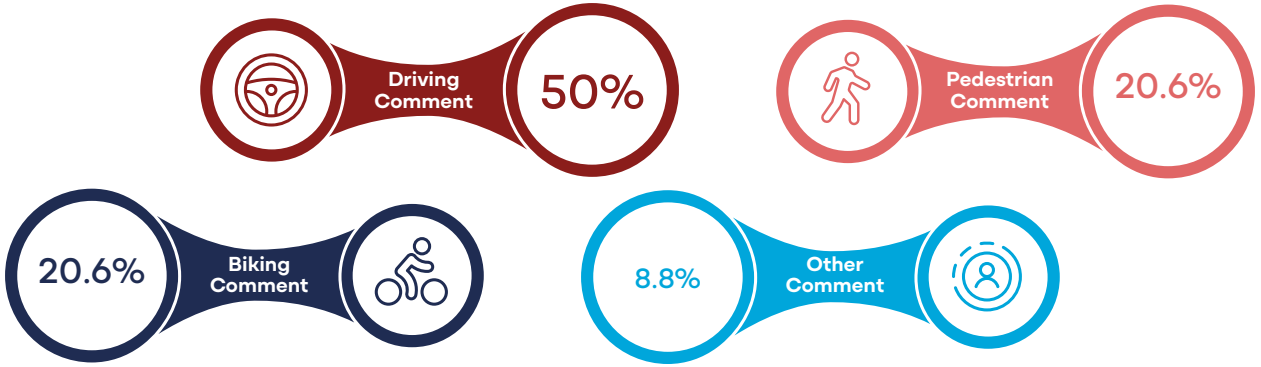


Exhibit 33. Breakdown of map comments by type

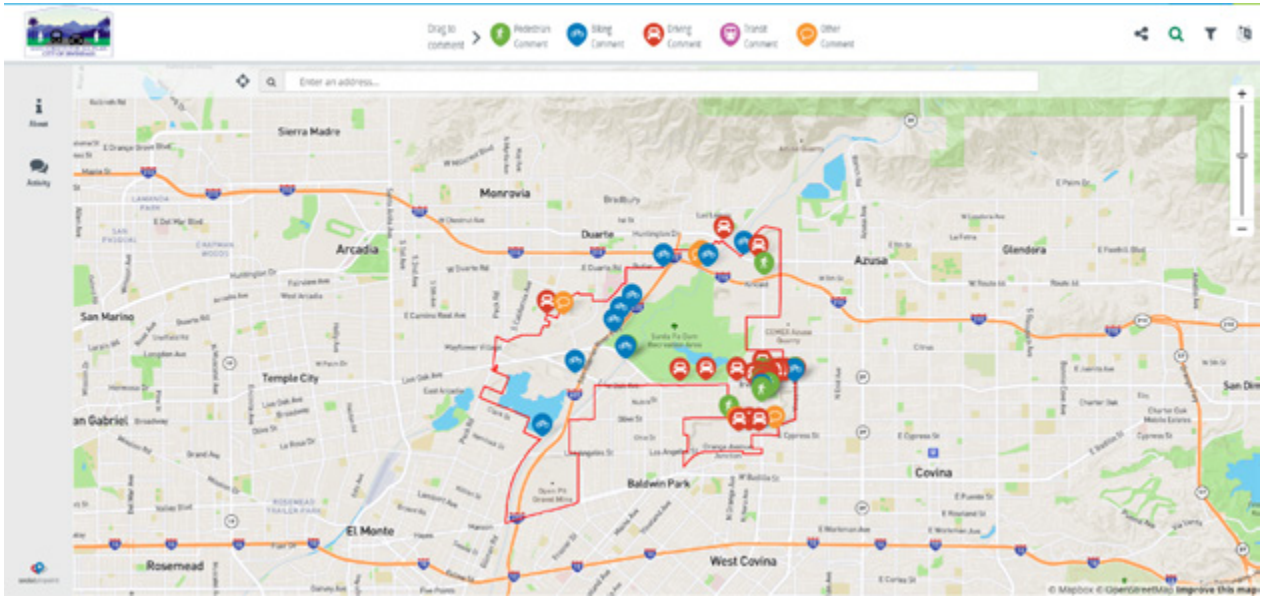


Exhibit 34. Screenshot of interactive map feature

In addition, a survey with 6 questions was posted on the website to gauge people's travel patterns in the city, their primary safety concerns in terms of driver behavior and infrastructure, and what they would like to see changed to make them feel safer. In addition, paper surveys were filled out by community members at both in-person outreach events and put into the website. A breakdown of the results is shown in Exhibit 35 through Exhibit 39.

1. Do you live in Irwindale, work there, or visit there for other reasons? ¿Vive en Irwindale, trabaja allí o visita la ciudad por otros motivos?

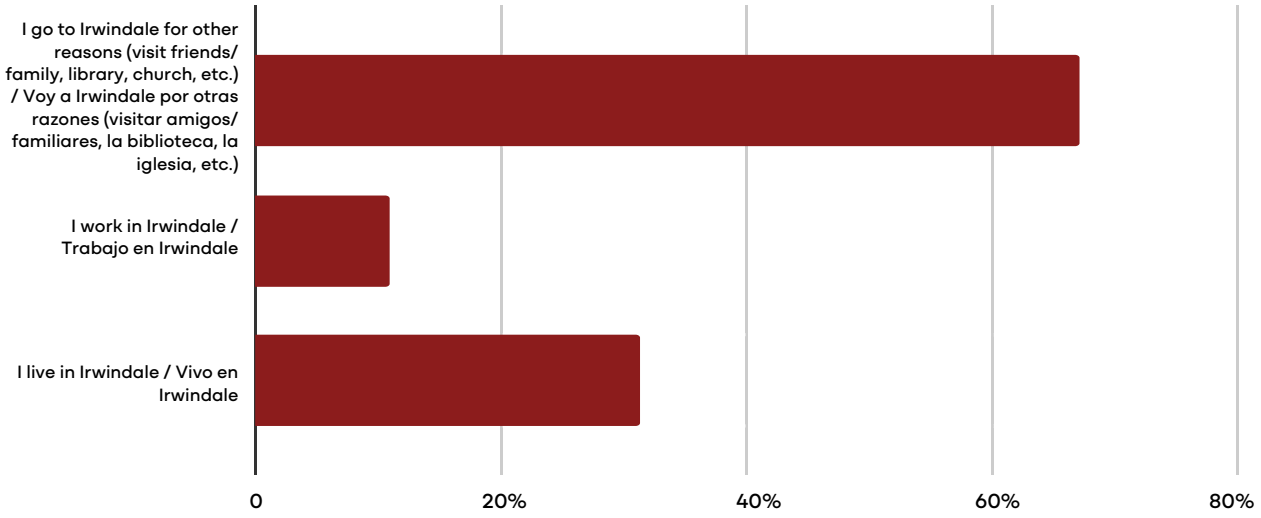


Exhibit 35. Survey question #1

2. How do you normally travel in Irwindale?

¿Cómo se moviliza normalmente en Irwindale?

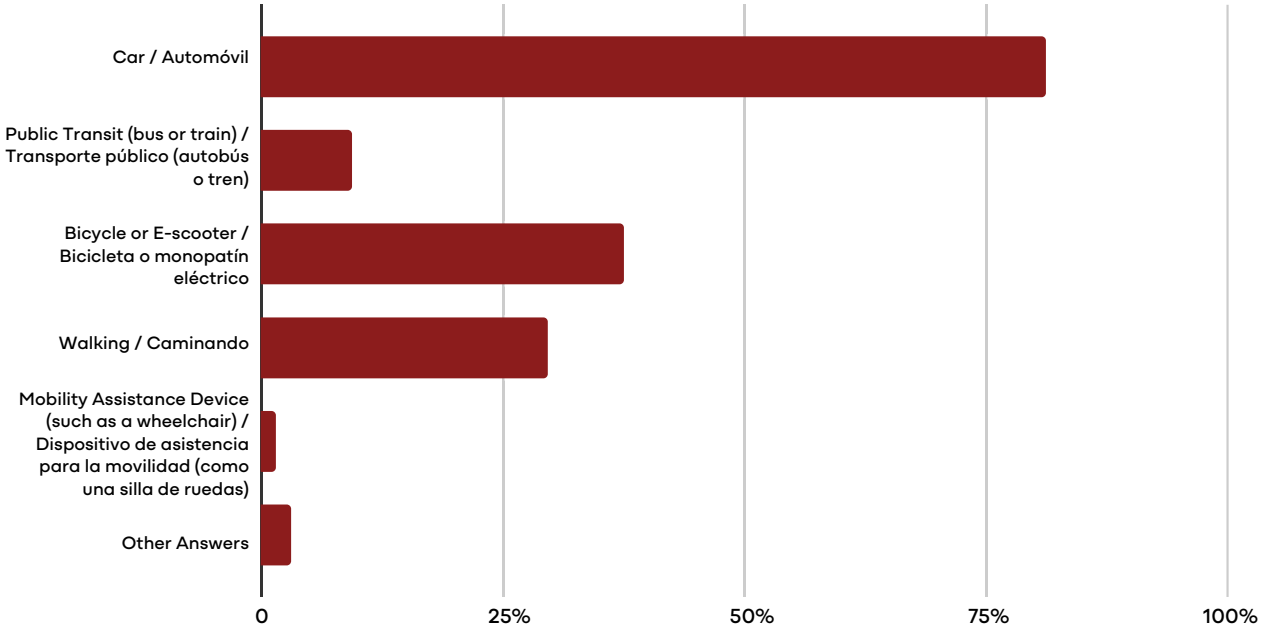


Exhibit 36. Survey question #2

3. What is your number one consideration when choosing how to get around?

¿Cuál es su consideración número uno a la hora de elegir cómo movilizarse?

