CITY OF IRWINDALE

050 N. IRWINDALE AVE., IRWINDALE CA 91706 • PHONE: (626) 430-2200 • FACSIMILE: 962-4209

H. MANUEL ORTIZ
MAYOR

LARRY G. BURROLA
MAYOR PRO TEM

ALBERT F. AMBRIZ
COUNCILMEMBER

MARK A. BRECEDA
COUNCILMEMBER

MANUEL R. GARCIA
COUNCILMEMBER

NOTICE AND AGENDA FOR THE SPECIAL AND REGULAR MEETING OF THE

CITY COUNCIL

SUCCESSOR AGENCY TO THE IRWINDALE COMMUNITY REDEVELOPMENT AGENCY

HOUSING AUTHORITY

RECLAMATION AUTHORITY

MAY 26, 2021

SPECIAL MEETING – 5:30 P.M. - CLOSED SESSION
REGULAR MEETING - 6:30 P.M. - OPEN SESSION

IRWINDALE CITY COUNCIL CHAMBER

CLOSED SESSION / OPEN SESSION – CITY COUNCIL CHAMBER
(Closed to the Public)
Pursuant to Executive Order N-29-20

The Governor has declared a State of Emergency to exist in California as a result of the threat of COVID-19 (aka the "Coronavirus"). The Governor also issued Executive Order N-25-20, which directs Californians to follow public health directives including canceling large gatherings. The Executive Order also allows local legislative bodies to hold meetings via conference calls while still meeting state transparency requirements.

The public's health and well-being are the top priority for the City, and you are urged to take all appropriate health safety precautions. To facilitate this process, the meeting and opportunities to participate will also be available through the following options:

https://us02web.zoom.us/j/87104592389

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, if you need special assistance to participate in a City Council meeting or other services offered by this City, please contact City Hall at (626) 430-2200. Assisted listening devices are available at this meeting. Ask the Chief Deputy City Clerk if you desire to use this device. Upon request, the agenda and documents in the agenda packet can be made available in appropriate alternative formats to persons with disabilities. 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).

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 - CLOSED SESSION – 5:30 P.M.

A. CALL TO ORDER

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

SPONTANEOUS COMMUNICATIONS

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

C. RECESS TO CLOSED SESSION

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

   Title: City Manager

D. RECONVENE IN OPEN SESSION

E. REPORT FROM CLOSED SESSION

F. ADJOURNMENT

OPEN SESSION – 6:30 P.M.

A. CALL TO ORDER

B. PLEDGE OF ALLEGIANCE

C. INVOCATION

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

E. CHANGES TO THE AGENDA

F. COUNCIL MEMBER TRAVEL REPORTS

G. COUNCILMEMBER COMMENTS

H. INTRODUCTION OF NEW EMPLOYEES/PROMOTIONS

I. PROCLAMATIONS / PRESENTATIONS / COMMENDATIONS

Irwindale Chamber of Commerce Business of the Month – Siren Arts

SPONTANEOUS COMMUNICATIONS

This is the time set aside for members of the audience to speak on items not on this agenda. 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 (except as stated) participate it is requested that all such communications be made in writing so as to be included on the next agenda for full discussion and action. If a member of the audience feels he or she must proceed tonight, then each speaker will be limited to 3 minutes unless such time limits are extended.

1. CONSENT CALENDAR

The Consent Calendar contains matters of routine business and is to be approved with one motion unless a member of the City Council requests separate action on a specific item. At this time, members of the audience may ask to be heard regarding an item on the Consent Calendar.

A. Minutes

Recommendation: Approve the following minutes:

1) Special Joint Meeting held April 28, 2021
2) Regular Meeting held April 28, 2021

Department: Administration / City Clerk

B. Warrants/Demands/Payroll

Recommendation: Approve

Department: Finance

C. Second Reading of **Ordinance No. 756** – Regulation of Non-SMARA Pits

Recommendation: Adopt on second reading Ordinance No. 756 entitled **"**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, ADDING CHAPTER 17.130 (RECLAMATION OF MINES EXEMPT FROM THE SURFACE MINING AND RECLAMATION ACT ("SMARA")) TO ESTABLISH REGULATIONS AND STANDARDS FOR NON-SMARA PITS TO TITLE 17 (ZONING) OF THE IRWINDALE MUNICIPAL CODE (IMC)

Department: Community Development

D. Rejection of Claim – Perfecto Martinez vs. City of Irwindale

Recommendation: 1) Reject the claim of Perfecto Martinez vs. City of Irwindale, and 2) direct staff to send a letter of rejection.

Department: Administration

E. Rejection of Claim – Javier Ibarra vs. City of Irwindale

Recommendation: 1) Reject the claim of Javier Ibarra vs. City of Irwindale, and 2) direct staff to send a letter of rejection.

Department: Administration

F. Update Regarding the Irwindale Community Foundation's Approval to Redirect the Use of the Irwindale Community Foundation's FY 2020-2021 Contribution to Various City Departments

Recommendation: Receive and file the update regarding the Irwindale Community Foundation's (ICF) approval of the City's request to redirect $92,255 of the ICF's FY 2020-2021 Contribution to be reallocated among the Community Services Departments for certain uses, as well as the sponsorship of free or reduced fees, that will benefit the Irwindale community.

Department: Administration

2. NEW BUSINESS

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

A. FY 2021-2022 Budget Workshop #2 (Joint Item – Housing & Reclamation Authorities)

Recommendation: Discuss and provide direction regarding the addition of the budget requests presented during the Budget Workshop to the FY 2021-2022 Budget for adoption in June 2021.

Department: Finance

B. Proposed Irwindale Active Transportation Plan

Recommendation: **Adopt Resolution No. 2021-25-3247** approving the Irwindale Non-Motorized Active Transportation Plan

Department: Community Development

C. Proposed Transfer of City-owned property at 5100 Allen Drive, a 10-Acre Parcel on East Side of Allen Drive, to the Irwindale Housing Authority for Future Housing Development (Joint Item with Housing Authority)

Recommendation: That the City Council (1) **Adopt Resolution No. 2021-42-3254** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DECLARING REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-03-912) AS EXEMPT SURPLUS LAND AND MAKING FINDINGS RELATED THERETO"; (2) **Adopt Resolution No. 2021-25-3247** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-034-912) TO THE IRWINDALE HOUSING AUTHORITY"; and that the Housing Authority Board **adopt Resolution No. HA 2021-02-101** entitled, "A RESOLUTION OF THE BOARD OF THE IRWINDALE HOUSING AUTHORITY ACCEPTING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-034-912) FROM THE CITY OF IRWINDALE TO THE IRWINDALE HOUSING AUTHORITY".

Department: Community Development

D. Irwindale City Council Select a Name for "A" Street (Mayans Housing Project) and Adopt a Resolution to Rename "A" Street

Recommendation: 1) Review and select a name from the ten (10) City of Irwindale Facility and Street Naming Applications received, and 2) adopt **Resolution No. 2021-43-3255** entitled: "A Resolution of the City Council of the City of Irwindale Changing the Street Name of "A" Street to _____"

Department: Administration

3. PUBLIC HEARINGS

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

4. LEGISLATIVE ITEMS

5. CITY MANAGER'S REPORT

6. FUTURE AGENDA ITEMS REQUESTED BY COUNCIL MEMBERS

7. ADJOURN

SUCCESSOR AGENCY TO THE IRWINDALE COMMUNITY REDEVELOPMENT AGENCY

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.

1. CONSENT CALENDAR

A. Minutes

Recommendation: Approve the following minutes:

1) Regular Meeting held April 28, 2021

Department: Administration / City Clerk

2. NEW BUSINESS

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

3. PUBLIC HEARINGS

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

4. FUTURE AGENDA ITEMS REQUESTED BY COUNCIL MEMBERS

5. ADJOURN

HOUSING AUTHORITY

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.

1. CONSENT CALENDAR

A. Minutes

Recommendation: Approve the following minutes:

1) Special Joint Meeting held April 28, 2021
2) Regular Meeting held April 28, 2021

Department: Administration / City Clerk

2. NEW BUSINESS

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

A. Proposed Transfer of City-owned property at 5100 Allen Drive, a 10-Acre Parcel on East Side of Allen Drive, to the Irwindale Housing Authority for Future Housing Development (Joint Item with City Council)

Recommendation: That the City Council (1) **Adopt Resolution No. 2021-42-3254** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DECLARING REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-03-912) AS EXEMPT SURPLUS LAND AND MAKING FINDINGS RELATED THERETO"; (2) **Adopt Resolution No. 2021-25-3247** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-034-912) TO THE IRWINDALE HOUSING AUTHORITY"; and that the Housing Authority Board **adopt Resolution No. HA 2021-02-101** entitled, "A RESOLUTION OF THE BOARD OF THE IRWINDALE HOUSING AUTHORITY ACCEPTING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN #8417-034-912) FROM THE CITY OF IRWINDALE TO THE IRWINDALE HOUSING AUTHORITY".

Department: Community Development

B. Amendment of Las Casitas Guidelines to Revise Tenant Selection Process

Recommendation: Approve amendment of the "Las Casitas" Irwindale Housing Authority Guidelines, Policies, and Procedures for Senior Low/Moderate Income Housing Apartment Rental Program to clarify that (1) the Executive Director is vested with the authority to make the final determination of priority rankings in the tenant selection process absent a tie; and (2) with regards to the existing blind priority ranking tie-breaking process for tenant selection, such procedure is to be carried out publicly by the Board during a duly noticed Board meeting.

Department: Administration

C. Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance – 2425 Ruelas Street, Irwindale, CA 91010

Recommendation: 1) Approve the Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance for the property located at 2425 Ruelas Street, Irwindale, CA 91010, and 2) authorize the Executive Director to execute the Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance, subject to Authority Counsel approval as to form.

Department: Administration

D. Mayans Housing Purchase Program – Award for 704 A Street

Recommendation: 1) Approve the proposed applicant to be considered for award at 704 A Street and direct staff to initiate recertification process. 2) Provide other direction to staff.

Department: Administration

E. Mayans Housing Purchase Program – Approval of Amendment No. 2 to Irwindale Housing Authority Guidelines, Policies, and Procedures for the Mayans Housing Purchase Program

Recommendation: Approve Amendment No. 2 of the Irwindale Housing Authority Guidelines, Policies, and Procedures for the Mayans Housing Purchase Program to clarify that (1) Staff is authorized to request and accept affidavits as the approved method for verifying information not readily determined through documentation; (2) an application and/or priority ranking cannot be assigned or assumed in any instance; (3) the definition of “Applicant”, includes “Co-Applicant”; (4) adding the definition of “Household” to require any “Applicant”, inclusive of a “Co-Applicant,” and any other person listed, to live in the home purchased through the Program as their primary residence, and clarify that in order to be considered a household member, each person who is at least eighteen (18) years of age must provide all required eligibility documentation.

Department: Administration

F. FY 2021-2022 Budget Workshop #2 (Joint Item – City Council & Reclamation Authority)

Recommendation: Discuss and provide direction regarding the addition of the budget requests presented during the Budget Workshop to the FY 2021-2022 Budget for adoption in June 2021.

Department: Finance

3. PUBLIC HEARINGS

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

4. FUTURE AGENDA ITEMS REQUESTED BY BOARD MEMBERS

5. ADJOURN

RECLAMATION AUTHORITY

As required by Government Code section 54954.3, members of the City Council are also members of the Reclamation Authority, which is concurrently convening with the City Council this evening and each Council Member is paid an additional stipend of $300 for attending the Reclamation Authority meeting

SPONTANEOUS COMMUNICATIONS

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

1. NEW BUSINESS

A. FY 2021-2022 Budget Workshop #2 (Joint Item – City Council and Housing Authority)

Recommendation: Discuss and provide direction regarding the addition of the budget requests presented during the Budget Workshop to the FY 2021-2022 Budget for adoption in June 2021.

Department: Finance

2. ADJOURNMENT

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, Housing and Reclamation Authorities, to be held on May 26, 2021, be posted at the City Hall, Library, and Post Office on Friday, May 21, 2021.

Laura M. Nieto, MMC

Laura M. Nieto, MMC
Chief Deputy City Clerk

CC ITEM 1A1
HA ITEM 1A1

IRWINDALE CITY COUNCIL CHAMBERS
5050 N. IRWINDALE AVENUE
IRWINDALE, CALIFORNIA 91706

APRIL 28, 2021
~~WEDNESDAY~~
5:31 P.M.

The Irwindale **CITY COUNCIL** and **HOUSING AUTHORITY** met in special joint session at the above time and place.

ROLL CALL:

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

Present: William Tam, City Manager; Adrian Guerra, City Attorney; and Laura Nieto, Chief Deputy City Clerk

SPONTANEOUS COMMUNICATIONS

There were no speakers.

RECESS TO CLOSED SESSION

At 5:32 p.m., the City Council / Housing Authority met in Closed Session to discuss the following:

Conference with Labor Negotiator (City Council)
Pursuant to California Government Code Section 54957.6

Agency Designated Representatives: William K. Tam, City Manager, and Adrian Guerra, City Attorney
Employee Organizations: IMEA, ICEA, IPOA, and Unrepresented Employees

ACTION: Discussed, direction provided, no reportable action

Conference with Legal Counsel – Existing Litigation (City Council)
Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(1)

Name of case: City of Irwindale as Successor Agency to the Irwindale Community Development Agency et al v. County of Los Angeles

Case Number: Ventura County Superior Court Case No. 56-2015-00464100-CU-WM-VTA

ACTION: Authority was provided to file a notice of appeal in response to the County's supplemental enforcement order in March 2021, all appeals authorized.

Conference with Legal Counsel – Exposure to Litigation (Housing Authority Board)
Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2), (e)(1)

Number of potential cases: Two (2)

A point has been reached where, in the opinion of the City Council and on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the Housing Authority, but the Housing Authority believes are not yet known to a potential plaintiff or plaintiffs, which facts and circumstances need not be disclosed

ACTION: Discussion held, no reportable action taken.

ADJOURNMENT

There being no further business to conduct, the meeting was adjourned at 6:34 p.m.

Laura M. Nieto, MMC
Chief Deputy City Clerk

CC ITEM 1A2

IRWINDALE CITY COUNCIL CHAMBERS
5050 N. IRWINDALE AVENUE
IRWINDALE, CALIFORNIA 91706

APRIL 28, 2021
~~WEDNES~~DAY
6:36 P.M.

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

ROLL CALL:

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

Present: William Tam, City Manager; Theresa Olivares, Assistant City Manager; Adrian Guerra, City Attorney; Ty Henshaw, Police Chief; Arsanious Hanna, City Engineer; Eva Carreon, Director of Finance; Marilyn Simpson, Community Development Director; Mary Hull, Human Resources Manager, Elizabeth Rodriguez, Public Services Director; Brandi Jones, Senior Planner; Jeff Wagner, Information Technology Manager; Iris Espino, Economic Development Coordinator; and Laura Nieto, Chief Deputy City Clerk

CHANGES TO THE AGENDA

CITY MANAGER TAM

City Manager Tam noted that Consent Calendar Item No. 1D would be pulled at the request of Mayor Pro Tem Burrola for separate discussion.

COUNCILMEMBER TRAVEL REPORTS

None.

COUNCILMEMBER COMMENTS

None.

INTRODUCTION OF NEW EMPLOYEES / PROMOTIONS

None.

PROCLAMATIONS / PRESENTATIONS / COMMENDATIONS

IRWINDALE CHAMBER OF COMMERCE BUSINESS OF THE MONTH – PRO PRINTING

IRWINDALE CHAMBER OF COMMERCE BUSINESS OF THE MONTH – PRO PRINTING

The presentation was made.

IRWINDALE CHAMBER OF COMMERCE QUARTERLY UPDATE

IRWINDALE CHAMBER OF COMMERCE QUARTERLY UPDATE

The presentation was made.

SPONTANEOUS COMMUNICATIONS

DENA ZEPEDA

Dena Zepeda complained that individuals are video recording others at the park, including children, and stated that this behavior should not be permitted.

CONSENT CALENDAR

MOTION

A motion was made by Councilmember Breceda, seconded by Mayor Ortiz, to approve the Consent Calendar; reading ordinances by title only and waiving further reading thereof, with the exception of Item No. 1D, which was removed for separate consideration. The motion was unanimously approved; Councilmember Garcia abstained on Item No. 1F.

ITEM NO. 1A
MINUTES

MINUTES

1) Special meeting held April 14, 2021
2) Regular meeting held April 14, 2021

ITEM NO. 1B
WARRANTS / DEMANDS / PAYROLL

WARRANTS / DEMANDS / PAYROLL

The warrants / demands / payroll were approved.

ITEM NO. 1C
INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021

INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021 (Joint Item on Successor Agency and Housing Authority agendas)

The Investment Quarterly Report for March 31, 2021, was received and filed.

ITEM NO. 1E
APPROVE THE USE OF COPS GRANT FUNDS THE PURCHASE AND OUTFITTING OF TWO POLICE SERVICE VEHICLES AND WAIVE FORMAL BIDDING PROCEDURES

APPROVE THE USE OF COPS GRANT FUNDS FOR THE PURCHASE AND OUTFITTING OF TWO POLICE SERVICE VEHICLES AND WAIVE FORMAL BIDDING PROCEDURES

RESOLUTION NO. 2021-23-3245
ADOPTED

Resolution No. 2021-23-3245, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE USE OF COPTS GRANT FUNDS TOTALING $146,500 WITHIN THE COPS FUND BUDGET FOR THE PURCHASE AND OUTFITTING OF TWO (2) POLICE VEHICLES WITH EMERGENCY SERVICE EQUIPMENT AND WAIVING FORMAL BIDDING PROCEDURES PER IRWINDALE MUNICIPAL

CODE SECTION 3.44.080(H)", was adopted, and the Council voted to waive further reading; waive formal bidding procedures per Irwindale Municipal Code Section 3.44.080(H), and the issuance of a purchase order for the procurement of one (1) 2022 Chevrolet Tahoe, one (1) 2021 Ford Police Utility Interceptor," was passed, approved, and adopted.