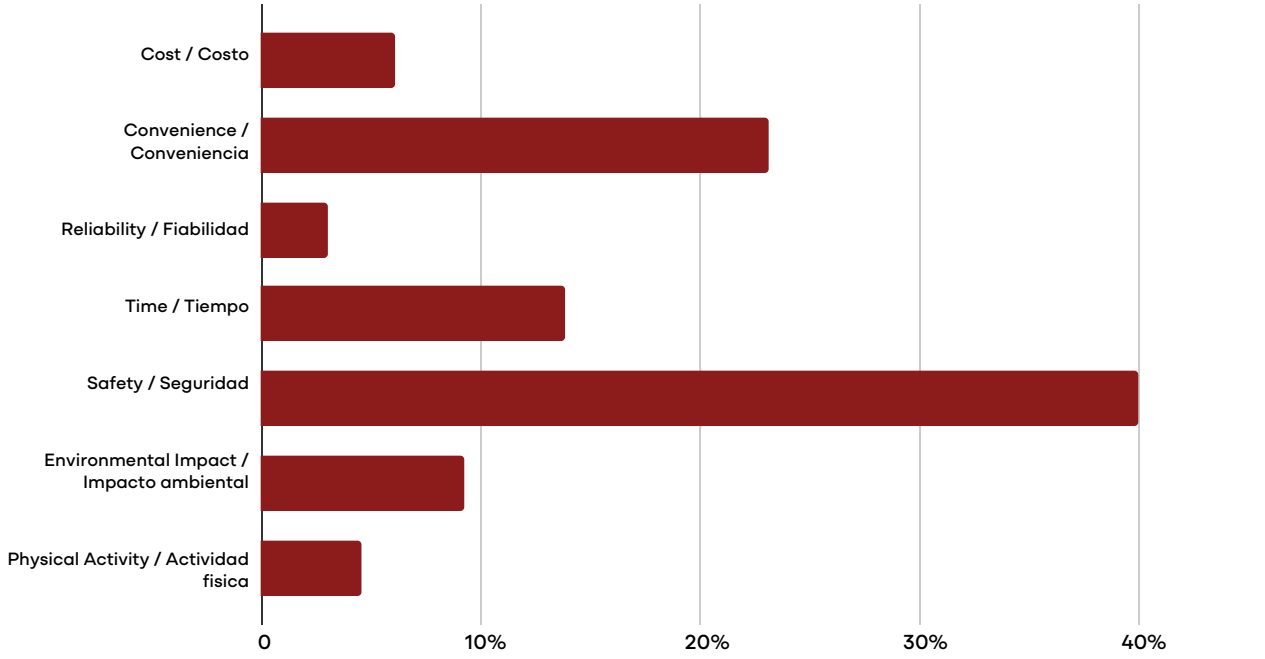


Exhibit 37. Survey question #3

4. What are your top three safety concerns with road users' behavior in Irwindale?

¿Cuáles son las tres principales preocupaciones de seguridad que usted tiene con respecto al comportamiento de los usuarios de la carretera en Irwindale?

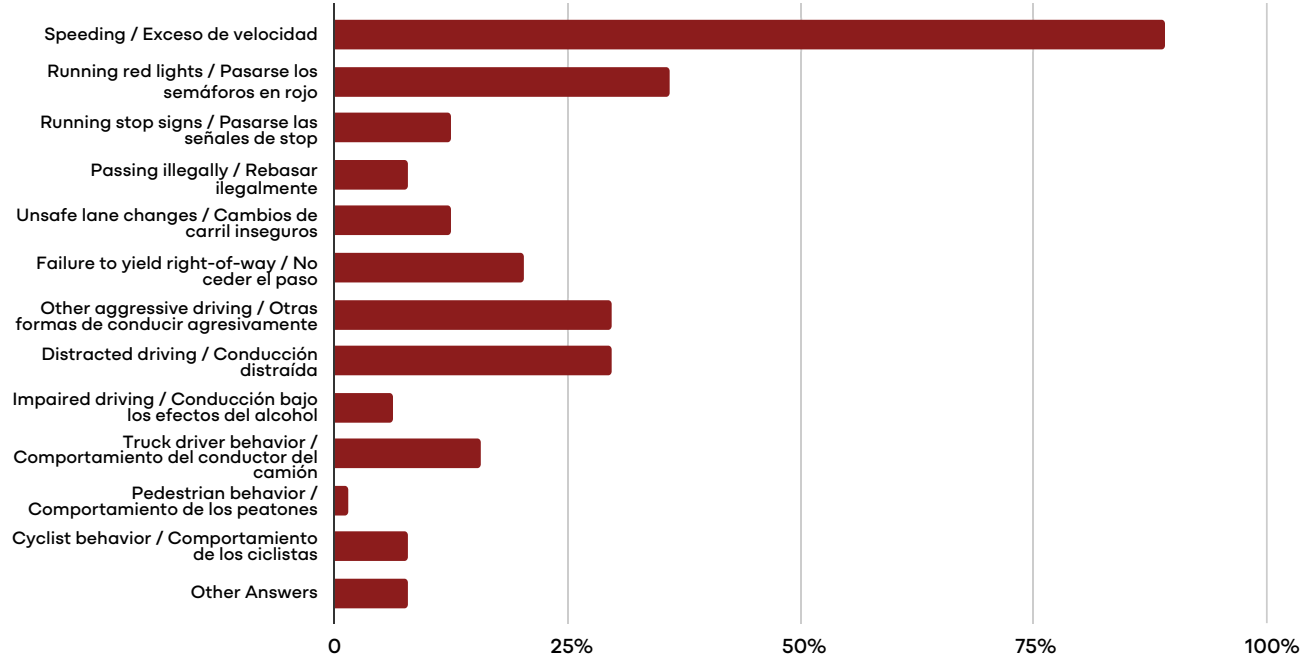


Exhibit 38. Survey question #4

5. What are your top three safety concerns with road infrastructure in Irwindale?

¿Cuáles son sus tres principales preocupaciones en relación con la seguridad de la infraestructura vial en Irwindale?

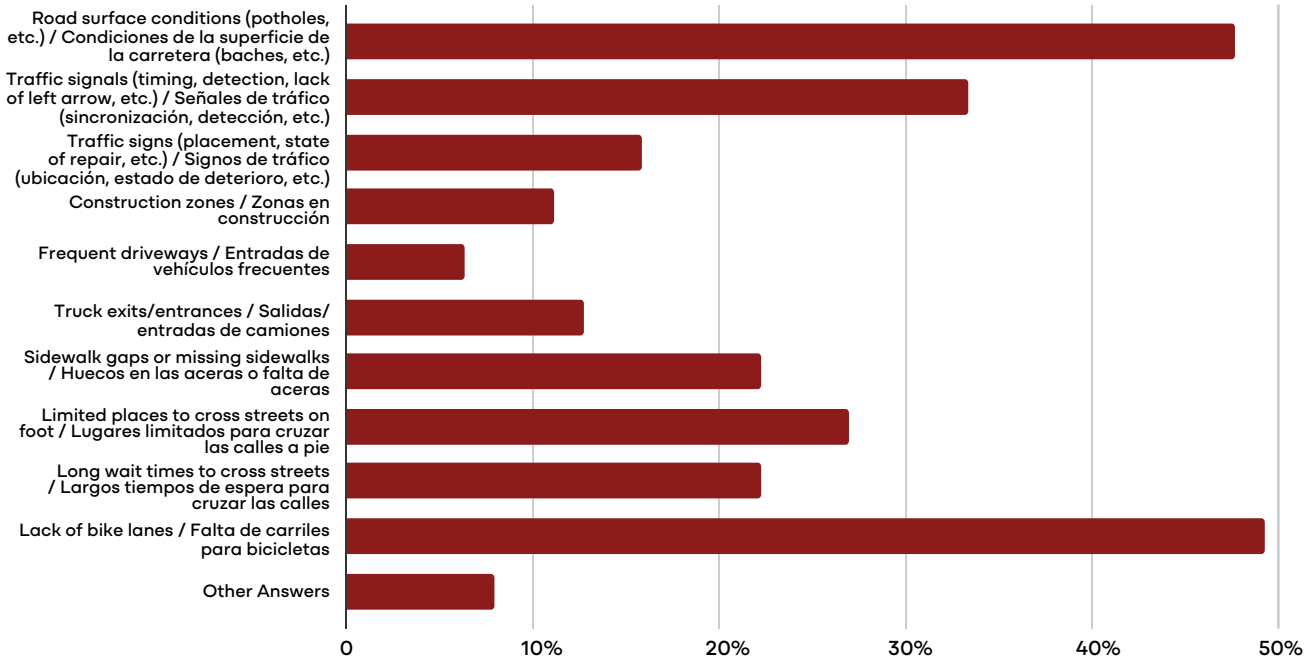


Exhibit 39. Survey question #5

Community members were also asked what one thing they would do to improve road safety in Irwindale. Answers included:

- **Improve Pedestrian and Crosswalk Safety:** Add safer pedestrian crossings, including overpasses/ underpasses, better lighting, school crossing guards, and enhanced signage.
- **Expand and Protect Bike Infrastructure:** Build connected, protected bike lanes, especially near the Metro A Line, Santa Fe Dam, and major streets, with safety-focused designs to separate cyclists from vehicles.
- **Enforce Speed Control:** Implement stricter speed zones, add speed humps and feedback signs, and increase traffic patrols to curb speeding, particularly on Irwindale Avenue and Cypress East.
- **Enhance Street Design:** Introduce traffic-calming measures like lane reductions, medians, and shade trees, especially near public facilities such as the Metro station and Santa Fe Dam.
- **Fix Infrastructure and Parking Issues:** Repair road surfaces, remove excessive red curbs for better parking, and clear streets of junk vehicles.
- **Educate and Promote Safety:** Provide public education on bike and pedestrian etiquette while ensuring the safety of vulnerable users, including those visually impaired or in wheelchairs.

4.2. Community Meetings

The project team hosted two in-person events and one virtual Zoom event to inform the public about the SS4A plan and collect input about transportation safety and concerns in Irwindale. The first event was a pop-up table hosted at the city's "Music in the Park" event on August 1st, 2024, where community members congregated at the park by City Hall to listen to free music outdoors. Project team members printed out bilingual fliers with project information and QR codes to the website, and then handed them out to attendees. In addition, bilingual surveys were printed and filled out by 26 attendees and input into the website by project staff.

The second event was an open house-style discussion at the Irwindale Senior Center on October 3rd, 2024. Attendees were split up into three tables where project staff hosted roundtable discussions on safety concerns and specific areas of the city they wanted to see improvements in. Comments were written on printed maps and input into the website by project staff. Attendees were also asked to provide contact information for future project updates and to fill out printed surveys. The event saw about 15 attendees, with 9 surveys completed and 48 comments input on the map.



Exhibit 40. Music in the Park pop-up table



Exhibit 41. October 3rd open house event

The third event was held virtually on Zoom on November 21, 2024 to give community members who were unable to attend in-person events an opportunity to give feedback and learn about the project. Project staff prepared a bilingual presentation and advertised the event both on social media and flyers at City facilities. Despite the advertising, the event saw no attendees.



Exhibit 42. Informational flyer handed out at public events (English)



Exhibit 43. Informational flyer handed out at public events (Spanish)



Exhibit 44. Social media posts advertising the public events (English) (Spanish)

4.3. Implementation Group

Project staff identified and established an Implementation Group charged with the plan's development, implementation, and monitoring, consisting of multi-disciplinary stakeholders to provide insight, oversight, and monitoring throughout the project's development and in the subsequent implementation phase. Implementation Group members included representatives from the following entities:

- City of Irwindale Public Works Department
- City of Irwindale Police Department
- City of Irwindale Recreation Department
- City of Irwindale Community Development
- City of Irwindale Chamber of Commerce
- ActiveSGV
- Los Angeles County Fire Department
- Covina Valley Unified School District
- San Gabriel Valley Council of Governments (SGVCOG)
- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Foothill Transit

The Implementation Group met virtually over Microsoft Teams five times between July and December 2024, where members were introduced to the project, given information about the safety analysis, presented with initial and updated countermeasures, updated on outreach and public feedback, and kept up to date on project progress. Implementation Group members were also given the opportunity to review and comment on the drafts of the final planning document.

In addition to providing guidance for the plan development process, the Implementation Group meetings also provided a venue for inter- and intra-governmental cooperation and collaboration, functioning as a meeting point for representatives of various departments within the City to meet and discuss safety issues, as well as representatives of external and regional stakeholder entities.



5. EQUITY CONSIDERATIONS

The development of this plan and its recommended projects and strategies was shaped heavily by ensuring equity for all members of the community. Project staff used input from community outreach efforts and the Implementation Group to give as many community members as possible the opportunity to give feedback for the plan. In addition to seeking direct input from the community, the success of this plan and its focus on equity was shaped using multiple tools that provide quantitative and qualitative data showing disadvantages faced by different members of the community.

5.1. USDOT Equitable Transportation Community Explorer (ETC)

The USDOT's Equitable Transportation Community Explorer was created to showcase and track data that identifies communities who are disadvantaged from a lack of transportation investment or other burdens, including: Climate & Disaster Risk, Environmental, Health, and Social. The tool is maintained by the DOT and was created as a response to the Justice40 Initiative from the Biden Administration, or Executive Order 14008.

The tool uses 2020 census data to identify the level of impact from each burden on communities. According to the DOT, disadvantaged communities are either any census tract meeting the threshold for one or more of the burden categories, or any federally recognized tribe or tribal entity, regardless of if they have land or not.

As shown in Exhibit 45, when compared to national data, Irwindale does not meet the definition of a disadvantaged community. However, it is considered disadvantaged in terms of Environmental Burden (92%). Additionally, under the Transportation Insecurity category, Irwindale is considered disadvantaged for Traffic Safety (100%), demonstrating that the city has a major problem with safety.



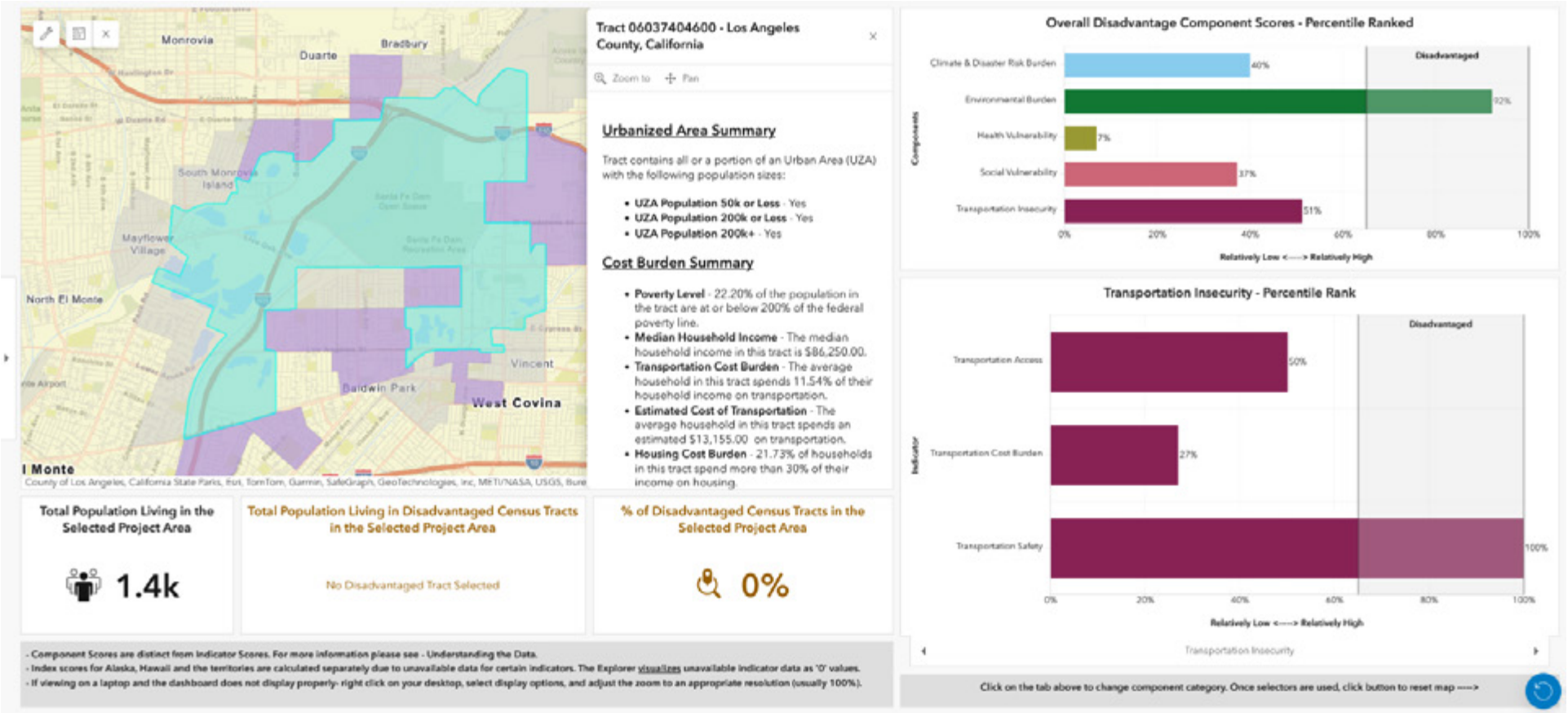


Exhibit 45. USDOT ETC Explorer dashboard for Irwindale census block

5.2. Climate and Economic Justice Screening Tool

The Climate and Economic Justice Screening Tool was created in 2021 by the Council of Environmental Quality to identify communities considered disenfranchised or overburdened across the following areas: Climate change, Energy, Health, Housing, Legacy pollution, Transportation, Water and wastewater, and Workforce development. Communities are considered disadvantaged by the tool under the same qualifications used by the USDOT ETC tool.

To be considered disadvantaged for transportation, census tracts must:

Be at or above the 90th percentile for diesel particulate matter exposure

OR

Transportation barriers

OR

Traffic proximity and volume

AND

Be at or above the 65th percentile for low income.

As shown in Exhibit 46, according to the tool, Irwindale is not considered a disadvantaged community due to not meeting any burden thresholds or at least one associated socioeconomic threshold.