ITEM NO. 1F
RESOLUTION APPROVING THE DONATION TO THE IRWINDALE EDUCATIONAL FOUNDATION

RESOLUTION APPROVING THE DONATION TO THE IRWINDALE EDUCATIONAL FOUNDATION

RESOLUTION NO. 2021-24-3246 ADOPTED

Resolution No. 2021-24-3246, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE FINDING THAT THE PUBLIC PURPOSE WOULD BE SERVED BY THE DONATION TO THE IRWINDALE EDUCATIONAL FOUNDATION OF THE USE OF A BILLBOARD DISPLAY IN THE CITY OF IRWINDALE AND APPROVING THE DONATION THERETO," was adopted; Councilmember Garcia abstaining.

ITEM NO. 1G
APPROVAL OF COVID-19 TRAVEL AND QUARANTINE POLICY

APPROVAL OF COVID-19 TRAVEL AND QUARANTINE POLICY

The proposed COVID-19 Travel and Quarantine Policy was approved.

ITEM NO. 1H
SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS HOMELESS SERVICES GRANT APPROPRIATION

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS HOMELESS SERVICES GRANT APPROPRIATION

RESOLUTION NO. 2021-27-3249 ADOPTED

Resolution No. 2021-27-3249, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE ACCEPTANCE AND APPROPRIATION OF FUNDS FROM THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS IN THE AMOUNT OF $15,789 INTO THE STATE GRANT FUND FOR THE DEVELOPMENT AND IMPLEMENTATION OF HOMELESSNESS PROGRAMS," was adopted.

END OF CONSENT CALENDAR

ITEM NO. 1D
AGREEMENT WITH RALPH ANDERSEN & ASSOCIATES FOR A COMPENSATION STUDY UPDATE

AGREEMENT WITH RALPH ANDERSEN & ASSOCIATES FOR A COMPENSATION STUDY UPDATE

HUMAN RESOURCES MANAGER HULL

Human Resources Manager Hull presented the staff report.

MAYOR PRO TEM BURROLA

Responding to several questions by Mayor Pro Tem Burrola, Manager Hull advised that the city does not have the necessary staffing to perform this update in-house. She advised that the update would focus on employee compensation, though they would also analyze the job duties that have been changed over the past four years, if requested by employees. She added that the consultant would contact other cities to incorporate their information in the report.

MOTION

An agreement with Ralph Andersen & Associates for a Compensation Study update was approved for a contract amount not to exceed $26,950, and the City Manager was authorized to execute the necessary documents in a form approved by the City Attorney; and 2:

RESOLUTION NO. 2021-20-3242 ADOPTED

Resolution No. 2021-20-3242, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING AN APPROPRIATION OF FUNDS NECESSARY FOR THE COMPLETION OF A COMPENSATION STUDY UPDATE," was passed, approved, and adopted, on the motion of Mayor Pro Tem Burrola, seconded by Councilmember Breceda, and unanimously approved.

NEW BUSINESS

ITEM NO. 2A
A RESOLUTION TO EXTEND THE EXISTENCE OF A LOCAL EMERGENCY REGARDING COVID-19 PANDEMIC

A RESOLUTION TO EXTEND THE EXISTENCE OF A LOCAL EMERGENCY REGARDING COVID-19 PANDEMIC

PUBLIC INFORMATION OFFICER ESPINO

Public Information Officer Espino presented the staff report.

RESOLUTION NO. 2021-26-3248 ADOPTED

Resolution No. 2021-26-3248, entitled:

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, EXTENDING THE EXISTENCE OF A LOCAL EMERGENCY RELATED TO COVID-19 PANDEMIC

WITHIN THE CITY OF IRWINDALE PURSUANT TO IRWINDALE MUNICIPAL CODE CHAPTER 2.44", was adopted on the motion of Councilmember Ambriz, seconded by Councilmember Breceda, and unanimously approved.

ITEM NO. 2B
CITY COUNCIL
TERM LIMITS

CITY COUNCIL TERM LIMITS

MAYOR ORTIZ

Mayor Ortiz requested to pull this item from consideration and that no further action be taken since it is no longer necessary.

PUBLIC HEARINGS

None.

LEGISLATIVE UPDATE

ITEM NO. 4A
REPORT ON
PENDING LEGISLATION

REPORT ON PENDING LEGISLATION

ASSISTANT CITY MANAGER OLIVARES

Assistant City Manager Olivares presented the staff report.

MOTION

A motion was made by Mayor Pro Tem Burrola, seconded by Councilmember Ambriz, to receive and file the 2021 Legislative Bills to Watch matrix, and retroactively approve a letter executed by the Mayor in support of an appropriations request identified as the Valley County Water District, New Reservoirs Project. The motion was unanimously approved.

CITY MANAGER'S REPORT

PUBLIC SERVICES DIRECTOR RODRIGUEZ

Public Services Director Rodriguez provided updates on the Senior Center and Recreation Department.

COUNCILMEMBER GARCIA

Councilmember Garcia stated that he has been asked when the weight room would be allowed to fully reopen, to which Director Rodriguez advised that more people could utilize the cardio and weight rooms once the County moves into the yellow-tier. This move would also permit patrons to utilize the rooms without needing to book an appointment first. She also noted that the weights could not be placed outside for use, per the city's risk management team.

Councilmember Garcia also asked about sanitizing the room after use, to which Director Rodriguez indicated that a staff member has been assigned to the weight room to clean each machine. Disinfectant wipes will also be provided to patrons for their use. Appropriate signage will also be placed on the machines.

DIRECTOR RODRIGUEZ

Director Rodriguez announced that the event that had been scheduled to honor former Parks and Recreation Chairman Dan Diaz has been postponed to a date uncertain.

PUBLIC INFORMATION OFFICER ESPINO

Public Information Officer Espino provided a COVID-19 update.

MAYOR PRO TEM BURROLA

Responding to a question by Mayor Pro Tem Burrola, City Manager Tam advised that staff is waiting for updated guidance from the County regarding the yellow-tier, which will determine indoor capacity for city facilities. Staff will inform the Council as soon as additional information becomes available.

Mayor Pro Tem Burrola also asked about the Johnson and Johnson vaccine, to which PIO Espino indicated that children ages 16 and 17 are advised to receive the Pfizer vaccine, and that they are not eligible to receive the Moderna or Johnson and Johnson vaccine.

FUTURE AGENDA ITEMS REQUESTED BY COUNCILMEMBERS

There were none.

ADJOURNMENT

There being no further business to conduct, the meeting was adjourned at 7:14 p.m.

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

CC ITEM 1B

Electronic Payments

May 2021

May 1 - 15, 2021

Number	Vendor Name	Date	Amount
ACH	CalPERS-Medical	5/1/2021	241,827.34
ACH	CalPERS	5/3/2021	1,590.93
ACH	CalPERS	5/10/2021	542.28
ACH	CalPERS	5/12/2021	76,918.71
ACH	EDD	5/12/2021	20,052.67
ACH	Federal Tax	5/12/2021	51,490.14
ACH	Nationwide-457 Plan & Trust	5/6/2021	12,584.89
ACH	Nationwide-Roth Cotribution-457 Plan & Trust	5/6/2021	2,502.00

Accounts Payable

Checks by Date - Summary by Check Number

User: nwoodard
Printed: 5/19/2021 12:01 PM

Check No	Vendor No	Vendor Name	Check Date	Check Amount
73937	ALIF01	Mehdi Alifard	05/06/2021	65.09
73938	Ayala01	Leonor Ayala	05/06/2021	237.50
73939	CHARTE01	Charter Communications	05/06/2021	275.50
73940	BALLOO	Carol Diess	05/06/2021	30.00
73941	FLORE01	Karla Flores	05/06/2021	195.00
73942	FRAER01	Laura Fraer Snyder	05/06/2021	56.18
73943	FRONT01	Frontier Communications	05/06/2021	283.84
73944	GASCOM	Gas Company, The	05/06/2021	3,035.99
73945	SOUTHE17	Golden State Water Company	05/06/2021	2,409.32
73946	HDLCOR	HdL Coren & Cone	05/06/2021	1,575.00
73947	HOMEDE	Home Depot Credit Services	05/06/2021	601.37
73948	RUSS02	Deborah Russel	05/06/2021	80.00
73949	SMART&	Smart & Final	05/06/2021	611.65
73950	SCE02	Southern California Edison	05/06/2021	37,786.33
73951	VALLEY01	Valley County Water District	05/06/2021	13,091.34
73952	VALLEY09	Valley View Mutual Water Co.	05/06/2021	72.53
73953	WAGONER	Pamela Wagoner	05/06/2021	550.00
73954	CALIFO56	California State Disbursement Unit	05/06/2021	604.15
73955	LOSANG31	Los Angeles County Sheriff's Dept.	05/06/2021	23.73
73956	AMERIC34	American Fidelity Assurance Co	05/13/2021	2,498.67
73957	AT&T06	AT & T	05/13/2021	1,706.82
73958	BANKOF03	Bank of The West	05/13/2021	7,591.02
73959	CALIFO02	California American Water	05/13/2021	1,693.66
73960	DELIA01	Joe E Delia	05/13/2021	225.00
73961	EDDCAS	Employment Development Dept.	05/13/2021	6,630.00
73962	FRONT01	Frontier Communications	05/13/2021	348.70
73963	HANNA01	Arsanious Hanna	05/13/2021	83.60
73964	L&LBUI	L & L Building Materials	05/13/2021	169.79
73965	LEGAL03	Legal Shield	05/13/2021	37.90
73966	NATION23	National Union Fire Insurance	05/13/2021	573.42
73967	SCE02	Southern California Edison	05/13/2021	1,497.97
73968	verizonw	Verizon Wireless	05/13/2021	3,021.30
73969	HDSUP01	WHITE CAP, L.P.	05/13/2021	178.94
73970	ADVANT	Advantage Ford	05/26/2021	1,632.07
73971	ALLCI01	All City Management Services, Inc	05/26/2021	1,318.91
73972	ALLISO01	Allison Mechanical, Inc	05/26/2021	3,022.05
73973	BAKER01	Baker & Taylor Books	05/26/2021	31.94
73974	BATE01	Bateman Community Living, LLC	05/26/2021	1,518.00
73975	BILLST	Bill's Truck Repair, Inc.	05/26/2021	801.30
73976	BLACKA	Black & White Emergency Vehicles	05/26/2021	475.00
73977	BRITEW	BriteWorks, Inc.	05/26/2021	1,300.00
73978	CACE	California Association of	05/26/2021	82.00
73979	CHARTE03	Charter Communications	05/26/2021	8,520.00
73980	CINTAS	Cintas Corporation #693	05/26/2021	276.64
73981	CITYOF18	City of Santa Fe Springs	05/26/2021	11,794.78
73982	CONVER	Converse Consultants, Inc.	05/26/2021	7,350.00
73983	COUNTY04	County of Los Angeles	05/26/2021	8,671.08

Check No	Vendor No	Vendor Name	Check Date	Check Amount
73984	LOSANG33	County of Los Angeles	05/26/2021	11,062.62
73985	DAVIDE	David Evans & Associates Inc	05/26/2021	2,096.90
73986	BALLOO	Carol Diess	05/26/2021	15.00
73987	DOOLEY	Dooley Enterprises, Inc.	05/26/2021	3,226.04
73988	ELITEE	Elite Elevator, Inc.	05/26/2021	350.00
73989	ENGI01	Engineering Associates, LLC	05/26/2021	24,275.30
73990	FCG01	FCG Consultants Inc.	05/26/2021	19,613.88
73991	FEDEX	FedEx	05/26/2021	7.17
73992	GRAING	Grainger	05/26/2021	8,097.02
73993	HASA01	Hasa Inc.	05/26/2021	623.90
73994	HATHA01	Hathaway Dinwiddie Construction	05/26/2021	53,700.00
73995	INTER01	Interwest Consulting Group	05/26/2021	6,000.00
73996	IRWIND21	Irwindale Hand Wash & Auto Detail	05/26/2021	951.61
73997	ITERIS	Iteris, Inc.	05/26/2021	1,830.00
73998	JOHNNY02	Johnny's Pool Service	05/26/2021	120.94
73999	JUSTIRE	Just Tires	05/26/2021	1,614.57
74000	COORYE	Samir M. Khoury	05/26/2021	23,583.00
74001	KJSERV01	KJ Services Enviromental Consulting LLC	05/26/2021	212.50
74002	LANDSC	Landscape Warehouse III	05/26/2021	157.04
74003	LEWISE	Lewis Engraving, Inc.	05/26/2021	86.00
74004	LEXISN	LexisNexis Risk Solutions	05/26/2021	151.50
74005	LOSANG18	Los Angeles County	05/26/2021	352.00
74006	LSA01	LSA Associates, Inc.	05/26/2021	8,862.50
74007	CALIBE01	Lawrence E. Marino	05/26/2021	1,720.47
74008	MARIPO	Mariposa Landscapes, Inc.	05/26/2021	9,446.00
74009	MIJACA	Mijac Alarm, Inc.	05/26/2021	552.00
74010	OFFICE03	Office Depot	05/26/2021	827.76
74011	PHASEII	PARS	05/26/2021	9,500.00
74012	PITNEY06	Pitney Bowes, Inc	05/26/2021	238.14
74013	PROPRINT	Pro Printing, Inc.	05/26/2021	496.13
74014	PURCHA	Purchase Power	05/26/2021	2,020.99
74015	PYROSP	Pyro-Spectaculars, Inc.	05/26/2021	14,500.00
74016	RANCHO01	Rancho Duarte Florist	05/26/2021	99.23
74017	PACIFI13	Rene David LTD	05/26/2021	230.37
74018	RETT01	Rett's Automotive	05/26/2021	1,161.78
74019	RICOH01	Ricoh USA, Inc	05/26/2021	586.51
74020	RIGHT01	Right of Way, Inc.	05/26/2021	619.55
74021	ROSENO	Rosenow Spevacek Group Inc	05/26/2021	3,203.75
74022	ROYAL04	Royal Industrial Electric	05/26/2021	135.90
74023	SESMIT01	S.E. Smith & Sons, Inc.	05/26/2021	1,218.07
74024	SCFUELS	SC Fuels	05/26/2021	4,276.02
74025	SANGAB11	Southern California News Group	05/26/2021	1,000.00
74026	SPRING02	SpringbrookHolding Company LLC	05/26/2021	22,066.80
74027	CONTRO02	State Controller's Office	05/26/2021	3,000.00
74028	SWIN01	Swinerton Builders	05/26/2021	7,500.00
74029	SWT01	SWT Engineering, Inc.	05/26/2021	6,284.25
74030	TRAN01	Transtech Engineers, Inc.	05/26/2021	39,152.50
74031	ULINE01	Uline	05/26/2021	538.85
74032	WALT01	Walters Wholesale Electric Co.	05/26/2021	232.39
74033	WESTCO05	West Coast Arborists, Inc.	05/26/2021	4,834.00
74034	WILLDAN	Willdan Financial Services	05/26/2021	1,250.00
74035	WIN02	Win Structural Consulting Group	05/26/2021	16,075.00
			Report Total (99 checks):	454,391.03

CC ITEM 1C

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Second Reading for the following Ordinance: **Ordinance No. 756 – Regulation of Non-SMARA Pits**

City Manager's Recommendation:

That the City Council direct the City Attorney to read the title of, waiver further reading of, and adopt on second reading the following Ordinance:

ORDINANCE NO. 756

AN ORDINANCE OF THE CITY COUNCIL OF IRWINDALE, CALIFORNIA ADDING CHAPTER 17.130 [RECLAMATION OF MINES EXEMPT FROM THE SURFACE MINING AND RECLAMATION ACT ("SMARA")] TO ESTABLISH REGULATIONS AND STANDARDS FOR NON-SMARA PITS TO TITLE 17 (ZONING) OF THE IRWINDALE MUNICIPAL CODE (IMC)

Administrative Action:

Submitted & Prepared by:

Marilyn Simpson, Community Development Director
(626) 430-2209

Marilyn Simpson

Reviewed by:

Electronically approved

Adrian R. Guerra, City Attorney

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

Background and Analysis:
At its meeting of May 12, 2021, the City Council introduced the above Ordinance for first reading. Ordinance No. 756 for Zone Ordinance Amendment No. 01-2021 will add Chapter 17.130 to Title 17 (Zoning) to impose regulations as to the reclamation of mining pits within the City's jurisdiction exempt from the Surface Mining and Reclamation Act ("SMARA"), Public Resources Code § 2770 et seq., requiring approval by the City of a Development Agreement.

The ordinance is attached and it would be in order for the City Council to adopt Ordinance No. 756 on second reading for Zone Ordinance Amendment No. 01-2021 regarding regulations for Non-SMARA pits.

Fiscal Impact:
No fiscal impact to the General Fund or Mining Fund is anticipated with the adoption of Ordinance No. 756.

Attachments
A: Ordinance No. 756 for Zone Ordinance Amendment No. 01-2021

ATTACHMENT A

ORDINANCE NO. 756

AN ORDINANCE OF THE CITY COUNCIL OF IRWINDALE, CALIFORNIA ADDING CHAPTER 17.130 [RECLAMATION OF MINES EXEMPT FROM THE SURFACE MINING AND RECLAMATION ACT ("SMARA")] TO ESTABLISH REGULATIONS AND STANDARDS FOR NON-SMARA PITS TO TITLE 17 (ZONING) OF THE IRWINDALE MUNICIPAL CODE (IMC)

WHEREAS, the Legislature enacted the Surface Mining and Reclamation Act ("SMARA"), pursuant to Public Resources Code § 2770 et seq., requiring that every surface mining operation have a permit, a reclamation plan, and financial assurances to implement the planned reclamation unless exempt from the application of SMARA;

WHEREAS, in response to this legislation, the City adopted Ordinance No. 356 on September 24, 1981, which added new sections to the Code regarding mining and geology. Over the years, subsequent ordinances were adopted to revise City-wide standards as well as provide updates to comply with SMARA; and

WHEREAS, both SMARA, pursuant to Public Resources Code section 2776(a), and the IMC, pursuant to Section 17.63.050, provide that those with a vested right to conduct surface mining prior to January 1, 1976 are exempt from the SMARA requirements; and

WHEREAS, SMARA also addresses a second aspect of vesting pursuant to Public Resources Code section 2776(c), the requirement of reclamation, by stating that "[n]othing in [SMARA] shall be construed as requiring the filing of a reclamation plan for, or the reclamation of, mined lands on which surface mining operations were conducted prior to January 1, 1976"; and

WHEREAS, the City has within its jurisdiction mining pits not reclaimed that are exempt from the SMARA requirements, and mining pits excavated pursuant to SMARA but not reclaimed and mining pits excavated and reclaimed pursuant to SMARA where reclamation, or further reclamation, of these mining pits would be exempt from the SMARA requirements (collectively, "Non-SMARA Pits"), and the City has no regulation on the requirements of reclamation of the Non-SMARA Pits; and

WHEREAS, the City now desires to regulate the reclamation of the Non-SMARA Pits by requiring the approval by the city of a development agreement, with appropriate standards and public benefits to be negotiated with the city, prior to any reclamation of the Non-SMARA Pits; and

WHEREAS, the City adopted Ordinance No. 356 on September 24, 1981, which added new sections to the Code regarding mining and geology; and

WHEREAS, the City Council adopted Ordinance No. 534 on January 28, 1999, replacing Chapter 17.63 "Mining Permits and Reclamation Plans" with a new chapter on surface mining and reclamation consistent with the SMARA model ordinance; and

WHEREAS, the City Council adopted Ordinance No. 584 on August 3, 2004, amending Chapter 17.60 "Quarry Zone" of the Irwindale Municipal Code establishing a Reclamation Fund to provide additional reclamation security for the proper reclamation of certain mining sites; and

WHEREAS, the City Council adopted Ordinance No. 683 on December 10, 2014, amended Chapters 17.60 and 17.63 of the Irwindale Municipal Code to ensure that they are in accordance with current SMARA and included Conditions of Approval for mining operations that have been imposed on all mining operations in the City; and

WHEREAS, in response to SMARA, the City approved Ordinance No. 756, adopting Chapter 17.130 of Title 17 of the Irwindale Municipal Code ("IMC"), entitled "Surface Mining and Reclamation Plans"; and

WHEREAS, on April 21, 2021, the Planning Commission found that this Ordinance No. 756 ("Ordinance"), imposing Non-SMARA Pits to execute a development agreement will allow the City to better regulate reclamation of Non-SMARA Pits and recommended that the City Council adopt the Ordinance; and

WHEREAS, on May 12, 2021, the City Council conducted a duly-noticed public hearing and a first reading of this ordinance; and

WHEREAS, on May 26, 2021, the City Council duly approved and adopted on second reading, Ordinance No. 756; and

WHEREAS, in order to protect against the risks to public health, safety and welfare associated with reclamation operations, the City Council sees fit to adopt the Ordinance to impose regulations as to the Non-SMARA Pits.

NOW, THEREFORE, the City Council of the City of Irwindale does ordain as follows:

SECTION 1. The City Council hereby specifically finds that all of the facts set forth in Recitals of this Resolution are true and correct.

SECTION 2. The Ordinance is consistent with the City's General Plan, Irwindale Municipal Code, Irwindale Zoning Code and applicable Federal and State law.

SECTION 3. The Ordinance will not be detrimental to the public interest, health, safety, convenience or welfare.

SECTION 4. The Ordinance is not a project within the meaning of Section 15378 of the State of California Environmental Quality Act ("CEQA") Guidelines, because it has

no potential for resulting in physical change in the environment, directly or indirectly. The Ordinance does not authorize any specific development or installation on any specific piece of property within the City's boundaries. The Planning Commission does further hereby recommend that the City Council find and determine the Ordinance is further exempt from CEQA because the City Council's adoption of the Ordinance is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment (State CEQA Guidelines, § 15061(b)(3)).

SECTION 5. The Ordinance is hereby adopted by the addition of a new Chapter 17.130, "RECLAMATION OF MINES EXEMPT FROM THE SURFACE MINING AND RECLAMATION ACT" in Title 17 of the Irwindale Municipal Code to read as follows:

Chapter 17.130 - RECLAMATION OF MINES EXEMPT FROM THE SURFACE MINING AND RECLAMATION ACT

17.130.010 PURPOSE

The city finds that there are mining pits within its jurisdiction which are exempt from the requirements provided for in the California's Surface Mining and Reclamation Act of 1975 (Public Resources Code Sections 2710 et seq.), as amended, hereinafter referred to as "SMARA." Any mining pits within the city jurisdiction which are exempt from the requirements provided for in SMARA, hereinafter shall be referred to as "Non-SMARA Pits".

The intent of this Chapter is to regulate the reclamation of Non-SMARA Pits in order to protect against the risks to public health, safety and welfare associated with reclamation operations.

17.130.020 APPLICATION OF CHAPTER

The provisions of this chapter shall apply to reclamation of all mining pits within the City's jurisdiction which are exempt from the requirements of SMARA, including, but not limited to:

A. Mining pits which had mining operations conducted prior to January 1, 1976, and which are required to have, or requested to have, additional reclamation;

B. Mining pits excavated pursuant to SMARA, but not reclaimed, and which are required to have, or requested to have, additional reclamation; or

C. Mining pits excavated and reclaimed pursuant to SMARA which are required to have, or requested to have, additional reclamation.

The foregoing list is not, and shall not be interpreted to be, exhaustive of all such situations in which these provisions shall be applicable. "Reclamation" shall be defined as the combined process by which adverse environmental effects of surface mining are minimized and mined lands are returned to a beneficial end use.

17.130.030 DEVELOPMENT AGREEMENT REQUIRED

The reclamation of Non-SMARA Pits is allowed only upon approval by the city of a development agreement, with appropriate standards and public benefits to be negotiated with the city and complying with all other standards imposed by this chapter.

SECTION 6. If the provisions in this Ordinance conflict in whole or in part with any other City regulation or ordinance adopted prior to the effective date of this section, the provisions in this Ordinance will control.

SECTION 7. If any subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance or any part thereof is for any reason held to be unconstitutional or otherwise unenforceable, such decision shall not affect the validity of the remaining portion of this Ordinance or any part thereof. The City Council hereby declare that they would have passed each subsection, subdivision, paragraph, sentence, clause, or phrase thereof, irrespective of the fact that any one or more subsection, subdivision, paragraph, sentence, clause, or phrase be declared unconstitutional or otherwise unenforceable.

SECTION 8. The City Clerk shall certify to the passage and adoption of this ordinance, and shall cause the same to be published and/or posted at the designated locations in the City of Irwindale.

SECTION 9. The Ordinance shall take effect at 12:01 AM on the 31st day after its passage.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council of the City of Irwindale this 26th day of May 2021.

_____
H. Manuel Ortiz, Mayor

ATTEST:

_____
Laura M. Nieto, MMC
Chief Deputy City Clerk

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

I, Laura M. Nieto, Chief Deputy City Clerk of the City of Irwindale, do hereby certify that the foregoing Ordinance No. 756 was duly introduced by the City Council of the City of Irwindale, at a regular meeting held on the 12th day of May 2021, was duly approved and adopted on second reading at its regular meeting held on the 26th day of May 2021, by the following vote of the Council:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

CC ITEM 1D

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Rejection of Claim: Perfecto Martinez vs. City of Irwindale.

City Manager's Recommendation:

Staff recommends City Council (1) Reject the claim of Perfecto Martinez vs. City of Irwindale; and (2) Direct staff to send a letter of rejection.

Administrative Action:

Submitted by:

Theresa Olivares, Assistant City Manager

Prepared by:

Laura Nieto, Chief Deputy City Clerk
(626) 430-2202

Reviewed by:

Adrian R. Guerra, City Attorney — Electronically Approved

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

Background and Analysis:

On April 1, 2021, the City received a claim for damages for an unknown amount from claimant Perfecto Martinez. On March 20, 2021, claimant Martinez alleges that while driving on Arrow Highway between Avenida Barbosa and Irwindale Avenue, he encountered a large rock in the road way and was unable to avoid running over it with his vehicle. Claimant Martinez further alleges that this caused damage to his vehicle's motor, and that the City of Irwindale is liable because it is the City's responsibility to keep the road clear of debris.

The claim was reviewed by the City's claims adjuster, Carl Warren & Co., who has recommended the rejection of the claim. Alternatively, the City Council may direct the City Manager to negotiate resolution of the claim.

Fiscal Impact:

None.

Attachment:

Rejection Notice to City from Carl Warren & Co.
Claim for Damages received April 1, 2021

CITY OF IRWINDALE

CLAIM FOR DAMAGES TO PERSON OR PROPERTY

INSTRUCTIONS

1. **Claims for death, injury to person or to personal property must be filed not later than 6 months after the occurrence.**
2. **Claims for damages to real property must be filed not later than 1 year after occurrence.**
3. **Read entire claim before filing.**
4. **See page 2 for diagram upon which to locate place of accident.**
5. **This claim for must be signed on page 2 at bottom.**
6. **Attach separate sheets if necessary to give full details. Sign each sheet.**
7. **File with City Clerk, 5050 N. Irwindale Ave., Irwindale, CA 91706**

RECEIVED
12:56 pm
APR 01 2021
CITY OF IRWINDALE CITY CLERKS DEPT.
Clerk's Official Filing Stamp

To: City of Irwindale	Claimant's Date of Birth
Name of Claimant: Perfecto Martinez	Claimant's Occupation: Dock Supervisor
Home Address of Claimant	Home Telephone Number
Business Address of Claimant	Business Telephone Number

Name and address to which you desire notices or communications to be sent regarding this claim:

Perfecto Martinez.

When did DAMAGE or INJURY occur?	Names of any City employees involved in INJURY or DAMAGE
Date: 3/20/21 Time: 1:15 Pm If claim is for Equitable Indemnity, give date claimant served with complaint:	

Where did DAMAGE or INJURY occur? Describe in full detail and locate on diagram on page 2. Where appropriate, give street names, addresses, and measurements from landmarks:

In between Avenida Barbosa and Irwindale Ave, on Arrow Hwy.

Describe in detail how the DAMAGE or INJURY occurred.

There was a rock in the middle of the road, which I could not avoid. It hit the bottom of my car and damaged the motor, all the fluid leaked.

Why do you claim the City of Irwindale is responsible?

I believe it is the responsibility of the city to keep the road clear of debris, especially big rocks that can cause harm to Property.

What DAMAGE or INJURIES do you claim resulted? Give full extent of injuries or damage claimed.

My Vehicles motor was damaged / cracked.

Claimant's Name:
Perfecto Martinez

State the amount which you are claiming as of the date of presentation of this claim. Give basis of computation.
It's still unknown, I would need to take it for an estimate.

Give estimated amount of future losses due to INJURY or DAMAGE:
It is still unknown.

Was damage and/or injury investigated by the police? NO If yes, what City? _____

Were paramedics or ambulance called? NO If yes, name City or ambulance _____

If injured, give name and address of your doctor and the date and time of your first visit:

Doctors and Hospitals:

Doctor _____ Address _____ Date Hospitalized _____

Hospital _____ Address _____ Date Hospitalized _____

Hospital _____ Address _____ Date Hospitalized _____

Witnesses to DAMAGE or INJURY: List all persons and addresses of persons known to have information:

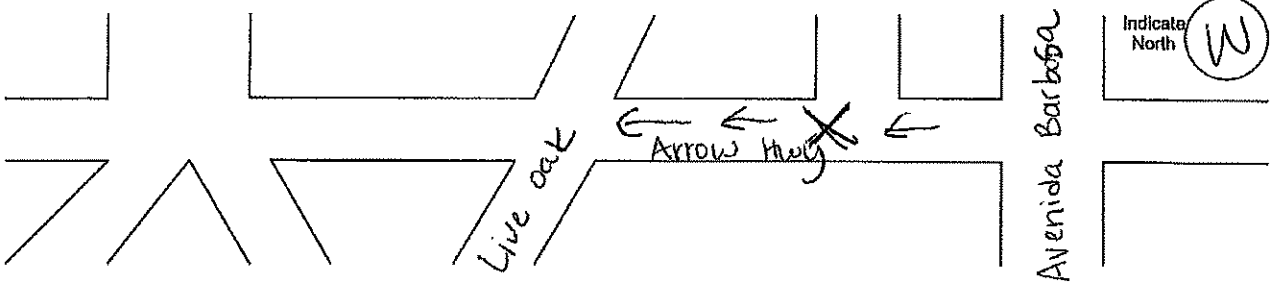
Name _____ Address _____ Phone _____

Name _____ Address _____ Phone _____

READ CAREFULLY

For all accident claims, indicate on the diagram street names, including North, East, South, and West. Indicate place of accident with an "X". Indicate house numbers or distances to street corners.

If a City vehicle was involved, designate with an "A" the location of the City vehicle when you first saw it, and with "B" the location of yourself or your vehicle when you first saw the City vehicle. Indicate location of City vehicle at the time of accident by "A-1" and location of yourself or your vehicle at the time of the accident by "B-1". Mark the point of impact with an "X". Note: If diagram below does not fit the situation, attach a proper diagram signed by claimant.



Signature of Claimant (~~if other than~~ claimant, indicate relationship)	Typed Name	Date
Perfecto Martinez	Perfecto Martinez	3/31/2021

Note: Claims must be filed with the City Clerk. **Presentation of a false claim is a felony (Penal Code Section 72)**

CC ITEM 1E

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Rejection of Claim: Javier Ibarra vs. City of Irwindale.

City Manager's Recommendation:

Staff recommends City Council (1) Reject the claim of Javier Ibarra vs. City of Irwindale; and (2) Direct staff to send a letter of rejection.

Administrative Action:

Submitted by:

Theresa Olivares, Assistant City Manager

Prepared by:

Laura Nieto, Chief Deputy City Clerk
(626) 430-2202

Reviewed by:

Adrian R. Guerra, City Attorney — Electronically Approved

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

Background and Analysis:

On May 6, 2021, the City received a claim for damages in the amount of $9,285.80 from claimant F. Javier Ibarra. On October 8, 2020, claimant Ibarra alleges that while driving eastbound on the 1400-1430 block of Arrow Highway, he encountered a large rock in the road way and was unable to avoid running over it with his vehicle. Claimant Ibarra further alleges that this caused significant damages to his vehicle including the undercarriage. Claimant alleges that the City of Irwindale is liable because he believes the rock originated from the boulders on the median or the sidewalk.

The claim was reviewed by the City's claims adjuster, Carl Warren & Co., who has recommended the rejection of the claim. Alternatively, the City Council may direct the City Manager to negotiate resolution of the claim.

Fiscal Impact:

None.

Attachment:

Rejection Notice to City from Carl Warren & Co.
Claim for Damages received May 6, 2021

CARL WARREN & COMPANY
Claims Management and Solutions

May 19, 2021

TO: City of Irwindale

ATTENTION: Laura Nieto

RE:		
	Claim	: Javier Ibarra V. Irwindale
	Claimant	: Javier Ibarra
	Member	: City of Irwindale
	Date Rec'd by Mbr	: 05/06/2021
	Date of Event	: 10/08/2020
	CW File Number	: 3012453 JBM

Please allow this correspondence to acknowledge receipt of the captioned claim. Please take the following action:

- CLAIM REJECTION: ***Send a standard rejection letter to the claimant***

Please include a proof of mailing with your rejection notice to the claimant. Please provide us with a copy of the Notice of Rejection and copy of Proof of Mailing. If you have any questions feel free to contact the assigned adjuster or the undersigned claims specialist.

Very Truly Yours,

CARL WARREN & COMPANY
Janice Baluyut
Janice Baluyut
Claims Examiner

CITY OF IRWINDALE

CLAIM FOR DAMAGES TO PERSON OR PROPERTY

INSTRUCTIONS

1. **Claims for death, injury to person or to personal property must be filed not later than 6 months after the occurrence.**
2. **Claims for damages to real property must be filed not later than 1 year after occurrence.**
3. **Read entire claim before filing.**
4. **See page 2 for diagram upon which to locate place of accident.**
5. **This claim for must be signed on page 2 at bottom.**
6. **Attach separate sheets if necessary to give full details. Sign each sheet.**
7. **File with City Clerk, 5050 N. Irwindale Ave., Irwindale, CA 91706**

RECEIVED
MAY 06 2021
CITY OF IRWINDALE
CITY CLERKS DEPT.
Clerk's Official Filing Stamp

To: City of Irwindale	Claimant's Date of Birth
Name of Claimant F. JAVIER IBARRA	Claimant's Occupation RETIRED
Home Address of Claimant	Home Telephone Number
Business Address of Claimant	Business Telephone Number

Name and address to which you desire notices or communications to be sent regarding this claim:

SAME ABOVE

When did DAMAGE or INJURY occur?	Names of any City employees involved in INJURY or DAMAGE
Date: 10/8/20 Time: 8:30 P.M. If claim is for Equitable Indemnity, give date claimant served with complaint:	

Where did DAMAGE or INJURY occur? Describe in full detail and locate on diagram on page 2. Where appropriate, give street names, addresses, and measurements from landmarks:

GOING EAST ON ARROW HWY AT THE 1400–1430 BLOCK I WAS TRAVELLING IN THE #2 LANE WHEN ALL OF A SUDDEN I NOTICED A BIG ROCK IN THE MIDDLE OF MY LANE, I COULDN'T SWERVE BECAUSE THERE WAS TRAFFIC AROUND ME, AND I RAN OVER THE ROCK. THE VEHICLE

Describe in detail how the DAMAGE or INJURY occurred.