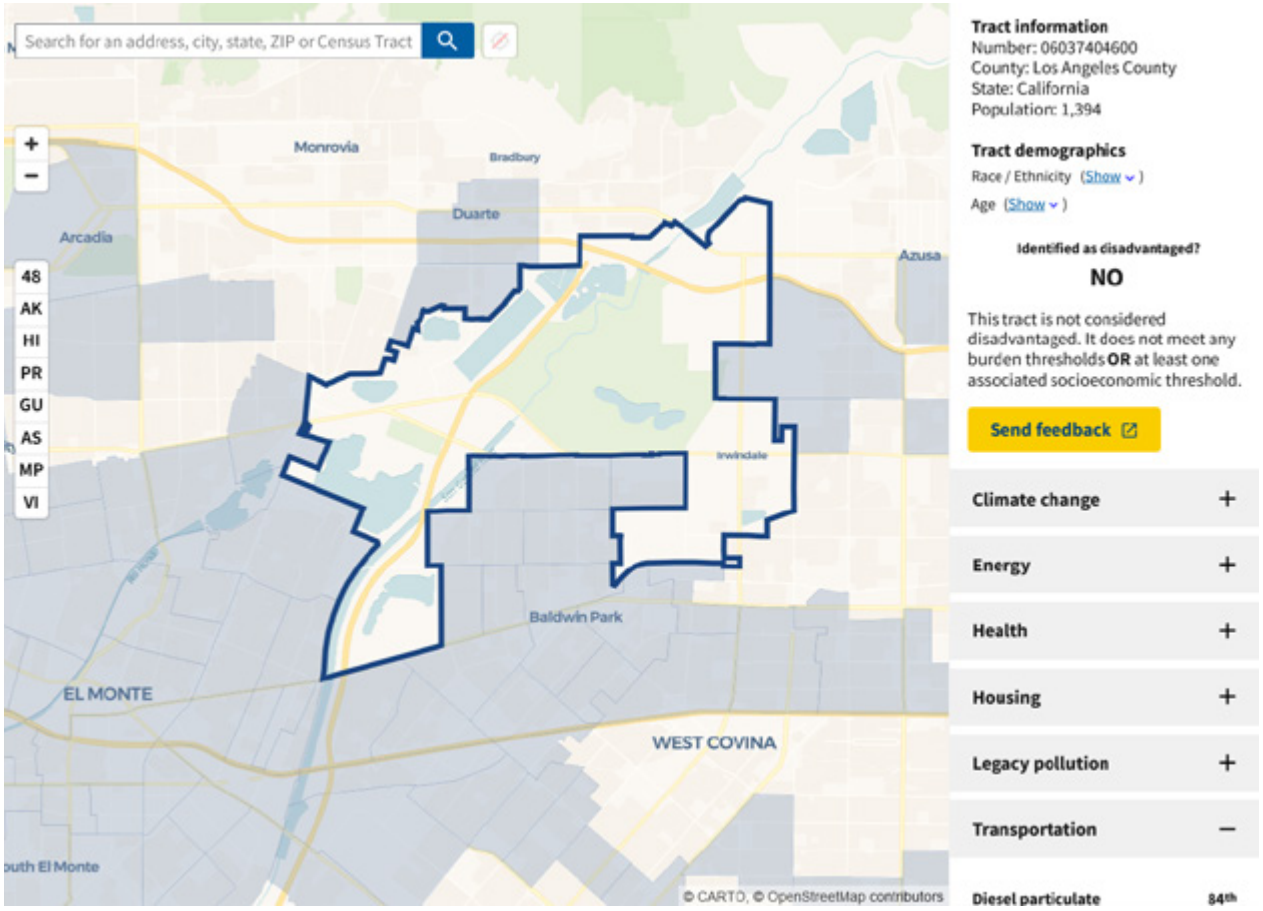


Exhibit 46. Climate and Economic Justice Screening Tool results for Irwindale

5.3. Caltrans Transportation Equity Index (EQI)

The California Department of Transportation (Caltrans) Transportation Equity Index (EQI) tool was developed to identify transportation-based priority areas by census tract through spatial analysis.

For a community to qualify, it must meet the following criteria:

Median Household Income:

< HCD-defined low-income cutoff

OR

< 80% statewide median income

OR

Block intersects or is fully contained within a Tribal Land

Upon analysis, it was found that the EQI tool did not screen Irwindale. Therefore, it is underdetermined if Irwindale is considered a transportation-based priority area.

5.4. Initial Equity Assessment

The strategies, projects, and countermeasures proposed in this Comprehensive Safety Action Plan are primarily systemic, meaning that they can be implemented at multiple locations that have broadly similar roadway characteristics and/or collision patterns. As such, it is expected that the range of countermeasures, once implemented, will not be concentrated in any particular location and will benefit the community as a whole. In the prioritization of projects, emphasis was placed on projects located in or near the residential areas of the City and the areas near trail access points, where more vulnerable road users (pedestrians, bicyclists, and mobility aid users) are typically present.



6. STRATEGIES, PROJECTS, AND COUNTERMEASURES

This section contains a comprehensive set of projects and strategies to address the safety problems identified in the Collision Trend Analysis, informed by data, evidence, best practices, public and stakeholder input, and equity considerations.

The engineering Action Items recommended in this section have been drawn from the following sources:

- **Local Roadway Safety Manual:** A Manual for California's Local Road Owners, Version 1.7, April 2024, created by Caltrans in conjunction with FHWA and SafeTREC.
- **FHWA Proven Safety Countermeasures:** A collection of 28 countermeasures and strategies that studies have shown to be effective in reducing fatalities and serious injuries.
- **Crash Modification Factors (CMF) Clearinghouse:** A searchable database of safety countermeasures and their related CMF values, accompanied by guidance and resources for the use of CMFs to improve road safety.
- **California Manual on Uniform Traffic Control Devices (CA-MUTCD):** The standard for all official traffic control devices in California.
- **Countermeasures That Work:** A Highway Safety Countermeasure Guide for State Highway Safety Offices, a reference guide published by the National Highway Traffic Safety Administration (NHTSA).
  - Best practices
  - Engineering judgment
  - Community and stakeholder input

The Action Items in this section are divided into the following two categories:

- **Systemic countermeasures**, which can be implemented at multiple locations that have broadly similar roadway characteristics and/or collision patterns. These are typically lower-cost action items that can be implemented together as a single project, incorporated into routine maintenance, or added onto location-specific projects.
- **Location-specific countermeasures**, which address circumstances specific to their locations.

Countermeasures are listed in Exhibit 47 (for intersections) and Exhibit 48 (for roadways).

This listing is followed by a detailed description and conceptual illustration of each countermeasure.

The majority of these countermeasures are systemic. However, during the development of the SS4A Plan, specific locations were identified where certain countermeasures are recommended. These are shown on the maps in Exhibit 51 (for intersections) and Exhibit 52 (for roadway corridors).

Action Item Number	Systemic Safety Countermeasure	Location Type	Crash Reduction Factor	Countermeasure Reference	Systemic/ Location-specific
S1	Convert signal to mast arm (from pedestal-mounted)	Signalized intersections	30%[1]	Local Roadway Safety Manual SI07	Systemic
S2	Crosswalk visibility enhancements	Signalized and unsignalized intersections	40%[2]	Crash Modification Factors Clearinghouse 4123	Systemic
S3	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Signalized intersections	15%[1]	Local Roadway Safety Manual SI02	Systemic
S4	Improve signal timing (coordination, phases, red, yellow, or operation)	Signalized intersections	15%[1]	Local Roadway Safety Manual SI03	Systemic
S5	Install near-side signal indicators	Signalized intersections	Varies depending on location	N/A	Systemic
S6	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Signalized intersections	60%[1]	Local Roadway Safety Manual SI22PB	Systemic
S7	Upgrade signing and striping	Signalized and unsignalized intersections	Varies depending on location	N/A	Systemic
S8	Daylight intersections (remove obstacles to lines of sight by restricting parking and removing fixed objects)	Signalized and unsignalized intersections	30%[3]	FHWA-SA-18-041	Systemic
S9	Ensure lighting is adequate at nighttime	Signalized and unsignalized intersections	23%[3]	FHWA-SA-18-041	Systemic
S10	Provide protected left turn phase (left turn lane already exists)	Signalized intersections	30%[1]	Local Roadway Safety Manual SI06	Systemic
S11	Increase the length of turn lanes	Signalized and unsignalized intersections	Varies depending on location	N/A	Systemic

1 Caltrans, Local Roadway Safety Manual: A Manual for California's Local Road Owners (LRSM), Version 1.7, April 2024

2 FHWA, Proven Safety Countermeasures: Crosswalk Visibility Enhancements, FHWA-SA-21-049

3 FHWA, Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness, FHWA-SA-18-041

Exhibit 47. Safety countermeasures for intersections

Action Item Number	Systemic Safety Countermeasure	Location Type	Crash Reduction Factor	Countermeasure Reference	Systemic/ Location-specific
R1	Install raised median (with left turn pockets as needed)	Roadways	25%[1]	Local Roadway Safety Manual R08	Location-specific
R2	Install delineators, reflectors and/or object markers	Roadways	15%[2]	Local Roadway Safety Manual R27	Systemic
R3	Install dynamic/variable speed warning signs	Roadways	30%[1]	Local Roadway Safety Manual R26	Systemic
R4	Install/upgrade pedestrian crossing (with enhanced safety features)	Roadways	35%[1]	Local Roadway Safety Manual R36PB	Systemic
R5	Remove or relocate fixed objects outside of Clear Recovery Zone	Roadways	35%[1]	Local Roadway Safety Manual R02	Systemic
R6	Road Diet (Right-size wide no. 2 lanes by striping parking lanes or bike lanes where feasible)	Roadways	35%[1]	Local Roadway Safety Manual R14	Systemic
R7	Ensure lighting is adequate at nighttime	Roadways	23%[2]	FHWA-SA-18-041	Systemic

1 Caltrans, Local Roadway Safety Manual: A Manual for California's Local Road Owners (LRSM), Version 1.7, April 2024

2 FHWA, Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness, FHWA-SA-18-041

Exhibit 48. Safety countermeasures for roadways



S1. Convert signal to mast arm (from pedestal-mounted)

Intersections that have pedestal-mounted signals may have poor visibility and can result in vehicles not being able to stop in time for a signal change. Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.