I WAS DRIVING IS LOW PROFILE, SO THE ROCK CAUSED EXTENSIVE DAMAGE TO THE UNDERCARRIAGE, ALONG WITH MECHANICAL DAMAGE.

Why do you claim the City of Irwindale is responsible?

BECAUSE THE ROCK CAME FROM BETWEEN THE LOOSE BOULDERS ON THE SIDEWALK ON THE STREET MEDIAN IN THE CITY OF IRWINDALE

What DAMAGE or INJURIES do you claim resulted? Give full extent of injuries or damage claimed.

FRONT DAMAGE TO MY VEHICLE, UNDERCARRIAGE DAMAGE, BRAKE SYSTEM DAMAGE, SUSPENSION DAMAGE. PLEASE SEE ENCLOSED FINAL BILL FROM BODY SHOP

Claimant's Name:

F. JAVIER IBARRA

State the amount which you are claiming as of the date of presentation of this claim. Give basis of computation.

TOTAL DAMAGE WAS $9,285.80 PAID BY INSURANCE.
IM CLAIMING $500 WHICH IS THE DEDUCTIBLE I PAID

Give estimated amount of future losses due to INJURY or DAMAGE:

UNKNOWN AT THIS TIME

Was damage and/or injury investigated by the police? NO If yes, what City? _____

Were paramedics or ambulance called? NO If yes, name City or ambulance _____

If injured, give name and address of your doctor and the date and time of your first visit:

Doctors and Hospitals:

Doctor _____ Address _____ Date Hospitalized _____

Hospital _____ Address _____ Date Hospitalized _____

Hospital _____ Address _____ Date Hospitalized _____

Witnesses to DAMAGE or INJURY: List all persons and addresses of persons known to have information:

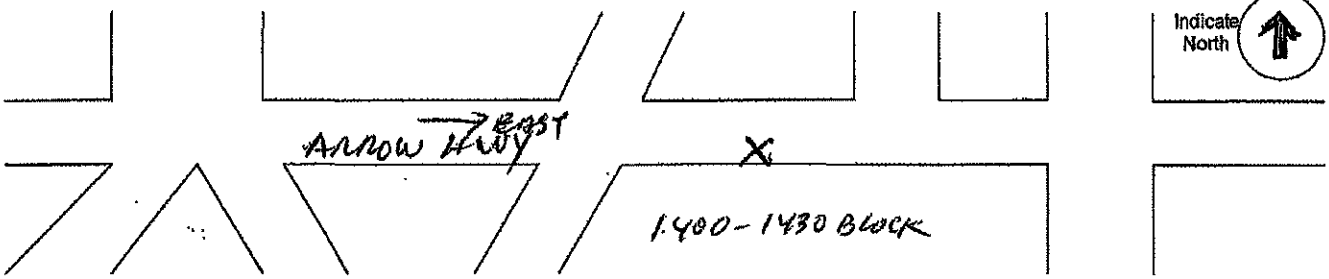
Name PATRICIA IBARRA Address _____ Phone _____

Name _____ Address _____ Phone _____

READ CAREFULLY

For all accident claims, indicate on the diagram street names, including North, East, South, and West. Indicate place of accident with an "X". Indicate house numbers or distances to street corners.

If a City vehicle was involved, designate with an "A" the location of the City vehicle when you first saw it, and with "B" the location of yourself or your vehicle when you first saw the City vehicle. Indicate location of City vehicle at the time of accident by "A-1" and location of yourself or your vehicle at the time of the accident by "B-1". Mark the point of impact with an "X". Note: If diagram below does not fit the situation, attach a proper diagram signed by claimant.



Signature of Claimant (if other than claimant, indicate relationship)	Typed Name	Date
[signature]	F. JAVIER IBARRA	5-6-21

Note: Claims must be filed with the City Clerk. **Presentation of a false claim is a felony (Penal Code Section 72)**

Re: Wawanesa Claim# 1739192

From: Javier Ibarra

To: charris@wawanesa.com

Date: Wednesday, May 5, 2021, 6:03 PM PDT

Thanks carl, that will suffice.

> On Wed, May 5, 2021, 4:13 PM Carl Harris <charris@wawanesa.com> wrote:
>
> Good afternoon,
>
> I am following up in regards to the voicemail received for the above claim. We are unable to provide a copy of a recorded statement as no official recorded statement was taken but here are the facts of loss provided:
>
> Javier Ibarra was driving 2012 BMW 528i on Live Oak Ave east of the 605 Fwy. While driving, a rock has fallen from nearby hillside that came to rest in our lane. The rock was unavoidable due to the traffic around resulting in the impact of the rock by our vehicle.
>
> For your records as well, attached is the final estimate amount for the damages with all supplements included.
>
> Carl Harris | Claims Service Ambassador
> Wawanesa General Insurance Company
> PO BOX 82867, San Diego, CA 92138-9492
> Tel: 877-929-2637 x1506118 | Fax: 619-285-2722
> Email: charris@wawanesa.com
>
> For information about the types of personal information we collect and how we use it, visit our Privacy Policy at www.wawanesa.com

CALIBER COLLISION

CALIBER - ALHAMBRA

RESTORING THE RHYTHM OF YOUR LIFE
1130 E. Main St, Alhambra, CA 91801
Phone: (626) 293-7623
FAX: (626) 293-7646

Federal ID: 33-0730794
State EPA: CAL000432260
BAR: ARD290000

Final Bill

RO Number: 1123001371

Customer:	Insurance:	Adjuster:		Estimator:	Lisette Ortega
IBARRA, JAVIER	WAWANESA MUTUAL	Phone:		Create Date:	10/15/2020
		Claim:	000000001739192-01		
		Loss Date:	10/8/2020		
		Deductible:	500.00		

2012 BMW 528I 4 Door Sedan Dark Gray

VIN:		Interior Color:		Mileage In:	78,102	Vehicle Out:	12/18/2020
License:		Exterior Color:	Dark Gray	Mileage Out:	78,103		
State:	CA	Production Date:		Condition:		Job #:	

Line	Ver	Operation	Description		Qty	Extended Price $	Part Type	Labor $	Type	Paint
1	E01	Remove/Install	Frt Bumper Cover					70.00	Body	
2	E01	Repair	Frt Bumper Cover .					250.00	Body	
3	E01	Refinish	Frt Bumper Cover							150.00
4	E01	Remove/Install	Frt Bumper Emblem					10.00	Body	
5	E01	Remove/Install	R Frt Bumper Grille					10.00	Body	
6	E01	Remove/Install	L Frt Bumper Grille					10.00	Body	
7	E01	Remove/Install	Frt Ctr Bumper Grille					15.00	Body	
8	E01	Remove/Replace	R Fender Rear Liner		1	83.00T	A/M	15.00	Body	
9	E01	Remove/Replace	L Fender Rear Liner		1	87.00T	A/M	15.00	Body	
10	S02	Remove/Replace	ABS Control Module	-M	1	4,374.02T	OEM	0.00	Mech	
11	E01	Remove/Replace	ABS Module Bracket	-M	1	20.54T	OEM	28.50	Mech	
12	S02	Remove/Replace	L Eng Supt Mount	-M	1	144.48T	OEM	304.00	Mech	
13	S01	Remove/Replace	R Engine Under Cover		1	34.40T	OEM	15.00	Body	
14	S01	Remove/Replace	L Underbody Cover		1	86.21T	OEM	20.00	Body	
15	E01	Repair	L Floor Panel					400.00	Body	
16	E01	Repair	L Floor Panel Extension					150.00	Body	
17	S02	Remove/Replace	L Lwr Rear Susp Control Arm	-M	1	704.96T	OEM			
18	E01	Remove/Replace	L Rear Susp Bolt	-M	2	31.40T	OEM			
19	E01	Remove/Replace	L Rear Susp Front Bracket	-M	1	80.95T	OEM			
20	E01	Repair	Rear Body Floor Pan	-S				200.00	Body	
21	E01	Refinish	Rear Floor Pan							100.00
24	E01	Additional	MASK FOR OVERSPRAY		1	10.00	Other			
25	E01	Additional	Clear Coat							60.00

T = Taxable Item, RPD = Related Prior Damage, AA = Appearance Allowance, UPD = Unrelated Prior Damage, PDR = Paintless Dent Repair, A/M = Aftermarket, Rechr = Rechromed, Reman = Remanufactured, OEM = New Original Equipment Manufacturer, Recor = Re-cored, RECOND = Reconditioned, LKQ = Like Kind Quality or Used, Diag = Diagnostic, Elec = Electrical, Mech = Mechanical, Ref = Refinish, Struc = Structural

Final Bill

RO Number: 1123001371

2012 BMW 528I 4 Door Sedan Dark Gray

26	S02	Remove/Replace	alignment	1	93.99	Sublet		
27	S02	Remove/Replace	suspension and ABS Module	1	668.00	Sublet		
28	S02	Remove/Replace	expand rivets	22	8.58T	OEM		
29	S02	Remove/Replace	pipe34301	1	20.54T	OEM	47.50	Mech
30	S02	Remove/Replace	pipe 34301	1	25.67T	OEM	47.50	Mech
31	S02	Remove/Replace	pipe 34301	1	25.67T	OEM	47.50	Mech
32	S02	Remove/Replace	covering	1	48.15T	OEM	10.00	Body
33	S01	Remove/Replace	wire clip	10	1.90T	OEM		
34	S02	Remove/Replace	pipe 34301	1	41.62T	OEM	47.50	Mech
35	S01	Remove/Replace	pipe 34301	1	41.62T	OEM		
36	E01	Remove/Replace	rt defletor	1	55.91	OEM	5.00	Body
37	E01	Remove/Replace	left deflector	1	55.91	OEM	5.00	Body
38	E01	Remove/Replace	recon left frt wheel	1	189.00	Sublet		

Estimate Totals	Discount $	Markup $	Rate $	Total $
Parts				5,982.53
Sublet/Miscellaneous				950.99
Labor, Body			50.00	1,200.00
Labor, Refinish			50.00	310.00
Labor, Mechanical			95.00	522.50
Material, Paint				235.60
E.P.G.				5.00
Subtotal				**9,206.62**
Sales Discrepancy Adjustment				0.03
Sales Tax				579.15
Grand Total				**9,785.80**

Estimate Version	Total $
Original	8,349.95
Supplement S01	369.27
Supplement S02	1,435.85

Insurance Total $:		9,285.80
Received from Insurance $:		9,285.80
WAWANESA MUTUAL	11/03/2020	7,849.95
WAWANESA MUTUAL	12/08/2020	369.27
WAWANESA MUTUAL	12/29/2020	1,066.58
Balance due from Insurance $:		0.00
Customer Total $:		500.00
Received from Customer $:		500.00
IBARRA, JAVIER	12/23/2020	250.00

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Final Bill

RO Number: 1123001371

2012 BMW 528I 4 Door Sedan Dark Gray

Adjustment - Customer	2/09/2021	250.00
Balance due from Customer $:		0.00

NOTES

11/18/2020 02:26 PM 10/19/20
Per: JAVIER IBARRA
Authorized repairs E01 lines: 1-27
In the amount of: $8,517.02
At or from this Phone #:
Target Date is: BACK ORDER PARTS NO ETA

TERMS & CONDITIONS OF REPAIR SERVICES

1.Payment Upon Completion and Authority to Endorse Checks. Customer agrees that he/she is fully responsible & liable for timely payment of all charges for labor, parts, material & accessories, sublet repairs, & any other charges incurred under these Terms & Conditions, and payment in full shall be made prior to the release of the vehicle. To facilitate timely payment, Customer hereby authorizes Caliber & its authorized employees, to act in Customer's place for the purpose of endorsing, on Customer's behalf, all insurance checks made payable to Caliber and Customer, or to Customer, regarding authorized repairs to the vehicle described in this agreement with such limited authorization terminating upon full payment for the repairs of the vehicle.

2.Additional Repairs. Customer may authorize Caliber to conduct additional repairs that are discovered following closer inspection or disassembly orally, in written form, or via electronic messaging & all such additional repairs shall be listed on the final invoice.

3.Sublet Repairs, Repair Location and Authority to Operate Vehicle. Customer acknowledges & authorizes Caliber, including its subcontractors & employees, as Caliber deems appropriate, to: perform portions of the repairs through use of subcontractor(s) hired by Caliber; conduct repairs at another Caliber facility; and, operate the vehicle, including use on public streets, for the purposes of including, but not limited to, inspecting, testing, pick-up, delivery, & facilitating repairs.

4.Damage or Theft. Customer acknowledges and agrees that Caliber is not responsible for & does not accept any liability for the theft, or damage to, the vehicle, or any personal property left in the vehicle, that is not a direct result of Caliber's gross negligence. Customer acknowledges that said property is not insured or protected to the amount of the actual cash value thereof, or otherwise, against loss related to theft, fire or vandalism while the property remains with Caliber. Customer further acknowledges that all personal property has been removed from the vehicle, and that Caliber, its employees and its subcontractors are not responsible for inspection thereof.

5.Storage Fees & Lien Sale. Customer authorizes & acknowledges that if the vehicle is not picked up within ten (10) days after Caliber has notified the Customer that the repairs are completed, Caliber may charge daily storage fees at rates that are ordinary & customary for the area, but not to exceed $35.00 per day. In addition to any and all other available legal & equitable remedies, Caliber may, in accordance with applicable state law, begin lien sale proceedings & sell the vehicle by way of a public auction.

6. DISPUTE SETTLEMENT AND ARBITRATION. CUSTOMER & CALIBER ACKNOWLEDGE AND AGREE THAT IN THE EVENT A DISPUTE OR CONTROVERSY ARISES CONCERNING THIS AGREEMENT OR THE REPAIRS TO THE VEHICLE, CUSTOMER & CALIBER SHALL FIRST ATTEMPT IN GOOD FAITH TO SETTLE THE DISPUTE BY MEDIATION ADMINISTERED BY THE AMERICAN ARBITRATION ASSOCIATION UNDER ITS CONSUMER OR COMMERCIAL MEDIATION PROCEDURES, AS APPLICABLE. IN THE EVENT THAT THE MATTER IS NOT SETTLED BY MEDIATION AS PROVIDED FOR IN THIS PARAGRAPH, CUSTOMER & CALIBER AGREE THAT SUCH DISPUTE OR CONTROVERSY SHALL BE RESOLVED BY BINDING ARBITRATION ADMINISTERED BY THE AMERICAN ARBITRATION ASSOCIATION UNDER ITS CONSUMER OR COMMERCIAL ARBITRATION RULES, AS APPLICABLE. CUSTOMER HEREBY ACKNOWLEDGES THAT A COPY OF SUCH RULES, A GUIDE TO THE APPLICABLE PROCEDURES AND INFORMATION NOTING THE NEAREST AMERICAN ARBITRATION ASSOCIATION LOCATION IS AVAILABLE FOR CUSTOMER'S REVIEW AT www.adr.org/aaa/faces/rules. CUSTOMER MAY ALSO CONTACT THE AMERICAN ARBITRATION ASSOCIATION AT 212-484-4181 or 888-855-9575. JUDGMENT ON THE ARBITRATION AWARD RENDERED BY THE ARBITRATOR MAY BE ENTERED IN ANY COURT HAVING JURISDICTION THEREOF. IF EITHER CUSTOMER OR CALIBER ELECTS TO RESOLVE A CLAIM BY ARBITRATION, THAT CLAIM SHALL BE ARBITRATED ONLY ON AN INDIVIDUAL BASIS. THERE SHALL BE NO RIGHT OR AUTHORITY FOR ANY CLAIMS TO BE ARBITRATED ON A CLASS ACTION BASIS OR ON BASES INVOLVING CLAIMS BROUGHT IN A PURPORTED REPRESENTATIVE CAPACITY, WHETHER ON BEHALF OF THE GENERAL PUBLIC, OTHER CALIBER CUSTOMERS OR OTHER PERSONS SIMILARLY SITUATED. NOTWITHSTANDING THE FOREGOING, CALIBER AND CUSTOMER AGREE THAT CLAIMS ARISING UNDER THE MAGNUSON-MOSS WARRANTY ACT ("MMWA"), SHALL BE MEDIATED BUT SHALL NOT BE ARBITRATED. IF MEDIATION DOES NOT RESOLVE A CLAIM UNDER THE MMWA, THE CUSTOMER MAY PURSUE THE MMWA CLAIM, AND ONLY THE MMWA CLAIM, IN COURT. ANY CLAIMS NOT UNDER THE MMWA SHALL BE ARBITRATED AS SET FORTH HEREIN. IN THE EVENT THE CUSTOMER DOES BRING AN MMWA CLAIM IN COURT, CUSTOMER AND CALIBER

T = Taxable Item, RPD = Related Prior Damage, AA = Appearance Allowance, UPD = Unrelated Prior Damage, PDR = Paintless Dent Repair, A/M = Aftermarket, Rechr = Rechromed, Reman = Remanufactured, OEM = New Original Equipment Manufacturer, Recor = Re-cored, RECOND = Reconditioned, LKQ = Like Kind Quality or Used, Diag = Diagnostic, Elec = Electrical, Mech = Mechanical, Ref = Refinish, Struc = Structural

RO Number: 1123001371

2012 BMW 528I 4 Door Sedan Dark Gray

EXPRESSLY WAIVE THEIR RIGHT TO A TRIAL BY JURY AS TO SUCH CLAIM.

7. Limited Warranty. Subject to the obligations and exclusions below, Caliber warrants the repairs against defects in materials and workmanship for the applicable period of time set forth in Section 7(A) During such time, Caliber will repair or replace any parts which prove to be defective by reason of improper workmanship or materials without charge for parts or labor relating thereto, subject to the terms and conditions herein, including, but not limited to Section 7(C) below. All warranty repairs must be performed at one of Caliber's facilities. If the vehicle is outside Caliber's market area, the warranty repairs may be performed at any repair facility nationwide that is approved in advance by Caliber.
A. Warranty Period. Non-Transferability & Non-Assignability. Except as otherwise provided herein, Caliber warrants the repairs and paint only to Customer and for only as long as Customer owns the vehicle, but in no event for less than sixty (60) days. Customer may not expressly or implicitly transfer or assign any rights granted under this limited warranty.
B. Defects in Manufacturer's Parts, Material or Accessories. In certain instances Caliber may use parts, materials or accessories in its repairs that have been procured from third-party manufacturers and/or suppliers. In such instances, Caliber warrants such parts, materials or accessories only to the extent that the third-party manufacturer or supplier's warranties apply to Caliber.
C. Limitations and Exclusions. This limited warranty does not apply to repairs necessitated by any cause beyond the reasonable control of Caliber, including any defects, damage or malfunctions caused by or resulting from unauthorized service or parts, improper or inadequate vehicle maintenance, use for which any parts or accessories were not designed or approved, alterations, accidents, modification of repairs, subsequent repairs performed by a party other than Caliber (except as set forth in this Section 7), abuse, misuse, neglect, or acts of God. Any and all disputes related to this section shall be resolved according to the procedures set forth in Paragraph 6 above.
D. Environmental Damage. This limited warranty does not apply to damage caused by chemicals, tree sap, road salt, sand, rocks, pebbles, hail, windstorms, sun, pollution or other environmental factors or road hazards that may damage cloth, leather, plastic, wood, vinyl, paint, chrome, upholstery and/or convertible tops.
E. Waiver of Right to Return of Replaced Auto Parts. By entering into this agreement Customer waives any right to the return of auto parts replaced by Caliber and Customer agrees that all parts replaced under this limited warranty shall become the property of Caliber. If you do not wish to waive your rights to return of replaced parts, please inform the center manager before you sign this document so that we may make appropriate arrangements.

8. DISCLAIMERS. THE FOREGOING PARAGRAPH 7 IS THE COMPLETE LIMITED WARRANTY FOR CALIBER REPAIRS AND SUPERSEDES ALL OTHER WARRANTIES AND REPRESENTATIONS, WHETHER ORAL OR WRITTEN. EXCEPT AS EXPRESSLY SET FORTH ABOVE, NO OTHER EXPRESS WARRANTIES ARE MADE WITH RESPECT TO CALIBER REPAIRS IN NO EVENT WILL CALIBER BE LIABLE TO THE CUSTOMER OF THE VEHICLE DESCRIBED IN THIS AGREEMENT, FOR ANY COMMERCIAL DAMAGES, EXPENSES, LOST REVENUES, LOST SAVINGS OR ANY OTHER SPECIAL, INDIRECT INCIDENTAL OR CONSEQUENTIAL LOSSES OF A COMMERCIAL NATUREWHATSOEVER, EVEN IF CALIBER HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. TO THE EXTENT THAT ANY PART OF THIS LIMITED WARRANTY IS IN CONFLICT WITH APPLICABLE LAW, CALIBER WILL FOLLOW APPLICABLE LAW.

9. Entire Agreement, Headings, Validity. Customer acknowledges that he/she has not been induced to authorize repairs by any representation or warranty not set forth in this agreement. This is the entire agreement between Caliber & Customer, and supersedes all existing agreements and all other oral or written communication between them concerning its subject matter. This agreement may only be modified in writing, signed by Caliber & Customer, either through manual or digital signatures.

Customer Signature_____Date _____

I acknowledge notice and oral approval of an increase in the original estimated price.

Customer Signature_____Date _____

POWER OF ATTORNEY
I Do Hereby Appoint Caliber Collision Centers As My Lawful Attorney In Fact To Accept On My Behalf Any And All Checks, Drafts, Or Bills Of Exchange, And To Endorse All Such Instruments, And Place Them In a Negotiable Position For Deposit To The Aforementioned Business' Account For Credit On My Account For Repairs On My Vehicle.

Initial_____

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CC ITEM 1F

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Update Regarding the Irwindale Community Foundation's Approval to Redirect the Use of the Irwindale Community Foundation's FY 2020-2021 Contribution to various City departments

City Manager's Recommendation:

It is recommended that the City Council receive and file the update regarding the Irwindale Community Foundation's (ICF) approval of the City's request to redirect $95,255 of the ICF's FY 2020-2021 Contribution to be reallocated among the Community Services Departments for certain uses, as well as the sponsorship of free or reduced fees, that will benefit the Irwindale community.

Administrative Action:

Prepared /Submitted by:

Eva Carreon, Finance Director / City Treasurer
(626) 430-2294

Reviewed by:

Adrian R. Guerra, City Attorney — ***Electronically Approved***

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

Background and Analysis:

On October 12, 2020, the Irwindale Community Foundation (ICF) approved the FY 2020-2021 Budget, including an allocation of funds to the Community Services Departments

intended to fund community programs and events, allocated as follows: $144,500 to the Recreation Department, $59,000 to the Senior Center, $28,500 to the Library, and $11,000 to Administrative Services (collectively, "Departments").

Due to the COVID-19 Pandemic and the Los Angeles County Public Health Order prohibiting gatherings, the Departments cancelled all in-person events and programs. Los Angeles County's coronavirus metrics have been steadily improving, and business sectors are reopening, therefore the City is optimistic that community events may resume in the future. However, due to the cancelled programs and events throughout the current fiscal year, the Departments were unable to spend a significant portion of the contributed ICF funds on the intended programing. This has resulted in available funding within these Departments.

On May 5, 2021, the Parks and Recreation Commission recommended staff to request the ICF redirect funding within the Recreation department budget for essential items benefiting the Irwindale community. On May 18, 2021, staff received approval from the ICF Board to redirect the estimated ICF FY 2020-2021 funding for alternative uses, including items necessary to continue providing quality and innovative programs and events that benefit the community. The ICF board approved a redirection of $76,935 funds for alternative expenditure amounts as follows:

Department	Request	ICF Approval
Administration	$5,000	$0
Library	$12,700	$12,700
Recreation	$47,150	$36,435
Senior Citizen Center	$27,800	$27,800
Total	$92,650	$76,935

A detailed list of the ICF approved redirection of funds per department is included as Attachment "A" to this report.

Additionally, during the May 18, 2021 ICF Board Meeting, the ICF requested that additional ICF funds be redirected to support free or reduced programs, events, and classes for residents at the Recreation Department and Senior Center, listed as follows:

Department	Description	Amount
Recreation	*FREE to all residents*: Beach Trips and Summer Day Camp. *REDUCED* Senior Citizen resident fee: Yoga, Zumba, and Aqua fitness (reduced registration from $20 to $10) and Lap swim/walk (reduced daily fee from $1.50 to $0.75)	$3,200.00
Recreation	*FREE* Summer Kid Zone	$10,520.00
Senior Center	*FREE* programs, events and classes	$4,600.00
TOTAL		$18,320.00

Fiscal Impact:

There is no fiscal impact for the redirection of the ICF funding, as the City Council approved the appropriation of the ICF contribution on October 14, 2020. The anticipated unspent funds will be reallocated to the Recreation, Senior Center and Library according to ICF's approved redistribution of $76,935 as detailed in Attachment A, and for the ICF's request for reduced fee or fully sponsored programs of $18,320. The total of this reallocation of funding is $95,255, and there is sufficient unspent ICF funding available to cover this.

Attachment:

A. Alternative Use of Available ICF funding for FY 2020-2021

ATTACHMENT "A"

Alternative Use of Available ICF Funding for FY 2020-2021

DEPARTMENT: ADMINISTRATION			
ITEM	**DESCRIPTION**	**AMOUNT**	**APPROVED**
Wireless Access Points	Five (5) Wireless Access Points to be installed at several exterior locations (library, PD/City Hall, Recreation, Swimming Pool) to provide Internet service to the exterior areas of the library, park plaza, swimming pool, and memorial garden.	5,000.00	-
TOTAL ADMINISTRATION		**$ 5,000.00**	**$ -**
DEPARTMENT: RECREATION			
ITEM	**DESCRIPTION**	**AMOUNT**	**APPROVED**
Push to Talk Radios	Ten (10) push to talk radios for distribution to recreation staff in the field (swimming pool, playground, events) enabling communication between staff.	4,000.00	2,000.00
Aquatics Training Equipment	Manikins (12) and training tools for lifeguards. Due to COVID-19, manikins may not be used by more than 1 person.	6,350.00	3,175.00
Laptops	Four (4) laptops for staff to use for virtual programming offered to the community.	4,800.00	-
Tablets	Three (3) tablets and cases for use at the Swimming Pool to check in attendees.	1,100.00	367.00
Blender Bike	Part of the new Healthy Irwindale Campaign, bike will be used at community events to blend smoothies as you cycle.	2,500.00	-
Hand Washing Station	Four (4) Mobile hand washing stations for use during community events to help maintain proper hand hygiene.	2,600.00	2,600.00
Phone Charging Station	Two (2) portable stations and One (1) wall mount station enabling the public to charge their mobile devices.	1,300.00	943.00
Portable Outdoor Movie Screen & Speakers	To be used to show movies to the community during Movies in the Park	9,500.00	9,500.00
75" and 65" Interactive TV	Allows staff to conduct programs and seminars in the Kid Zone room (65") and Banquet Room (75"). Requires MS Office	9,500.00	9,500.00
Mobile PC	Mobile PC and PC stand that permits staff to register participants at outdoor events.	2,600.00	2,600.00
Flag Pole	For use at the aquatics center to notify participants of pool operations due to air quality index.	600.00	600.00
Video games systems and arcade machines	For use in the game room and Kidzone (Sam's Club: Arcade Game, Pinball, Foosball, pool sticks, pool balls, air hockey pucks, paddles, extra fooseballs, and board games)	5,150.00	5,150.00
TOTAL RECREATION		**$ 50,000.00**	**$ 36,435.00**
DEPARTMENT: SENIOR CENTER			
ITEM	**DESCRIPTION**	**AMOUNT**	**APPROVED**
Lobby, TV Room and Computer Lab Furniture	Front Lobby: (4) Tables, (2) Sofas, (12) Chairs, (1) Revolving Display, Picture Frames; TV Room: (4) Chairs; Computer Lab: (5) Seminar Tables	12,300.00	12,300.00
75" Interactive TV	75" Interactive TV for the Computer Lab to offer class instruction and seminars.	5,400.00	5,400.00
Laptops	Three (3) laptops for senior to check out and use while at the Senior Center	3,600.00	3,600.00
Mini PC & Phone Charging Station	Mini PC for the Dining Room to connect Wii, movies, and presentations to the projector. Phone charging station for the coffee bar.	1,300.00	1,300.00
Senior Center Grand Opening	Food and Giveaways for grand re-opening of senior center.	4,000.00	4,000.00
Lectern	Lectern for the Dining Room to store audio equipment serve as a podium for guest speakers.	1,200.00	1,200.00
TOTAL SENIOR CENTER		**$ 27,800.00**	**$ 27,800.00**
DEPARTMENT: LIBRARY			
ITEM	**DESCRIPTION**	**AMOUNT**	**Approved**
Laptops	Six (6) Learning Center laptops for student use and workshops offered to the community.	6,400.00	6,400.00
75" Interactive TV	Allows staff to conduct programs and community seminars in the Learning Center. Requires MS Office.	5,400.00	5,400.00
Color Printer	Color printer/copier for public use.	900.00	900.00
TOTAL LIBRARY		**$ 12,700.00**	**$ 12,700.00**
TOTAL REQUESTED/APPROVED		**95,500.00**	**$ 76,935.00**

CC 2A, HA 2F, RA 1A

☒City Council
☐Successor Agency
☒Housing Authority
☒Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council
Housing Authority Board
Reclamation Authority Board

From: William K. Tam, City Manager/Executive Director

Issue: FY 2021-2022 Budget Workshop #2

City Manager/Executive Director's Recommendation:

It is recommended that the City Council/Boardmembers discuss and provide direction regarding the addition of the budget requests presented during the Budget Workshop to the FY 2021-2022 Budget for adoption in June 2021.

Administrative Action:

Submitted by:
Eva Carreon, Finance Director / City Treasurer

Reviewed by:

Adrian R. Guerra, City Attorney

Not Applicable

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager/Executive Director

Background and Analysis

The FY 2021-2022 budget preparation process officially started in February 2021, after Finance Staff distributed to all City Departments their budget worksheets, guidelines and deadlines for compiling the FY 2021-2022 Budget. The budget process also includes budget meetings held during the month of April, where the City Manager met separately with City Departments to review their budgets. During these meetings, City Departments had the opportunity to also discuss any additional budget needs to maintain optimal departmental operations.

This year, departments submitted a substantial number of budget requests for consideration. These included requests for both operations and personnel budget increases.

Concerted efforts were placed by Staff to reduce the amount of budget requests by either deferring items where safe to do so, or addressing them with alternate funding sources if available. Additionally, significant budget cuts were made throughout most City department budgets to offset the budget requests wherever possible.

The budget cuts made totaled $544,000, and included expense items such as contractual services, maintenance services, and supplies accounts. Many of these budget cuts were contingent on the new budget requests being approved. Should the budget requests not be approved, many of the budget cuts will need to be restored.

Even after multiple reduction efforts, numerous budget requests remain pending. Due the purpose and costs of these requests, City Staff requires City Council direction for approval to include them in the FY 2021-2022 Budget.

On May 17, 2021, a Budget Workshop was held during which the City Council was presented with the Preliminary FY 2021-2022 Budget. The table below shows the preliminary budget summary for the General Fund:

General Fund	Revenue	Expenditures	Surplus / (Deficit)
Operating Budget	21,401,970	(20,016,130)	1,385,840
Capital/One-Time Items	10,382,170	(105,060)	10,277,110
Capital Projects	-	(857,400)	(857,400)
Total:	**31,784,140**	**(20,978,590)**	**10,805,550**

Operating Budget Requests:

During the Budget Workshop, the City Council was also presented with all budget items requested by departments to be added to the FY 2021-2022 Budget.

City Staff had the opportunity to provide information and justification to the City Council related to their budget requests. The City Council also had the opportunity to ask questions of the departments pertaining to their requests.

The departmental budget requests included the operational budget increases listed below:

Dept	Operations Budget Requests	General Fund		Mining Impact Fund	
		Operating	Capital/ One-Time	Operating	Capital/ One-Time
Admin	Revise distribution for reduced Joe A. Gonsalves Contract	11,360		17,040	
Admin	Professional Portraits for Council and Commissioners		5,000		
Admin	Computers/Tablets for City Council and Commissions		10,950		
Recreation	New Recreation Vehicle (Tahoe)		48,000		
Recreation	New Computer System - CivicRec (replace RecPRO)	4,800	9,020		
Recreation	New Recreation Classes (Skateboarding, WaterPolo Clinic)	1,600	400		
Recreation	Special Events - Fiesta Mariachi Fest	6,000			
Recreation	New software - ePACT Software Emergency Network	1,500	1,900		
Recreation	Vehicles - Golf Cart/Gator		16,000		
Recreation	Replace all Fitness Equipment		81,000		
Sr Center	New Computer Systems - MySeniorCenter Software	2,100	11,400		
PW Serv	Street Repair/Minor-Extraordinary Emergency Street Repairs	20,000		30,000	
PW Serv	Building Repair & Maintenance-Routine & Extraordinary	8,100			
PW Serv	2 New Vehicles for Park Maintenance Division		60,000		
PW Serv	1 New Vehicles for Project Mgr/Construction Compliance		30,000		
PW Serv	Lawnmower Purchase (gas operated)		40,000		
PW Serv	Purchase Used Bus		90,000		
Comm Dev	Consultant-Housing Element Update & General Plan Update		250,000		250,000
	TOTAL OPERATING BUDGET REQUESTS:	**55,460**	**653,670**	**47,040**	**250,000**

Personnel Budget Requests:

Additional departmental budget requests included personnel reclassifications or additions as follows:

Dept	Personnel Budget Requests	General Fund	Mining Impact Fund	AB 939 Fund
Police	Unfreeze Police Captain Position	283,810		
Police	Hire 2 additional Police Officers	316,860		
Police	Hire additional Community Services Officer (Part-Time)	18,610		
Police	Freeze 3 (of 5) Reserved Officer PT Positions	(35,990)		
	Total Police Dept Personnel Request	583,290	-	-
Admin	Reclassify Econ Dev Coordinator to Assistant to the City Manager	4,420	2,950	
Admin	Add Management Analyst Position	39,770	79,540	13,260
	Total Administration Personnel Request	44,190	82,490	13,260
Finance	Reclassify Finance Analyst to Senior Finance Analyst	4,240	1,130	280
Finance	Reclassify Finance Intern to New Accountant Position	24,270	24,270	
	Total Finance Dept Personnel Request	28,510	25,400	280
Recreation	Add (1) PPT Position - Senior Recreation Leader	66,570		
Library	Change Contractual Tutors to P/T Employees (AB 5)	16,800		
CommDev	Unfreeze Associate Planner position	57,550	38,370	
PWEng	Reclassify Assistant Engineer to Assistant City Engineer	10,060	6,710	
PWEng	New Engineering Technician Position	61,090	40,720	
	Total PW Engineering Personnel Request	71,150	47,430	-
PW Serv	Reclassify 4 PPT Maintainance Aides to Full-Tiime	10,770		
PW Serv	Reclassify Janitor to Maintenance Aide	6,150		
	Total Public Services Personnel Request	16,920	-	-
	Total Personnel Budget Requests:	**884,980**	**193,690**	**13,540**

One-Time Budget Requests:

In preparing the FY 2021-2022 Revenue Budget, the Public Works Engineering Department has identified approximately $9.7 million in revenue to be received in FY 2021-2022 related to several large development projects in the City. This revenue is one-time revenue and cannot be used to fund operating budgets. However, City Staff is recommending using the one-time revenue for items that will benefit the City financially in the future.