Location Type:	Signalized intersections
Crash Types Addressed:	All
CRF:	30%
Expected Life:	20 years



S2. Crosswalk visibility enhancements

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

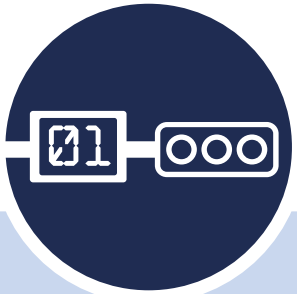
Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	Pedestrian, Bicycle
CRF:	40%
Expected Life:	20 years



S3. Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

Signalized intersections with a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Signal intersection improvements include new LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads. Providing better visibility of intersection signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion for drivers.

Location Type:	Signalized intersections
Crash Types Addressed:	All
CRF:	15%
Expected Life:	10 years



S4. Improve signal timing (coordination, phases, red, yellow, or operation)

Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. Certain timing, phasing, and control strategies can produce multiple safety benefits. Sometimes capacity improvements come along with the safety improvements and other times adverse effects on delay or capacity occur. Corridor improvements often have the highest benefit but may take longer to implement. Projects focused on capacity improvements (without a separate focus on signal timing safety needs) may not result in a reduction in future crashes.

Location Type:	Signalized intersections
Crash Types Addressed:	All
CRF:	15%
Expected Life:	10 years



S5. Install near-side signal indicators

Near-side signal indicators are traffic signal lights placed on the near side of an intersection, supplementing those that are mounted on the far side and/or overhead. These signals are typically positioned close to the point where vehicles or pedestrians stop, so drivers or pedestrians can easily see them when approaching the intersection. In the case of near-side signals for vehicles, they are often mounted on the same side of the road as the approaching traffic and are visible before the intersection itself. This setup helps drivers anticipate changes in the signal and prepare to stop or go accordingly. Near-side signals are commonly used in some urban areas or places with complex intersections where overhead signals might be obstructed (for example, by large trucks) or less visible.

Location Type:	Signalized intersections
Crash Types Addressed:	All
CRF:	Varies depending on location
Expected Life:	20 years



S6. Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs provide (1) increased visibility of crossing pedestrians; (2) reduced conflicts between pedestrians and vehicles; (3) Increased likelihood of motorists yielding to pedestrians; and (4) enhanced safety for pedestrians who may be slower to start into the intersection.

Location Type:	Signalized intersections
Crash Types Addressed:	Pedestrian, Bicycle
CRF:	60%
Expected Life:	10 years



S7. Upgrade signing and striping

Upgrading the signing and striping at an intersection involves improving or updating road markings (striping) and traffic signs (signing) to enhance safety, traffic flow, and visibility. This can include adding, replacing, or improving signs that are currently damaged, deteriorated, or outdated, and installing new ones to better guide traffic and pedestrians. It also involves updating lane markings, crosswalks, stop lines, and other pavement markings to replace faded or deteriorated paint markings and upgrade the intersection to current standards.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	All
CRF:	Varies depending on location
Expected Life:	10 years



S8. Daylight intersections (remove obstacles to lines of sight by restricting parking and removing fixed objects)

Daylighting, or removing visual obstructions like parked cars or fixed objects in advance of an intersection, can help prevent vehicles from entering the intersection incorrectly and increase visibility of pedestrians crossing the street. Parking restriction can include the removal of parking space markings, installation of new "parking prohibition" pavement markings or curb paint, and signs. The minimum setback is 20 feet in advance of the crosswalk where speeds are 25 mph or less, and 30 feet where speeds are between 26 and 35 mph.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	All, emphasis on pedestrian and bicycle crashes
CRF:	30%
Expected Life:	20 years



S9. Ensure lighting is adequate at nighttime

Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users as lighting not only helps them navigate the intersection, but also helps drivers see them better.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	Nighttime
CRF:	40%
Expected Life:	20 years



S10. Provide protected left turn phase (left turn lane already exists)

Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases (i.e., the provision for a specific phase for a turning movement) for signalized intersections with existing left turn pockets can significantly improve safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through traffic. Where left turn pockets are not protected, the pedestrian and bicyclist crossing phase often conflicts with these left turn maneuvers. Protected left-turn phases are warranted based on a number of factors; agencies need to document their consideration of the MUTCD, Section 4D.19.

Location Type:	Signalized intersections
Crash Types Addressed:	Left turn, pedestrian, bicycle
CRF:	30%
Expected Life:	120 years



S11. Increase the length of turn lanes

Increasing the length of an existing turn lane to provide additional deceleration and storage for turning vehicles can help to address safety issues resulting from queuing, such as crash history or observed conflicts between vehicles waiting to turn and vehicles proceeding straight. Extending the lane may require additional right-of-way and utility relocation.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	All, emphasis on rear end and sideswipe
CRF:	Varies depending on location
Expected Life:	20 years



R1. Install raised median (with left turn pockets as needed)

Upgrading the signing and striping at an intersection involves improving or updating road markings (striping) and traffic signs (signing) to enhance safety, traffic flow, and visibility. This can include adding, replacing, or improving signs that are currently damaged, deteriorated, or outdated, and installing new ones to better guide traffic and pedestrians. It also involves updating lane markings, crosswalks, stop lines, and other pavement markings to replace faded or deteriorated paint markings and upgrade the intersection to current standards.

Location Type:	Roadways
Crash Types Addressed:	All
CRF:	25%
Expected Life:	20 years



R2. Install delineators, reflectors and/or object markers

Daylighting, or removing visual obstructions like parked cars or fixed objects in advance of an intersection, can help prevent vehicles from entering the intersection incorrectly and increase visibility of pedestrians crossing the street. Parking restriction can include the removal of parking space markings, installation of new "parking prohibition" pavement markings or curb paint, and signs. The minimum setback is 20 feet in advance of the crosswalk where speeds are 25 mph or less, and 30 feet where speeds are between 26 and 35 mph.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	All, emphasis on pedestrian and bicycle crashes
CRF:	30%
Expected Life:	20 years



R3. Install dynamic/variable speed warning signs

This strategy primarily addresses crashes caused by motorists traveling too fast around sharp curves. It is intended to get the drivers attention and give them a visual warning that they may be traveling over the recommended speed for the approaching curve. Care should be taken to limit the placement of these signs to help maintain their effectiveness.

Location Type:	Signalized and unsignalized intersections
Crash Types Addressed:	Nighttime
CRF:	40%
Expected Life:	20 years



R4. Install/upgrade pedestrian crossing (with enhanced safety features)

Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, medians and pedestrian crossing islands, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner.

Location Type:	Roadways
Crash Types Addressed:	Pedestrian, Bicycle
CRF:	35%
Expected Life:	20 years



R5. Remove or relocate fixed objects outside of Clear Recovery Zone

While this strategy does not prevent the vehicle leaving the roadway, it does provide a mechanism to reduce the severity of a resulting crash. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Removing or moving fixed objects, flattening slopes, or providing recovery areas reduces the likelihood of a crash.

Location Type:	Roadways
Crash Types Addressed:	All
CRF:	35%
Expected Life:	20 years



R6. Road Diet (Right-size wide no. 2 lanes by striping parking lanes or bike lanes where feasible)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). The application of this strategy usually reduces the roadway segment speeds and serious head-on crashes. In many cases the extra pavement width can be used for the installation of bike lanes. In addition to increasing bicycle safety, these bike lanes can improve the safety of on-street parking.

Location Type:	Roadways
Crash Types Addressed:	All
CRF:	35%
Expected Life:	20 years



R7. Ensure lighting is adequate at nighttime

Providing roadway lighting improves the safety during nighttime conditions by (1) making drivers more aware of the surroundings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristic in advance of the change, and (3) improving non-motorist's visibility and navigation.

Location Type:	Roadways
Crash Types Addressed:	Nighttime
CRF:	23%
Expected Life:	20 years