During the Budget Workshop the City Council was presented for their consideration the one-time budget items that will provide future long-term financial benefits to the City, as follows:

	Special One-Time Budget Requests	General Fund	Mining Impact Fund
		Capital/ One-Time	Operating
1	Pay Off PERS Loan to Reclamation Fund	5,530,000	
2	Eliminate remaining Reclamation Cap Annual Transfer		(60,000)
3	Startup Advance for new CalPERS Trust - CEPPT	1,000,000	
	Total:	6,530,000	(60,000)

1) City Staff is recommending the full payoff of the CalPERS Unfunded Actuarial Liability (UAL) Loan from the Reclamation Fund, in the amount of $5,530,000.
   a) This loan was made as part of a three-year paydown plan of the City's UAL that was approved on June 27, 2018. As estimated at that time, this plan was approved to pay down the City's UAL in order to save the City over $25.8 million in interest payments to CalPERS over 30 years.
   b) The repayment of this loan was to start in FY 2020-2021, however due to the budget challenges resulting from the COVID-19 Pandemic, the City Council approved the deferral of the repayment for one year. This repayment plan includes a 2% interest rate over 10 years.
   c) On December 9, 2019, the City Council approved a revision to the Reclamation Fund's financial growth schedule, which included the potential restructuring of the UAL Loan repayment over 20 years, with a lower interest rate of 1%.
   d) This revised loan repayment would reduce the annual payment from $615,636 to $306,447. The cumulative interest that the General Fund would pay over the 20 years is $3.7 million.
   e) As stated above, it would be a greater financial benefit to the City to use one-time revenue to pay off the entire loan to the Reclamation Fund, as this will provide a savings of interest expense of over $3.7 million, and will eliminate the need to include the $306,447 annual payment to the General Fund operating budget over the next 20 years.

2) Approving the one-time payoff of the UAL loan would also benefit the Mining Impact Fund by eliminating the need for the annual transfers of $60,000.
   a) On December 9, 2019 the Reclamation's Fund Cap and growth schedule was revised to $13.4 million over 20 years. By approving the payoff of the UAL, this goal would still be reached, as the Reclamation's Fund Balance will increase from $4.8 million to $9.9 million, thereby generating substantially increased interest earnings annually.

b) City Staff's analysis, using a 1.6% interest rate, shows the Reclamation Fund balance would grow to $13.6 million over the next 20 years. As a note, interest earnings fluctuate annually depending on the economy, and the City is required to adhere to its adopted Investment Policy.
c) The City has been able to earn as high as 2-3% during a good economy, and staff believes the estimated interest earnings are achievable.

3) City Staff is recommending the use of one-time revenue to establish a California Employers Pension Prefunding Trust (CEPPT), which is an IRS Section 115 Trust for the City's pension obligations.
   a) A Section 115 Trust allows cities to deposit funds into the trust that will earn significantly higher interest earnings than is allowable under the regular City investment policies. However, the funds deposited and interest earned in the trust can only be used for designated obligations.
   b) Prior to this fiscal year, the establishment of a trust for pension obligations was not allowed by the IRS. This was only for other retiree benefit obligations, more formally known as Other Post Employment Benefits (OPEB).
   c) In 2011 the City established this type of trust for its OPEB, called the California Employer's Retiree Benefit Trust (CERBT). An actuarial valuation report is conducted every two years that establishes the "Annually Determined Contribution" (ADC) amount that is recommended to be deposited annually. This amount is net of the actual payments made to CalPERS for the retiree medical premiums.
   d) The CERBT's performance summary provided by CalPERS reflects an annualized rate of return over the past 11 years of 9.58%, and it is expected that the CEPPT's interest earnings will perform equally as well.
   e) Staff recommends establishing a CEPPT as soon as possible with the recommended $1 million budget request so the City may be able to start earning higher interest. This will help build the funds in this trust to fund future pension obligations and provide a stabilization for the City's budget from pension rate and UAL fluctuations.
   f) Staff also recommends establishing a funding policy for contributing to the fund annually.
   g) In the future, using funds from the trust for its pension obligations and UAL will allow the City to use the budget intended for pension costs toward other expenditures, such as the Resident Benefit Program.

Capital Projects

The following table lists the budget requests for Capital Projects related to the City's facility needs:

Capital Project	General Fund Capital / One-Time
Irwindale Park Phase 4 & 5	2,300,000
Recreation/Library Building Improvements	1,400,000
Project for Our Lady of Guadalupe Mission	1,434,000
Total Capital Project Funding Requests:	**5,134,000**

The addition of the Capital Project funding above will require the use of General Fund Reserves to be transferred to the Capital Projects Fund to fund these projects.

Fiscal Impact:

Should the City Council provide direction to City Staff to add all budget requests to the FY 2021-2022 Budget to be presented for adoption in June 2021, the table below illustrates the Revised Budget Summary for the General Fund:

General Fund	Revenue	Expenditures	Surplus / (Deficit)
Operating Budget	21,401,970	(20,956,480)	445,490
Capital/One-Time Items	10,382,170	(7,288,730)	3,093,440
Sub-Total:	31,784,140	(28,245,210)	3,538,930
Capital Projects	-	(5,991,400)	(5,991,400)
Revised Totals:	**31,784,140**	**(34,236,610)**	**(2,452,470)**

Fiscal Outlook:

The FY 2021-2022 Budget includes $9,750,000 in one-time General Fund revenue related to several large development projects in the City, and this revenue cannot be used to fund operating expenditures. However, it is projected that once the development projects are completed, these will generate significant General Fund operating revenue in the form of increased sales tax, utility users tax, and property taxes. This depicts a very positive fiscal outlook for the General Fund in the near future.

City Staff has worked with consultants in projecting the General Fund revenue that is expected once the development projects are completed. Based on this analysis, the revenue is estimated to start at approximately $235,000 in the first year, and growing to over $2.3 million annually over the next five years.

Presentation & City Council Direction:

A presentation will be provided to the City Council as a supplement to this report, to review the budget requests for the City Council to provide direction to City Staff.

Additionally, the presentation will also provide more details to the City Council related to the special one-time budget requests, as well as the future operating revenue projections from completed development projects.

CC ITEM 2B

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Proposed Irwindale Non-Motorized Active Transportation Plan

City Manager's Recommendation:

1) That the City Council adopt Resolution No. 2021-25-3247 approving the Irwindale Non-Motorized Active Transportation Plan

Administrative Action:

Prepared / Submitted by:

Marilyn Simpson, Community Development Director
626-430-2209

Marilyn Simpson

Reviewed by:

Electronically Approved

Adrian R. Guerra, City Attorney

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

BACKGROUND/DISCUSSION

In February 2016, the California Department of Transportation (Caltrans) awarded a grant to the City of Irwindale to create a Citywide Non-Motorized Active Transportation Plan (Plan). The proposed Plan is intended to identify the need for non-motorized transportation options within the City. The City selected PlaceWorks as the lead consultant on this effort.

The Plan advances Irwindale's vision for a network of walkable neighborhoods and a safe, sustainable, well-maintained circulation system as outlined in the City's General Plan Circulation Element and other adopted area Plans.

Funded by a Caltrans Transportation Grant, the community-driven Plan develops a vision for a connected and safe non-motorized transportation system for all. The Plan outlines Existing Conditions, a Policy Framework with goals and policies, Plan Recommendations, and Funding and Implementation information.

The criteria developed in the Plan is based on community feedback and analysis of walking and biking conditions. Primary criteria developed for pedestrian and bicycle recommendations include:

1. Provides direct access to key destinations in Irwindale
2. Implements recommendations in adjacent and/or regional pedestrian and bicycle plans
3. Improves safety and access for all
4. Incorporates multi-modal infrastructure in growth areas
5. Connects to regional infrastructure (bicycle criteria only)
6. Connects to bikeways in adjacent jurisdictions (bicycle criteria only)
7. Incorporates best practices in engineering design
8. Expedites the implementation and evaluation of projects to continue to improve the quality and safety of non-motorized infrastructure in Irwindale

Engagement with the community was a key component of developing policy and project recommendations for the Plan, with feedback from over 200 community members received. Several outreach events were conducted for the Plan to maximize input from the City's diverse range of stakeholder groups. Engagement strategies for the Plan included the development of online and print materials, a dedicated webpage on the City's website (https://www.irwindaleca.gov/396/Irwindale-ATP-Design-Guidelines), surveys on existing walking and biking conditions, presentations and updates to members of the Irwindale Chamber of Commerce, pop-ups at popular community events, and stakeholder interviews. Notification of the Draft Plan was released to community members and stakeholder groups, with public comments received on the Plan provided in Attachment C.

ENVIRONMENTAL REVIEW:

The subject plan is statutorily exempt from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section §15262 that exempts Feasibility and Planning Studies. This exemption covers a project involving only feasibility or planning studies needed for possible future action for which an agency, board, or commission has not approved, adopted, or funded. Implementation of projects identified within the Plan by the City will require CEQA review. The Irwindale ATP does not have a legally binding effect on later activities.

SUMMARY:
Approval of the Active Transportation Plan would allow staff to pursue grant funding for pedestrian and bicycle improvements in Irwindale. This will result in providing a safe and healthy walking and bicycling community, accessible to all, advancing community goals as described in the General Plan, as well as incorporating community input received throughout the development of the Active Transportation Plan.

FISCAL IMPACT:
There is no fiscal impact associated with the adoption of the Irwindale Active Transportation Plan. While the Active Transportation Plan proposes potential infrastructure improvements throughout the area, the City is not obligated to fund Plan recommendations. City Council adoption of the Plan will enable City Staff to pursue program and infrastructure funds through the Caltrans Transportation Planning Grant Program, which distributes over $100 million dollars in pedestrian and bicycle improvements every 2 years. Having an adopted Active Transportation Plan is a key component in being competitive for not only pursuing Caltrans Active Transportation grant funds, but grants through other statewide and regional programs, including with the Office of Traffic Safety, the Recreational Trails Program administered by California State Parks, and Urban Greening Grant Funding administered through the California Natural Resources Agency.

ATTACHMENTS
A: Resolution No. 2021-41-3253, with Exhibit "A" [Irwindale Active Transportation Plan (previously provided)]
B: ATP Plan Comment Matrix

ATTACHMENT A

RESOLUTION NO. 2021-41-3253

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE ADOPTING THE CITY OF IRWINDALE ACTIVE TRANSPORTATION PLAN

A. RECITALS.

(i.) In June 2015, the City of Irwindale applied for a grant with the California Department of Transportation (Caltrans) to prepare a Citywide Non-Motorized Active Transportation Plan with Design Guidelines ("ATP"); and

(ii.) In February 2016, Caltrans awarded the grant to the City of Irwindale from the 2015 Active Transportation Program Cycle 2 (Program); and

(iii.) In 2018, the City Council approved a contract with PlaceWorks to prepare the ATP; and

(iv.) The ATP was developed with significant community input and engagement from area residents, businesses, stakeholder groups, and public agencies; and

(v.) The ATP provides infrastructure and program recommendations for corridors in the City of Irwindale; and

(vi.) Having an adopted ATP is an important component for municipal agencies in California to be competitive for statewide and regional funds, including grant funds available through the Caltrans Active Transportation Program; and

(vii.) The ATP is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15262, consisting of projects involving only feasibility or planning studies needed for possible future action for which an agency, board, or commission has not approved, adopted, or funded and the ATP does not have a legally binding effect on later activities; and

(viii.) On April 21, 2021, an informational presentation about the ATP was given to the Planning Commission; and

(ix.) On May 26, 2021, the Irwindale City Council considered the proposed City of Irwindale Active Transportation Plan; and

(x.) All legal prerequisites to the adoption of this Resolution and Ordinance have occurred.

B. RESOLUTION.

NOW, THEREFORE, it is hereby found, determined and resolved by the City Council of the City of Irwindale as follows:

SECTION 1. The City Council hereby specifically finds that all of the facts set forth in Recitals, Part A, of this Resolution are true and correct.

SECTION 2. The City Council hereby adopts the City of Irwindale Active Transportation Plan, a true and correct of which is attached hereto as Exhibit "A".

SECTION 3. The City, as the Lead Agency, has determined that, pursuant to the California Environmental Quality Act (CEQA), which lists classes of projects determined not to have a significant effect on the environment and are therefore, Statutorily Exempt from the provisions of CEQA to Section 15262 (Feasibility and Planning Studies); and that a Notice of Exemption has been prepared.

SECTION 4. The Secretary shall certify to the adoption of this Resolution

SECTION 5. This resolution shall be effective upon adoption.

PASSED, APPROVED AND ADOPTED this 26th day of May 2021.

_____
H. Manuel Ortiz, 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. 2021-41-3253 was duly adopted by the City Council of the City of Irwindale, at a regular meeting held on the 26th day of May 2021, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Laura M. Nieto, MMC
Chief Deputy City Clerk

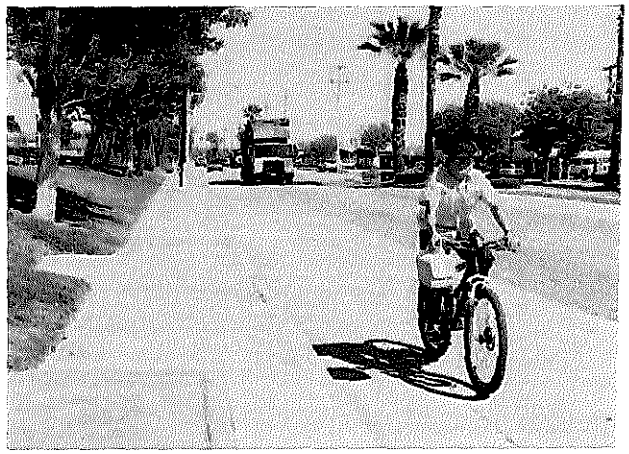
EXHIBIT "A"

IRWINDALE ACTIVE TRANSPORATION PLAN

https://www.irwindaleca.gov/396/Irwindale-ATP-Design-Guidelines

City of Irwindale

ACTIVE TRANSPORTATION PLAN



January 2021

ACTIVE TRANSPORTATION PLAN

City of Irwindale

January 2021

This document was funded through a Caltrans Active Transportation Program Cycle II Grant.

PLACEWORKS

City of IRWINDALE

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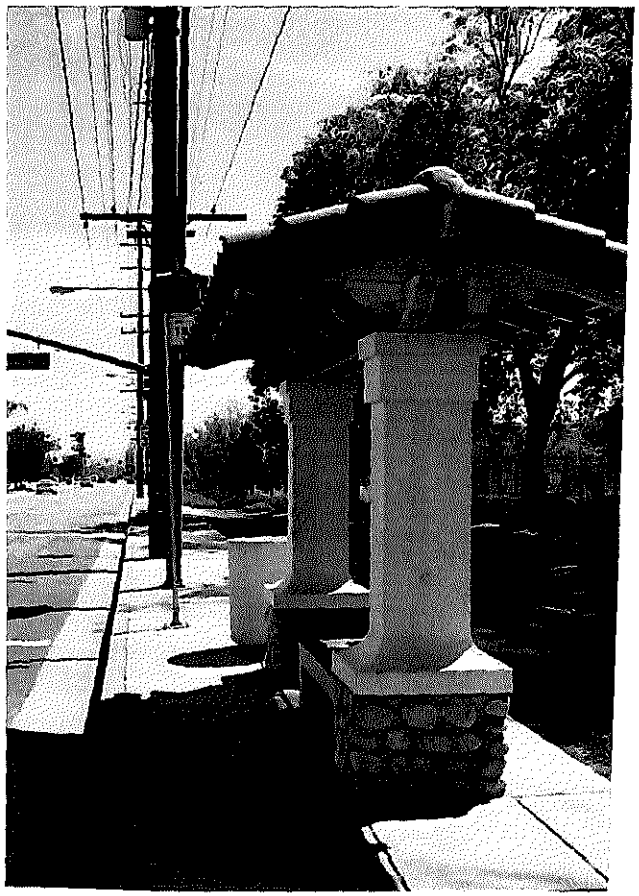
EXECUTIVE SUMMARY

Chapter 1



PLAN PURPOSE AND VISION

The Irwindale Active Transportation Plan will guide the development of pedestrian and bicycle infrastructure and programs in the City of Irwindale. The Plan ultimately supports and implements a fully integrated network accommodating all transportation modes, with a specific focus on improving pedestrian connections to key destinations citywide. From its policies and project recommendations to its implementation program, the Active Transportation Plan seeks to make walking and bicycling in the City of Irwindale safe, pleasant, and convenient for people of all ages and abilities.