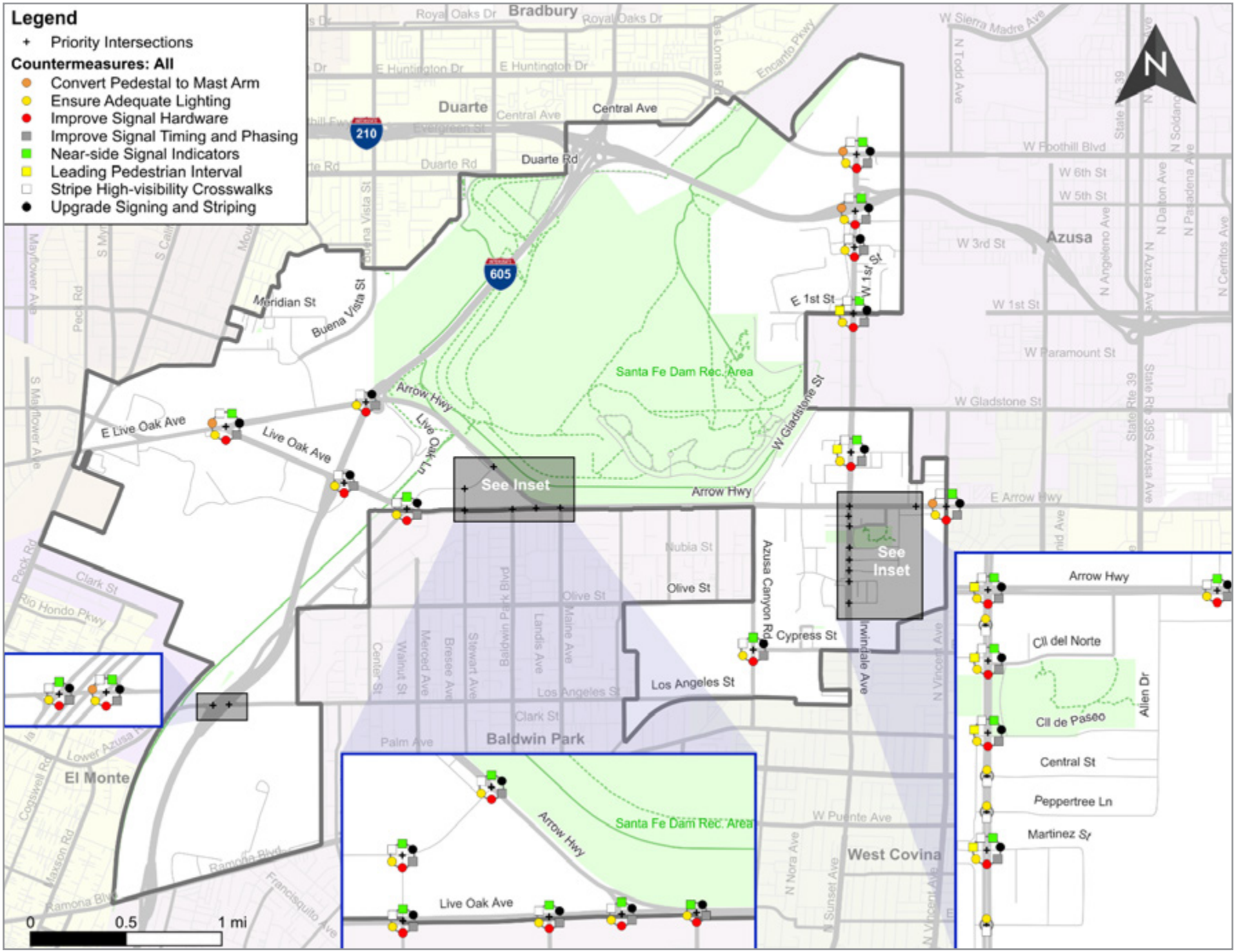


Exhibit 51. Map of priority locations for systemic intersection countermeasures

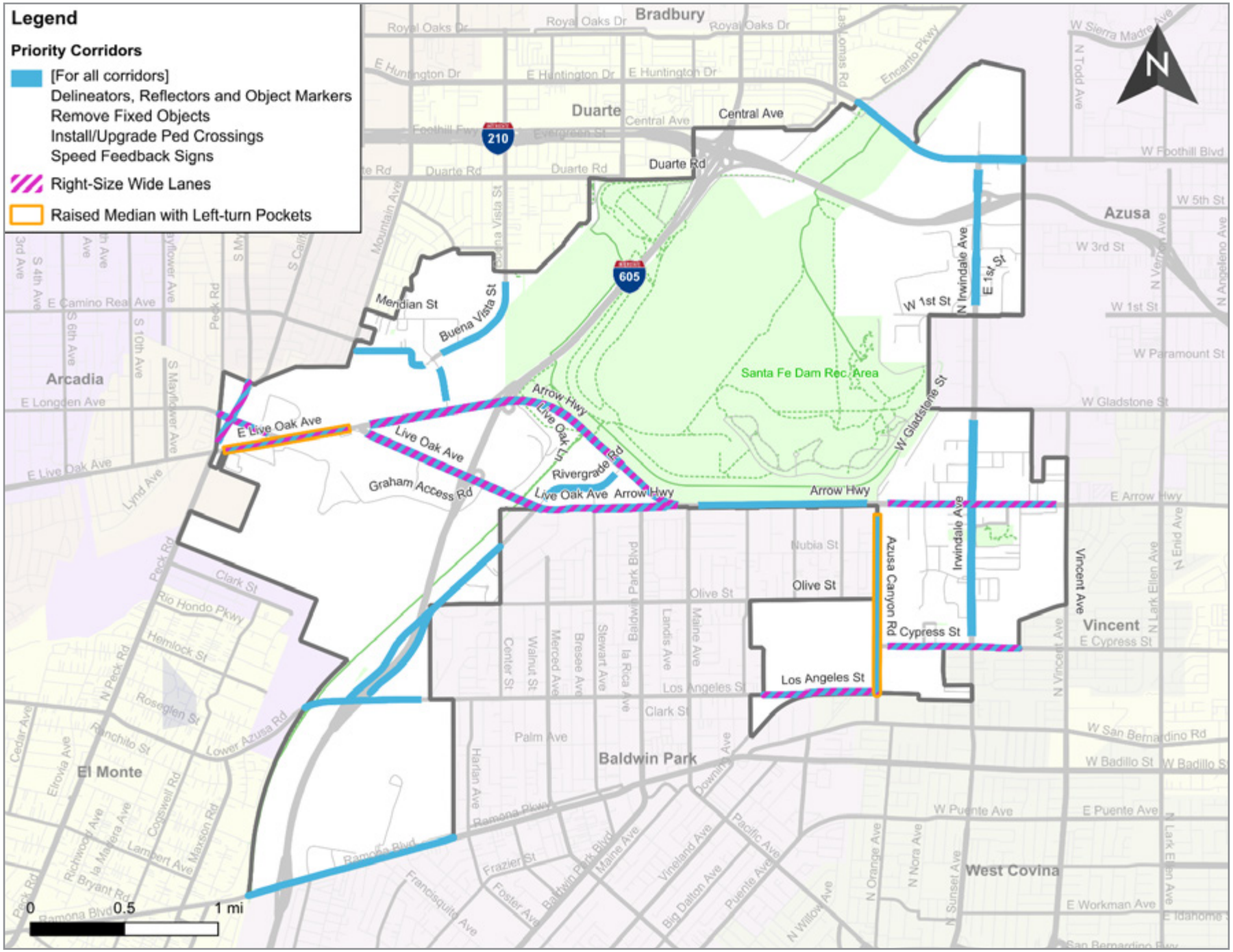


Exhibit 52. Map of priority roadway corridors for systemic countermeasures

7. POLICY AND PROCESS CHANGES

During the process of developing the Comprehensive Safety Action Plan, the City's current policies, plans, guidelines, and processes were assessed. The following suggested policy and process changes were identified as having potential to improve road safety:

- **Enforce City Code Ch. 8.12 - Abandoned or Inoperative Vehicles.** In some locations (specifically Alpha Street), it was found through collision data analysis and site visits that inoperative vehicles parked on the street may be obstructing drivers' view at intersections and driveways and contributing to safety problems. Enforcement of existing codes could help to address this issue.
- **Enforce existing parking restrictions (red curbs).** Some areas were found to have vehicles parked in violation of red curbing and an association with increased collision trends was observed. Enforcement of parking restrictions could help to address this issue.
- **Conduct a photometric study to assess lighting adequacy.** As shown in the Baseline Analysis, 31% of collisions occurred at night with streetlights operating. Based on site observations, some streetlights are operating but may not produce adequate light. To further assess this, the City could conduct a photometric study to assess whether the following intersections are adequately lit:
  - Arrow Hwy @ Irwindale Ave
  - Irwindale Ave @ Cll de Paseo
  - Irwindale Ave @ Juarez St
  - Irwindale Ave @ Tapia St / Martinez
  - N Irwindale Ave @ Adelante St

In addition to the strategies listed in this plan, the implementation of the above policy and process changes could contribute to an overall improvement in road safety.



8. PRIORITIZED ACTION PLAN

An essential part of the Safe Street for All planning process is the prioritization of strategies. This section presents the identified engineering countermeasures for intersections and corridors ranked according to priority. The countermeasures were evaluated and prioritized based on benefit-to-cost ratios following the methodology prescribed in the current Caltrans Local Road Safety Manual and using the HSIP Analyzer for BCR applications provided by Caltrans.

The prioritization of engineering countermeasures for the top ten high-injury intersections is shown in Exhibit 49, and the prioritization of engineering countermeasures for the top ten high-injury corridors is shown in Exhibit 50.