The Plan's proposed pedestrian and bicycle network provides key connections for people living in, working in, and visiting Irwindale to regionally significant recreational and transit amenities. These connections will support and expand sustainable transportation options, simultaneously improving public health and maximizing available public infrastructure. Design guidelines for pedestrian and bicycle facilities, provided in Appendix K, will ensure that development of the bicycle and pedestrian network will utilize national best practices and also reflect the City's unique history and character.

SUMMARY OF DOCUMENT CHAPTERS

Summaries of chapters within the Irwindale Active Transportation and Design Guidelines are provided below.

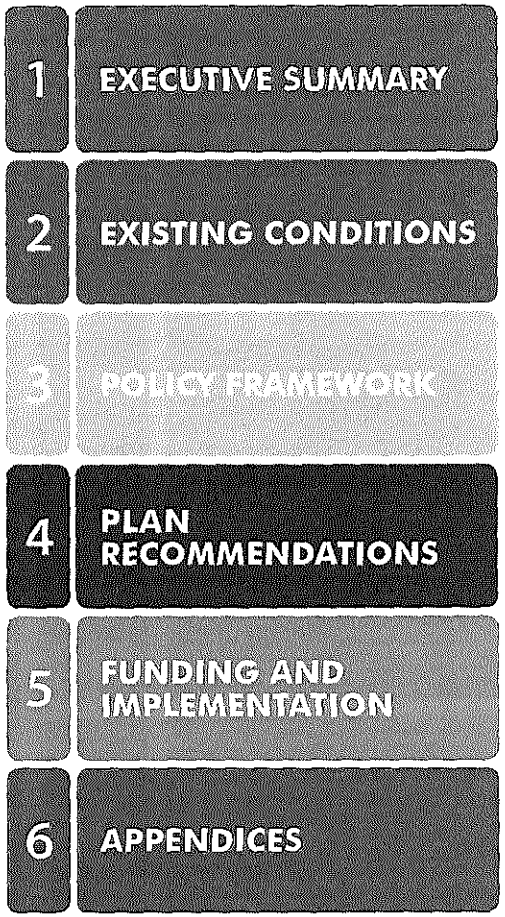
Chapter 2 – Existing Conditions

The existing conditions analysis provides background information and data to support community feedback received on walking and biking conditions in Irwindale. The analysis included an assessment of:

- Irwindale's setting, land use characteristics, demographic characteristics, commute patterns, existing public transit options, existing walking and biking infrastructure
- Overview of collision patterns
- Overview of levels of walking and bicycling determined through pedestrian and bicycle counts at several locations
- Existing policy framework on walking and biking

The planning process for the Plan included a variety of outreach components including a dedicated

Document Organization



webpage, flyers, surveys, e-mail blasts, "pop-up" events, and engagement with key stakeholder organizations and businesses. Print and online surveys provided valuable community feedback regarding topics such as perceived level of comfort for walking or bicycling in Irwindale, areas that are challenging for people walking and/or bicycling, and desired improvements to walking and bicycling infrastructure. Based on feedback received through the surveys and pop-up events, community members expressed concerns about walking/bicycling safety and comfort, revealing a desire for more high-quality facilities and traffic calming interventions.

Background information gathered and community feedback received on walking and biking conditions discussed in Chapter 2 establishes a framework for proposed policies, programs and infrastructure improvements, which are presented in Chapters 3 and 4.

Chapter 3 – Policy Framework

This chapter contains goals, policies and actions to guide the City of Irwindale in implementing the vision of the Irwindale Active Transportation Plan. A goal is a positive outcome of implementing the Plan, a policy is a method to achieve a goal, and an action is a practical step to implement a policy. Plan goals, policies and actions are largely based on the "Essential Elements of a Bicycle Friendly America" as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in active transportation plans. These elements include Education, Encouragement, Enforcement, Engineering, and Evaluation, and they provide the basis for four of the 5 goals in the Plan. The additional Plan goal promotes accessibility and connectivity to form a complete bicycle and pedestrian network.

Chapter 4 – Plan Recommendations

This chapter recommends 71 pedestrian projects and 39 bicycle projects. To most effectively utilize available and potential resources, this Plan includes several criteria utilized to prioritize projects into defined implementation phases. The criteria are based on community feedback and analysis of walking and biking conditions described in Chapter 2. Primary criteria developed for pedestrian and bicycle recommendations include:

- Provides direct access to key destinations in Irwindale
- Implements recommendations in adjacent and/or regional pedestrian and bicycle plans
- Improves safety and access for all
- Incorporates multi-modal infrastructure in growth areas
- Connects to regional infrastructure (bicycle criteria only)
- Connects to bikeways in adjacent jurisdictions (bicycle criteria only)

In addition, a set of secondary criteria is based on estimated project costs, amount of coordination required with outside agencies, and amount of adjustments needed to utilize existing rights-of-way to implement the project. Specific evaluation of criteria on individual project recommendations are provided in Appendix I for pedestrian projects and Appendix J for bicycle projects. The majority of prioritized projects are within the City's Pedestrian Priority Areas or along Bicycle Priority Corridors, which are areas in Irwindale that satisfy most or all defined criteria.

Using these criteria, projects are organized into three phases, with Phase 1 projects to be implemented in 5 years, Phase 2 projects to be implemented within 5-10 years, and Phase 3 projects to be implemented in 10-20 years. Descriptions of individual projects are identified in Chapter 4 through maps, tables and high-level cost estimates. The Plan also provides a phased list of 36 programs that will support walking and bicycling in the City of Irwindale, also prioritized by criteria described in this chapter. Program recommendations directly link to advancing goals, policies and actions described in Chapter 3.

Chapter 5 – Funding and Implementation

This chapter details strategies to advance project implementation, including information on over three dozen national, state, regional, local and non-traditional funding sources. Opportunities to apply for funding to implement Plan projects and programs are identified, along with descriptions of examples of projects in the region that have been recently funded by these programs.

The most significant source of funding for projects in this Plan is the Caltrans Active Transportation Program, with the next Call for Projects (Cycle 5) to occur in Spring 2020. In Cycle 5 and future rounds of funding to be released once every two years, approximately $440 million dollars will be potentially available for pedestrian and bicycle infrastructure statewide. To ensure that Irwindale is competitive for active transportation funds at the statewide level, the Plan has been designed to comply with the current California Transportation Commission (CTC) Active Transportation Guidelines, which are provided in detail in Appendix H.

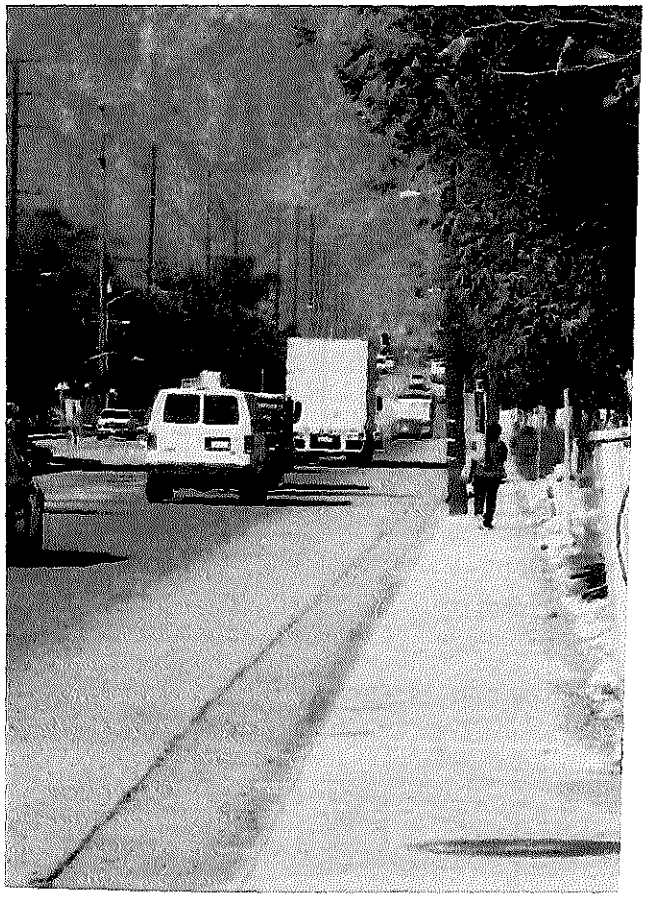
Appendices

The appendices include background data and research that is summarized in the Existing Conditions Chapter (Chapter 2) and detailed matrices on the prioritization of pedestrian and bicycle infrastructure projects that is summarized in the Plan Recommendations Chapter (Chapter 4). There is also a Design Guidelines appendix providing best practice strategies for the design of high-quality pedestrian, bicycle, and trail facilities in Irwindale.

- Appendix A –Count Memorandum
- Appendix B –Count Form Template
- Appendix C –Survey Forms
- Appendix D – Bicycling Survey Summary
- Appendix E – Walking Survey Summary
- Appendix F – Outreach Event Summaries
- Appendix G – Project Flyer
- Appendix H – Caltrans Active Transportation Checklist
- Appendix I – Pedestrian Project Matrix
- Appendix J – Bicycle Project Matrix
- Appendix K – Design Guidelines

EXISTING CONDITIONS

Chapter 2



PROJECT SETTING

The City of Irwindale is in the San Gabriel Valley region of Los Angeles County, just to the south of the San Gabriel Mountains. The western boundaries of the City are approximately 13 miles east of Downtown Los Angeles. The City is generally bounded by Duarte to the north, Azusa to the east, Baldwin Park to the south, and the cities of Monrovia, Arcadia, El Monte and Duarte to the west. The City's industrial history and development patterns have been primarily shaped by the local mining industry and many active and inactive quarries are located throughout the community. Figure 2.1 shows the City's regional context including adjacent jurisdictions, the regional roadway network, existing bikeways and trails, rail lines, and transit infrastructure.

The Santa Fe Dam Recreation Area – representing one-third of the city's land area – attracts users from across the region, with activities including bicycling, fishing, boating (non-motorized), and seasonal swimming. The San Gabriel River traverses the City in a north-south direction; it is mostly channelized with a "soft bottom" composed of natural soils and vegetation, although it is in a more-naturalized state within the Santa Fe Dam Recreation Area.

The history of Irwindale reflects its distinctive geographic location, area geology, and topographical conditions, its foothill location atop deep alluvial deposits that have accumulated over thousands of years. By the late 19th century, the Irwindale area was known to contain some of the highest quality and quantity of aggregate resources in Southern California, and mining soon became the young town's principal industry. Irwindale's mined aggregate literally supported the region's tremendous growth in the 20th century by providing quality construction aggregate for new freeways, roads and buildings.

Today, Irwindale retains an industrial focus; while the sand and gravel mining industry remains a moving force in the City's economy, its economic base includes a wide variety of industrial and manufacturing businesses, warehousing, food processing plants, and professional offices. Relatedly, the city has both challenges and tremendous opportunities as it has sought ways to repurpose pits that sit idle because they have been fully mined. The Irwindale Business Center, a 2-million square foot industrial park, and Reliance II sit atop reclaimed quarries. Today, redevelopment of reclaimed quarries continues.

LAND USE

The City of Irwindale contains a mix of uses including industrial, commercial, residential (primarily single family), and significant area dedicated to open space and recreation. The distribution of existing land uses across the City's 9.5 square miles is illustrated in Figure 2.2.

The three largest land uses within the City are parks and open space (36.8%) of the land area, including the Santa Fe Dam Recreation Area and the San Gabriel River Trail), mineral processing (21.3%), and light industrial (16.1%). Irwindale's Town Center, with commercial, residential, and civic uses, is focused around the intersection of Irwindale Avenue and Arrow Highway. The General Plan Land Use Element (GPLUE), shown in Figure 2.3, largely corresponds with existing land uses. A notable difference is the specification of regional commercial land use in the GPLUE along the 605 Freeway and the 210 Freeway that is currently industrial in use.

City of Irwindale City Hall Plaza

Figure 2.1: Regional Context

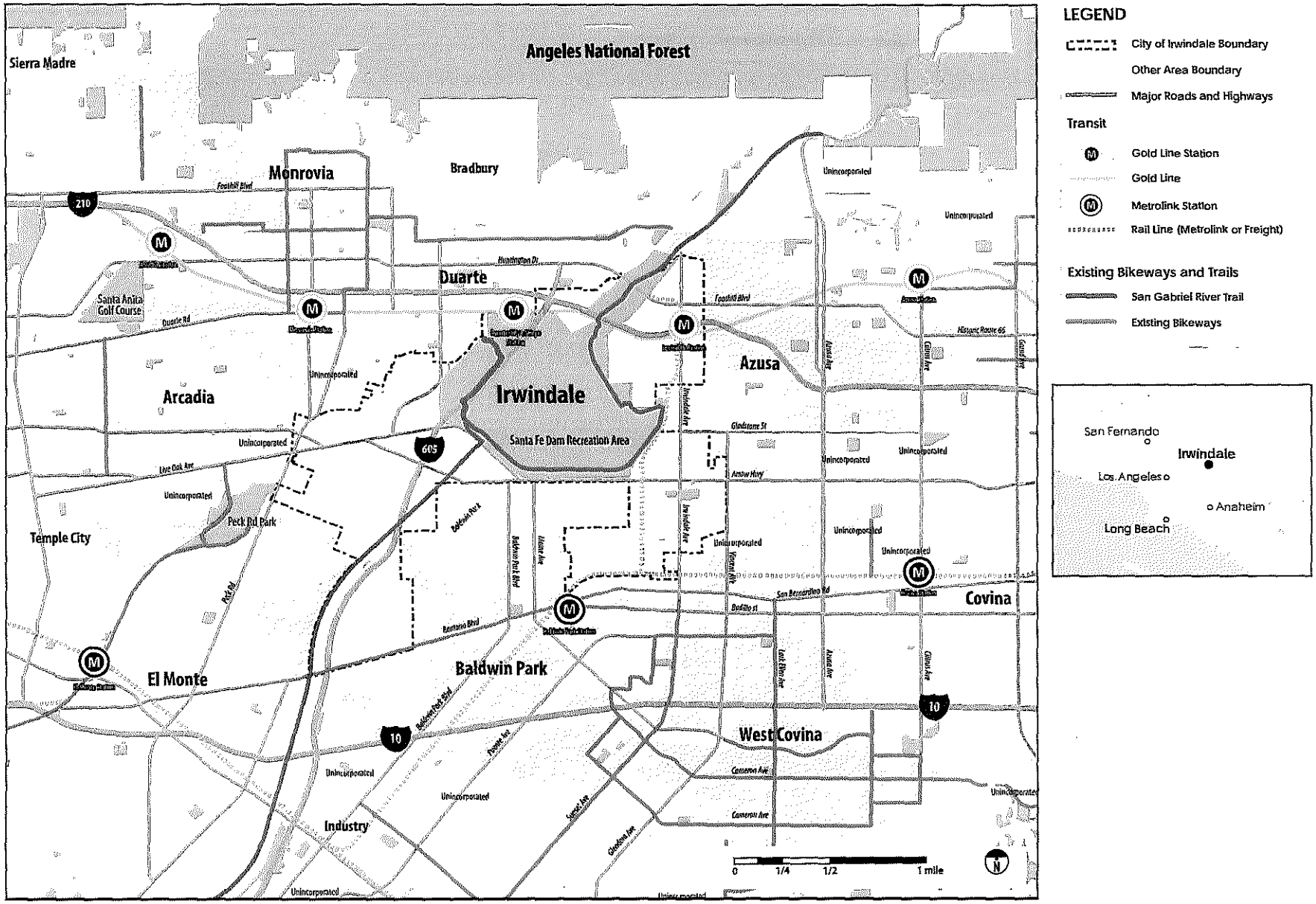
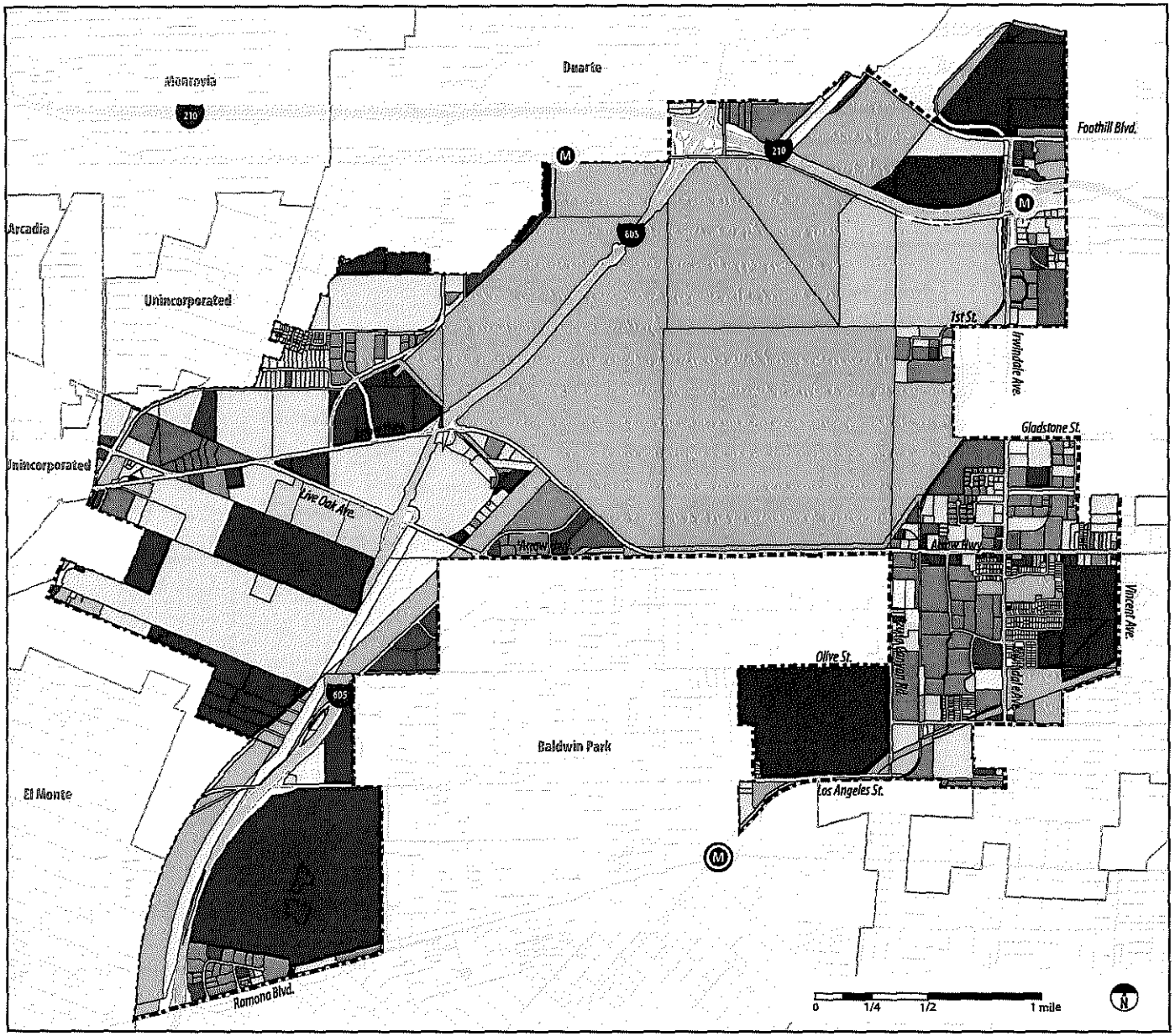