Intersection	Signalized	Total Crashes 2019-2023	Pedestrian Crashes	Bicycle Crashes	EPDO Score	Countermeasures	Estimated Countermeasure Cost	Estimated Crash Reduction Benefit	Benefit/Cost Ratio	BCR Rank
Arrow Hwy @ Irwindale Ave	Y	73	1		760	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$65,119,600	70.78	1
Lower Azusa Rd @ I-605 SB ramp	Y	65			569	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$51,648,000	57.39	2
Arrow Hwy @ Live Oak Ave (east)	Y	13			412	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$46,360,000	51.51	3
Arrow Hwy @ I-605	Y	12			286	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Stripe high-visibility crosswalks, Upgrade signing and striping	$800,000	$39,122,100	48.90	4
Arrow Hwy @ Maine Ave	Y	25			545	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Upgrade signing and striping	$850,000	$37,878,400	44.56	5
Irwindale Ave @ Cll de Paseo	Y	3			122	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$29,203,200	31.74	6
Los Angeles St @ I-605 NB ramp	Y	54			501	Convert pedestal to mast arm, Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$1,150,000	$35,003,700	30.44	7
N Irwindale Ave @ I-210 EB ramp	Y	66			606	Convert pedestal to mast arm, Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$1,150,000	$34,403,400	29.92	8
N Irwindale Ave @ W Foothill Blvd	Y	60		4	374	Convert pedestal to mast arm, Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$1,150,000	$34,182,600	29.72	9
Arrow Hwy @ Live Oak Ave (west)	Y	68			358	Convert pedestal to mast arm, Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$1,150,000	$34,129,700	29.68	10
Live Oak Ave @ Rivergrade Rd	Y	15			497	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$25,264,000	28.07	11
Arrow Hwy @ Rivergrade Rd	Y	14		1	185	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$24,628,000	27.36	12
Azusa Canyon Rd @ Cypress St	Y	23		1	177	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$24,312,000	27.01	13
Live Oak Ave @ Stewart Ave	Y	11			183	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$24,230,000	26.92	14
Live Oak Ave @ Baldwin Park Rd	Y	10			264	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$23,292,000	25.88	15
Rivergrade Rd @ Stewart Ave	Y	8			262	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$23,228,000	25.81	16
Arrow Hwy @ Morada St	Y	3			122	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$900,000	$22,464,000	24.96	17
N Irwindale Ave @ Adelante St	Y	9		1	165	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Stripe high-visibility crosswalks, Upgrade signing and striping	$800,000	$19,771,000	24.71	18
Azusa Canyon Rd @ Los Angeles St	N	18			343	Signalize intersection if warranted. Collaborate with Railroad to explore appropriate treatments for railroad crossing at intersection.	$1,000,000	$12,378,000	12.38	19
Live Oak Ave (WB) @ I-605 NB ramp	Y	51		1	142	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Stripe high-visibility crosswalks, Upgrade signing and striping	$800,000	$4,724,300	5.91	20
Arrow Hwy @ Vincent Ave	Y	36			157	Convert pedestal to mast arm, Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Stripe high-visibility crosswalks, Upgrade signing and striping	$1,150,000	$5,492,400	4.78	21
N Irwindale Ave @ 1st St	Y	4	1		35	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$951,600	1.03	22
Irwindale Ave @ Tapia St / Martinez St	Y	4		1	19	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$951,600	1.03	23
Irwindale Ave @ Juarez St	Y	10			20	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$808,600	0.88	24
Irwindale Ave @ Ornelas St	Y	2			7	Daylight intersection, Ensure adequate lighting, Improve signal hardware, Improve signal timing and phasing, Install near-side signal indicators, Add Leading Pedestrian Interval, Stripe high-visibility crosswalks, Upgrade signing and striping	$920,000	$475,800	0.52	25
Irwindale Ave @ Central St	N	5			253	Daylight intersection, Ensure adequate lighting, Stripe high-visibility crosswalks	$250,000	$-	N/A	N/A
Irwindale Ave @ Hidalgo St	N	66			245	Daylight intersection, Ensure adequate lighting, Stripe high-visibility crosswalks	$250,000	$-	N/A	N/A
Irwindale Ave @ Peppertree Ln	N	4			133	Daylight intersection, Ensure adequate lighting, Stripe high-visibility crosswalks	$250,000	$-	N/A	N/A
Irwindale Ave @ Cll Breceda	N	0			0	Daylight intersection, Ensure adequate lighting, Stripe high-visibility crosswalks	$50,000	$-	N/A	N/A

Exhibit 49. Intersection Countermeasures

Corridor	Total Crashes 2019-2023	Pedestrian Crashes	Bicycle Crashes	EPDO Per Mile	Countermeasures	Estimated Countermeasure Cost	Estimated Crash Reduction Benefit	Benefit/Cost Ratio	BCR Rank
Arrow Hwy from Azusa Canyon Rd to Vincent	118	2		1577	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$745,000	$152,787,250	205.08	1
Live Oak Ave from Arrow Hwy (West) to Arrow Hwy (East)	138		2	1231	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$745,000	$106,184,750	142.53	2
Lower Azusa Rd / Los Angeles St from City limits to Littlejohn St	81			1060	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$745,000	$83,847,750	112.55	3
N Irwindale Ave from W Foothill Blvd to 1st St	81		1	1032	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$53,242,000	89.48	4
Arrow Hwy from Live Oak Ave (East) to Azusa Canyon Rd	51		1	956	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$39,349,800	66.13	5
Azusa Canyon Rd from Arrow Hwy to Los Angeles St	49	1	1	946	Install raised median with left-turn pockets, Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$37,991,800	63.85	6
Irwindale Ave from Gladstone St to Cypress St	110	1	1	850	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$37,146,200	62.43	7
Huntington Dr / W Foothill Blvd from Encanto Pkwy to City limits	85		5	644	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$36,051,400	60.59	8
Rivergrade Rd from Arrow Hwy to Live Oak Ave	8			613	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$1,595,000	$78,097,800	48.96	9
Los Angeles St from City limits to Azusa Canyon Rd	23			609	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$745,000	$22,330,000	29.97	10
Live Oak Ave from Myrtle Ave to Arrow Hwy (West)	41	1	1	363	Install raised median with left-turn pockets, Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$595,000	$17,409,000	29.26	11
Arrow Hwy from Live Oak Ave (West) to Live Oak Ave (East)	57		1	357	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$595,000	$16,259,600	27.33	12
Buena Vista St from Village Rd to Alpha St	4			267	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$16,170,000	27.18	13
Avenida Barbosa from Alpha St to Arrow Hwy	3			251	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$1,745,000	$27,002,000	15.47	14
Rivergrade Rd from City limits to I-605	31			190	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$2,350,600	3.95	15
Longden Ave from City limits to Live Oak Ave	19			173	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$745,000	$2,577,750	3.46	16
Myrtle Ave from City limits to Live Oak Ave	26			170	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$595,000	$1,797,250	3.02	17
Ramona Blvd from City limits to City limits	20	1		118	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$745,000	$2,117,500	2.84	18
Cypress St from Azusa Canyon Rd to City limits	17			99	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects, Right-size lanes and add bicycle lanes or on-street parking	$595,000	$602,000	1.01	19
Alpha St from Avenida Barbosa to end	8			67	Install speed feedback signs, Install/upgrade pedestrian crossings, Remove or relocate fixed objects	$595,000	$490,000	0.82	20

Exhibit 50. Roadway corridor countermeasures

9. EVALUATION AND MEASUREMENT OF PROGRESS

To evaluate the success of this plan, measures of success were identified. Each of these measures is associated with one of the goals of the plan.

1. **Goal:** Have zero fatal and severe injury collisions on City roadways

   Measure of Success: Progress toward this goal will be measured by the annual numbers of fatal and severe injury collisions on local roadways in the City of Irwindale. A trend toward zero will indicate movement toward success in achieving the goal.

2. **Goal:** Reduce the number of pedestrian and bicycle collisions on City roadways

   Measure of Success: Progress toward this goal will be measured by the annual numbers of collisions that involve pedestrians and cyclists on City roads. A downward trend will indicate movement toward success.

3. **Goal:** Exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement, and educational strategies

   Measure of Success: Success will be indicated by a satisfactory number of useful exchanges of information and ideas.

4. **Goal:** Improve available collision data and constantly monitor for improvements

   Measure of Success: Progress toward this goal will be measured by the availability of improved collision data beyond what is currently available.

5. **Goal:** Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety

   Measure of Success: Progress toward this goal will be measured by the annual number of broadside collisions on City roads. A downward trend will indicate movement toward success.

6. **Goal:** Reduce the number of rear end, broadside, and side swipe collisions

   Measure of Success: Progress toward this goal will be measured by the number of opportunities to improve roadway safety that are identified using community and traffic safety stakeholder input.

7. **Goal:** Systemically implement safety countermeasures proven to reduce collisions caused by Unsafe Speed and Improper Turning

   Measure of Success: Progress toward this goal will be measured by the number of safety countermeasures proven to reduce Unsafe Speed and Improper Turning that are implemented on City roads.

10. PROJECT FUNDING MECHANISMS

With the adoption of this plan, the City of Irwindale will be eligible for Implementation Grant funding through the SS4A program. Implementation Grants must be used to fund projects and strategies from this plan within 5 years of agreements being signed.

The Highway Safety Improvement Program provides grant funding to implement engineering countermeasures. The HSIP Cycle 15 Call-for-Projects will be announced in 2026. HSIP funds can pay for preliminary engineering, right of way (must be less than 10% of construction costs), and construction. Proposed projects are evaluated based on the Benefit/Cost Ratios (BCRs). All applications without fatal flaws are prioritized in descending order, statewide, by the BCRs.

The Active Transportation Program (ATP) funds projects that further ATP goals, which relate to increasing active transportation mode share and safety. Infrastructure projects can be funded, as well as plans and non-infrastructure projects. Applications are scored on several criteria, including an emphasis on safety.

The Bipartisan Infrastructure Law (BIL) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide funding to local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. In some cases, projects that improve safety may also meet the criteria for CMAQ funding. The California Office of Traffic Safety provides funding for non-engineering projects to improve safety, such as educational programs.

In addition, the City of Irwindale can look for opportunities to incorporate safety enhancements within the Capital Improvement Program. This can be achieved primarily by incorporating safety enhancements into routine maintenance activities, such as periodic road resurfacing projects. By integrating improved safety practices into signing and striping and related design elements when carrying out scheduled resurfacing, the City can achieve some safety improvements with minimal additional cost.



SAFE STREETS FOR ALL PLAN
CITY OF IRWINDALE

City of
IRWINDALE





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RESOLUTION NO. 2025-36-3624

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AND ADOPTING A VISION ZERO POLICY AND THE SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the City of Irwindale's Safe Streets for All Comprehensive Safety Action Plan (2025) seeks to achieve zero traffic fatalities and severe injuries among all road users; and

WHEREAS, the life and health of all persons living and traveling within the City of Irwindale are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries to zero by all road users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and

WHEREAS, traffic crashes are among the leading causes of death in the United States; and

WHEREAS, the City of Irwindale's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (*i.e.*, interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

NOW, THEREFORE, the City Council of the City of Irwindale, California, does hereby resolve as follows:

SECTION 1. The Irwindale City Council commits to supporting the Vision Zero movement and becoming a Vision Zero Community, and approves and adopts the Vision Zero Polic and Safe Streets For All Comprehensive Safety Action Plan, attached hereto as Exhibit “A.”

SECTION 2. The Irwindale City Council adopts a goal of eliminating traffic deaths and serious injuries by 2035 and adopts the analysis and recommendations set forth in the Safe Streets for All Action Plan to achieve this goal, by prioritizing traffic safety within infrastructure projects and implement strategies and engineering design measures that complement the Vision Zero approach to traffic safety.

PASSED, APPROVED and **ADOPTED** this 28th day of May 2025.

_____

Larry G. Burrola, Mayor

ATTEST:

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } ss.
CITY OF IRWINDALE }

I, Laura M. Nieto, MMC, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Resolution No. 2025-36-3624 as duly adopted by the City Council of the City of Irwindale, at a regular meeting held on the 28th day of May 2025, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

Item #22.A.

City of
IRWINDALE
AGENDA REPORT

Date: May 28, 2025

To: Honorable Mayor and Members of the City Council

From: Julian A. Miranda, City Manager

Issue: Status Update on Vacancies in Compliance with Assembly Bill 2561 (2024) – Local Public Employees: Vacant Positions

City Manager's Recommendation:

City Council conduct a public hearing and receive and file the information presented on position vacancies in compliance with Assembly Bill 2561 (AB 2561).

Administrative Action:

Submitted by:

Julian A. Miranda, City Manager

Prepared by:

Mary Hull, Human Resources / Risk Manager

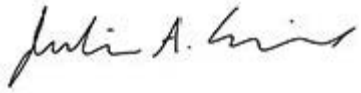
Reviewed by:

Adrian R. Guerra, City Attorney

Kambiz Borhani, Finance Director / City Treasurer

Approved by:

Julian A. Miranda, City Manager



Background and Analysis:

Background

Assembly Bill (AB) 2561, codified under Government Code Section 3502.3, was enacted by the California Legislature and signed into law on September 22, 2024. It became effective on January 1, 2025. AB 2561 addresses the growing concern over job vacancies in local government, citing their negative impact on public service delivery and employee relations. The law mandates that public agencies annually assess and present information regarding workforce vacancies during a public hearing. This is intended to support transparency, improve staffing conditions, and strengthen labor relations.

Annual Reporting Requirements

In accordance with AB 2561, the following information must be reported publicly at least once per fiscal year:

- Current status of vacancies
- Recruitment and retention efforts
- Identification of any policy or procedural barriers affecting hiring

If a single bargaining unit has a vacancy rate of 20% or higher, additional details must be disclosed:

- Total number of vacancies in that unit
- Total number of applicants for those vacancies
- Average number of applicants for those vacancies
- Opportunities to improve compensation and working conditions

Workforce Overview

As of December 31, 2024, the City had a total of 137 budgeted full-time equivalent (FTE) positions, distributed as follows:

Bargaining Group	Budgeted FTE
Irwindale City Employees Association	43
Irwindale Management Employees Association	25
Irwindale Police Officers' Associations	33
Unrepresented Group*	36
Total	**137**

**Unrepresented group includes City Manager, unclassified management and part-time positions*

Vacancies in 2024

A total of 47 vacancies were created in calendar year 2024 due to various factors including new position approvals, internal promotions, separations, and retirements:

Source of Vacancy	Number
Newly Budgeted Positions	8
Internal Promotions	6
Voluntary/Involuntary Separations	31
Retirements	2
Total	**47**

With an additional three vacancies carried over from 2023, the City conducted recruitment for 50 positions in 2024, of which 40 were successfully filled. The average vacancy rate for 2024 was 10%, with a year-end rate of 7.3%, broken down by group:

Bargaining Group	Vacancy Rate (as of 12/31/2024)
Irwindale City Employees Association	9.3%
Irwindale Management Employees Association	4.0%
Irwindale Police Officers' Association	12.1%
Unrepresented Group	2.8%

The following positions were vacant at the end of 2024, contributing to the 7.3% vacancy rate. All were filled between January and April 2025:

- Police Officer (3 FTE) – Filled February & April 2025
- Police Dispatcher/Clerk – Filled February 2025
- Associate Planner – Filled January 2025
- Permit Technician – Filled February 2025
- Assistant Planner – Filled January 2025
- Maintenance Aide (2 FTE) – Filled March 2025
- Part-time Tutor – Filled January 2025

Recruitment and Hiring Metrics for 2024

- **New Hire Orientation:** Conducted for 42 full-time/part-time employees and 15 seasonal Summer Youth Workers in 2024.
- **Average Time to Hire:** 46 - 150 calendar days. Extended timelines are primarily due to the Police Department's rigorous background requirements in compliance with POST standards.
- **Applications Received:** 1,676 for regular positions.
- **Job Advertising:** Vacancies were posted on GovernmentJobs.com, industry-specific sites, and mailed to all City residents.

The City provides a highly competitive compensation package. According to the most recent classification and compensation study, the City's total compensation exceeds the market median—primarily due to its exceptional health benefits. The City covers 100% of health, dental, and vision insurance premiums for employees and their eligible dependents. While base salaries are maintained at the market median, the overall value of the compensation package is significantly higher. However, many job seekers tend to focus only on base salary when evaluating opportunities. To better communicate the full value of employment with the City, more targeted recruitment messaging has been implemented to emphasize total compensation and benefits.

AB 2561 requires identification of any recruitment-related policy or procedural barriers. At this time, no such barriers have been identified. The City will continue to evaluate and refine processes to support efficient and effective hiring.

Recruitment and retention are critical to sustaining high-quality public services. In a competitive labor market, the City remains committed to hiring and retaining skilled employees who align with its mission and values. The Human Resources Department will continue to monitor, assess, and enhance strategies to reduce vacancies and support workforce stability.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

None

IRWINDALE CITY COUNCIL CHAMBERS **MARCH 26, 2025**
5050 N. IRWINDALE AVENUE **WEDNESDAY**
IRWINDALE, CALIFORNIA 91706 **8:39 P.M.**

The Irwindale **SUCCESSOR AGENCY TO THE IRWINDALE COMMUNITY REDEVELOPMENT AGENCY** met in regular session at the above time and place.

ROLL CALL: Present: Councilmembers Albert F. Ambriz, Manuel R. Garcia, Mayor Pro Tem H. Manuel Ortiz; Mayor Larry G. Burrola

Absent: Councilmember Mark A. Breceda

Also Present: Julian A. Miranda, City Manager; Adrian Guerra, City Attorney; Theresa Olivares, Assistant City Manager; Christopher Hofford, Chief of Police; Kambiz Borhani, Director of Finance / City Treasurer; Marilyn Simpson, Community Development Director; Eddie Chan, Director of Engineering / Building Official; Elizabeth Rodriguez, Public Services Director; Mary Hull, Human Resources Manager, and Laura Nieto, Chief Deputy City Clerk

AB 2449 DISCLOSURES None.

CONSENT CALENDAR

MOTION — A motion was made by Councilmember Ambriz, seconded by Mayor Burrola, to approve the Consent Calendar. The motion was unanimously approved; Mayor Pro Tem Ortiz abstaining on Item No. 27A.

ITEM NO. 27A
MINUTES OF THE REGULAR MEETING HELD JANUARY 22, 2025

MINUTES OF THE REGULAR MEETING HELD JANUARY 22, 2025

The minutes of the regular meeting held January 22, 2025, were approved as presented; Mayor Pro Tem Ortiz abstaining.

ITEM NO. 27B
WARRANTS / DEMANDS PAYROLL

WARRANTS / DEMANDS / PAYROLL

The warrants / demands / payroll were approved.

END OF CONSENT CALENDAR

SPONTANEOUS COMMUNICATIONS There were no speakers.

ADJOURNMENT There being no further business to conduct, the meeting was adjourned at 8:40 p.m.

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

IRWINDALE CITY COUNCIL CHAMBERS **APRIL 9, 2025**
5050 N. IRWINDALE AVENUE **WEDNESDAY**
IRWINDALE, CALIFORNIA 91706 **8:05 P.M.**

The Irwindale **HOUSING AUTHORITY** met in regular session at the above time and place.

ROLL CALL: Present: Board Members Albert F. Ambriz, Mark A. Breceda, Manuel R. Garcia; Vice Chair H. Manuel Ortiz; Chair Larry G. Burrola

Also present: Julian A. Miranda, Executive Director; Adrian Guerra, General Counsel; Theresa Olivares, Assistant Executive Director; Christopher Hofford, Chief of Police; Kambiz Borhani, Director of Finance / City Treasurer; Marilyn Simpson, Community Development Director; Elizabeth Rodriguez, Public Services Director; Eddie Chan, Director of Engineering / Building Official; Mary Hull, Human Resources Manager, and Laura Nieto, Chief Deputy City Clerk

AB 2449 DISCLOSURES None.

CONSENT CALENDAR

MOTION A motion was made by Board Member Breceda, seconded by Board Member Ambriz, to approve the Consent Calendar. The motion was unanimously approved.

ITEM NO. 33A MINUTES OF THE REGULAR MEETING HELD MARCH 26, 2025

MINUTES OF THE REGULAR MEETING HELD MARCH 26, 2025 The minutes of the regular meeting held March 26, 2025, were approved as presented.

END OF CONSENT CALENDAR

SPONTANEOUS COMMUNICATIONS There were no speakers.

ADJOURNMENT There being no further business to conduct, the meeting was adjourned at 8:06 p.m.

_____
Laura M. Nieto, MMC
Chief Assistant Authority Secretary