Figure 2.2: Existing Land Use



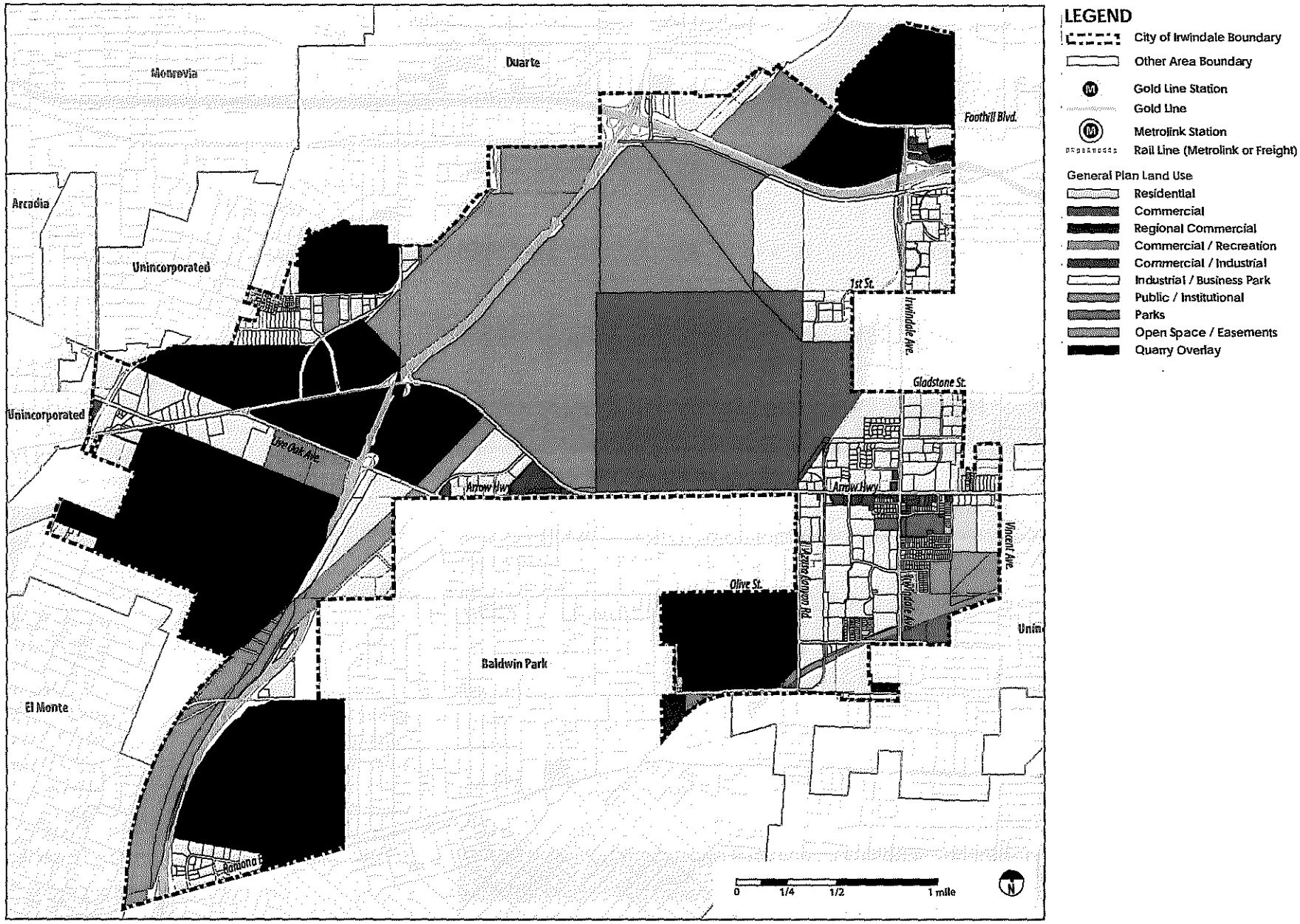
LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)

Existing Land Use

- Single Family Residential
- Multifamily Residential
- Commercial / Office
- Light Industrial
- Heavy Industrial
- Mineral Processing
- Food Processing
- Warehousing
- Hospital
- Institutional
- Utility
- Parking
- Recreation
- Parks & Open Space
- Right of Way

Figure 2.3: General Plan Land Use



DEMOGRAPHICS AND COMMUTE PATTERNS

According to the 2016 American Community Survey (ACS) 5-year population estimates, 1,319 residents live in the City of Irwindale and 546 residents, approximately 41% of the population, work in the City as welli. Many residents drive alone to work at a higher rate than residents in surrounding cities, the County of Los Angeles, and the State of California (see Table 2.1). Although fewer than 4 percent of employed residents walk to work, at 3.3 percent mode-share, walking constitutes a greater percentage of trips made in Irwindale than trips made in surrounding cities, the County of Los Angeles, and the State of California. Trips made by bicycle, however, represent 0-percent of all trips made in the City. In comparison to residents in surrounding cities, the County, and the State, a greater percentage of Irwindale residents travel less than 10 minutes to work and proportionally more employed residents work 19 or fewer minutes from home (see Table 2.2). Irwindale residents who commute 60 minutes or more to work, however, represent a greater percentage by the same comparison.

Data from the 2015 Longitudinal Employer-Household Dynamics study indicates that 15,658 primary jobs exist in the Cityii. Approximately 42 percent of employees commute fewer than 10 miles to work from nearby cities like Baldwin Park, El Monte, and Azusa. More than 96.5 percent of employees working in Irwindale live outside of the City.

The manufacturing, wholesale trade, retail trade, and construction industries constitute 71 percent of jobs in Irwindale. Major employers include MillerCoors, Southern California Edison, Ready Pac/Bonduelle Group, Southern California

Table 2.1: Commute Patterns (Mode Share)

MODE OF TRAVEL (%)	IRWINDALE	AZUSA	BALDWIN PARK	COVINA	DUARTE	EL MONTE	LA COUNTY	STATE
CAR, TRUCK, OR VAN - DROVE ALONE	82	73	76	79	75	74	73	74
CAR, TRUCK, OR VAN - CARPOOLED	8	11	14	12	10	13	10	11
PUBLIC TRANSPORTATION	3	3	4	4	5	5	7	5
WALKED	3	8	1	1	3	3	3	3
BICYCLE	<1	1	<1	<1	1	<1	1	1
MOTORCYCLE AND OTHER MEANS	1	2	1	1	2	1	1	2
WORKED FROM HOME	2.0	2.6	4.0	2.7	5.1	3.8	5.2	5.4

Table 2.2: Commute Patterns (Travel Time)

TRAVEL TIME TO WORK (%)	IRWINDALE	AZUSA	BALDWIN PARK	COVINA	DUARTE	EL MONTE	LA COUNTY	STATE
LESS THAN 10 MINUTES	18	14	6	9	10	4	7	10
10 TO 14 MINUTES	11	14	11	12	13	10	11	13
15 TO 19 MINUTES	17	12	14	11	13	13	14	15
20 TO 24 MINUTES	8	13	17	11	14	16	14	15
25 TO 29 MINUTES	4	4	6	5	5	5	5	6
30 TO 34 MINUTES	10	14	18	13	15	18	18	15
35 TO 44 MINUTES	6	7	8	7	7	7	8	7
45 TO 59 MINUTES	6	10	10	12	9	14	10	9
60 OR MORE MINUTES	21	13	13	19	13	13	13	11

Edison, Spectrum, Biosense Webster, Inc., Decorative Specialties, California Community News Corporation, Gale Banks Engineering, Irwindale Event Center, and Athens Services. Mining operators include Vulcan Materials, Hanson Aggregates, and United Rock Product. Employment is concentrated in the Irwindale Avenue corridor between Cypress Street and Gladstone Street, and southeast of the San Gabriel River Freeway and Arrow Highway interchange.

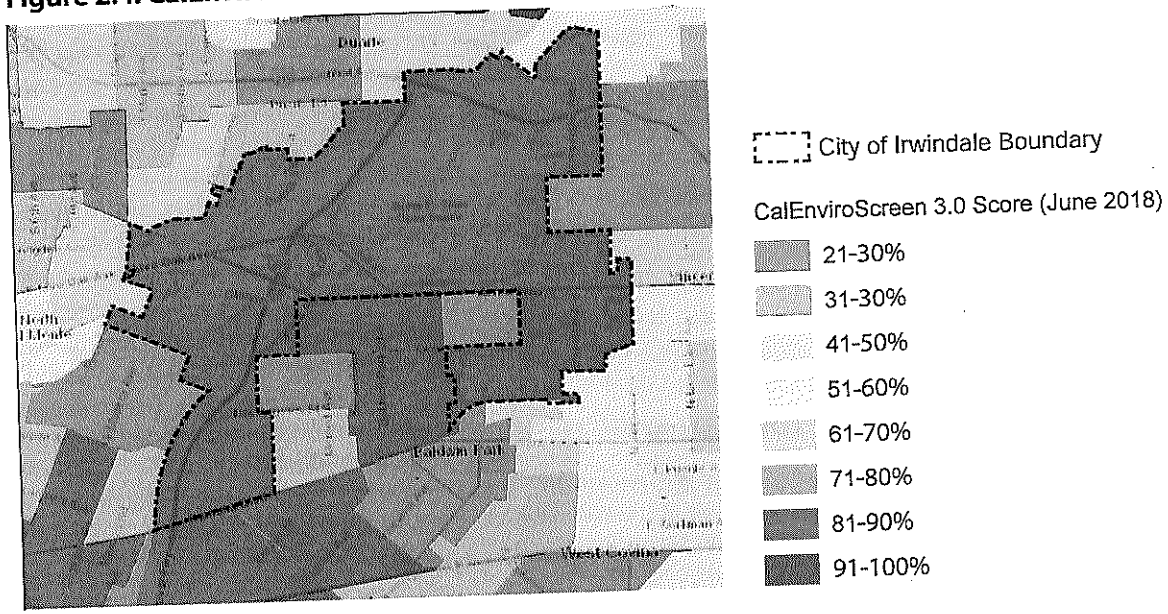
EQUITY ANALYSIS

A key component of the Caltrans Active Transportation Program is to expand mobility for communities disproportionately burdened by multiple sources of pollution, with funding for walking and biking projects and programs prioritized for these communities. This equity analysis helps determine Irwindale's status in the statewide prioritization of Active Transportation Program grant funds by analyzing Irwindale's environmental, health and socioeconomic factors compared to other California communities. CalEnviroScreen is the mapping tool and formula utilized by Caltrans to identify communities that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. CalEnviroScreen uses environmental, health, and socioeconomic information to rank census tracts, with higher scores suggesting higher pollution burden and vulnerability. The tool produces results for each census tract in the state on a 100-point scale, with 100 points being the most disadvantaged.

According to CalEnviroScreen 3.0, the City of Irwindale (composed of a single census tract) has a very high pollution burden and vulnerability when compared to other census tracts across California. The Irwindale census tract has a CalEnviroScreen 3.0 score above 90% (Figure 2.4). Irwindale's score positions the City well for grant funding to build transportation infrastructure recommended in this Plan and to develop new—and enhance existing—programs that support equity. Improving walking and biking facilities in Irwindale and connections to surrounding communities will help advance statewide goals of reducing pollution and improving mobility.

Opportunities to obtain statewide Active Transportation Program funds for walking and biking projects further advances Irwindale's long-term commitment to improve the community's well-being. Irwindale has been proactive in establishing health care programs and parks for its residents, helping to mitigate impacts of surrounding land uses.

Figure 2.4: CalEnviroScreen Results for the City of Irwindale and Environs



PUBLIC TRANSPORTATION

Irwindale residents have several transit options in and around the City. Local bus and light rail lines service the region and connect Irwindale with the surrounding cities of Baldwin Park, Duarte, Monrovia, Pasadena, Alhambra, El Monte, City of Industry, Azusa, Covina, and Pomona, as well as Downtown Los Angeles and San Bernardino County. Coordination between transit routes and active transportation infrastructure, including enhanced sidewalks, crosswalks, and bikeways, improves first/last-mile commutes and expands connectivity. Figure 2.5 on page 2-9 illustrates the existing public transportation infrastructure in Irwindale.

BUS SERVICE AND AMENITIES

Ten bus lines operate in or directly adjacent to the City. The Los Angeles County Metropolitan Transportation Authority (Metro) operates two regional

lines and Foothill Transit operates 8 local/regional lines. Metro line 78 and Foothill Transit lines 187 and 190 operate at high quality service levels during peak hours on weekdays, with buses along those lines arriving every 15 minutes or less. The remaining Metro and Foothill Transit lines operate with less frequency during peak hours on weekdays. Except for Metro line 78, all Metro and Foothill Transit lines operate infrequently, with buses on most lines only arriving once or twice an hour during peak and non-peak hours on Saturday and Sunday. Table 2.3 summarizes the operating headways at peak and off-peak periods for weekdays, Saturdays, and Sundays/Holidays for bus and rail lines. Operating hours vary by bus line, but typically begin service at 5:00 AM in the morning and continue operation into the evening between 9:00 PM and 11:00 PM on weekdays. Table 2.4 illustrates approximate hours of operation within the City for bus and rail lines.

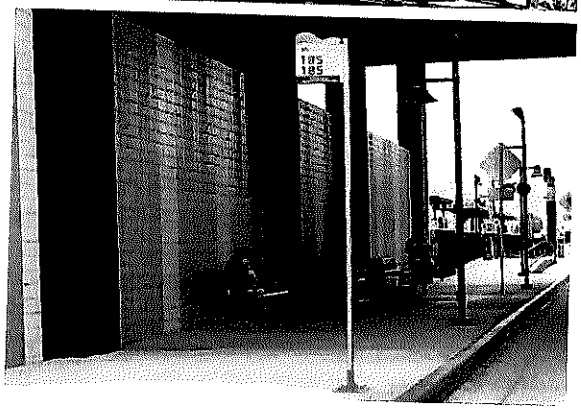
Foothill Transit is the primary local bus operator in Irwindale. Foothill line 185 runs north-south along Irwindale Avenue, connecting residential and commercial areas with the Irwindale Gold Line station. Route 492 operates in the southern portion of the city, running east-west along Arrow Highway and Live Oak Avenue. It connects cities to the east and west of Irwindale, including Arcadia and Montclair, with Irwindale employment centers. Metro operates lines at the periphery of the City. Metro route 78 terminates in a low-density employment area in east Irwindale and connects to Alhambra, Union Station in Downtown Los Angeles, and Southeast Los Angeles. Route 267, which connects to Altadena, is north of the City and terminates at the Duarte/City of Hope Metro Gold Line station.

Both Metro and Foothill bus operators equip exterior bike racks on the front of buses to support multi-modal transfers and first-last mile access. Transit amenities, such as bus shelters, benches, and trash receptacles, are installed at some bus stops. Other bus stops have limited or no amenities and access via narrow sidewalks (less than 4 or 5 feet).

LIGHT RAIL SERVICE

Metro operates the Gold Line light rail line that connects Irwindale to Azusa to the east, Downtown Los Angeles to the southwest, and to the Metro Rail system via Union Station. The Metro Gold Line offers Irwindale residents the most consistent, high-quality transit service, as headways during peak and non-peak hours do not exceed 12 minutes. The Irwindale station has a bus stop for Foothill Route 185, bike lockers and racks, and a multi-story parking structure. There is a lack of sidewalk connectivity, particularly to the employment and residential centers directly to the east of the

Metro Gold Line Station at Irwindale



Irwindale Bus Stops

Figure 2.5: Transit Connectivity

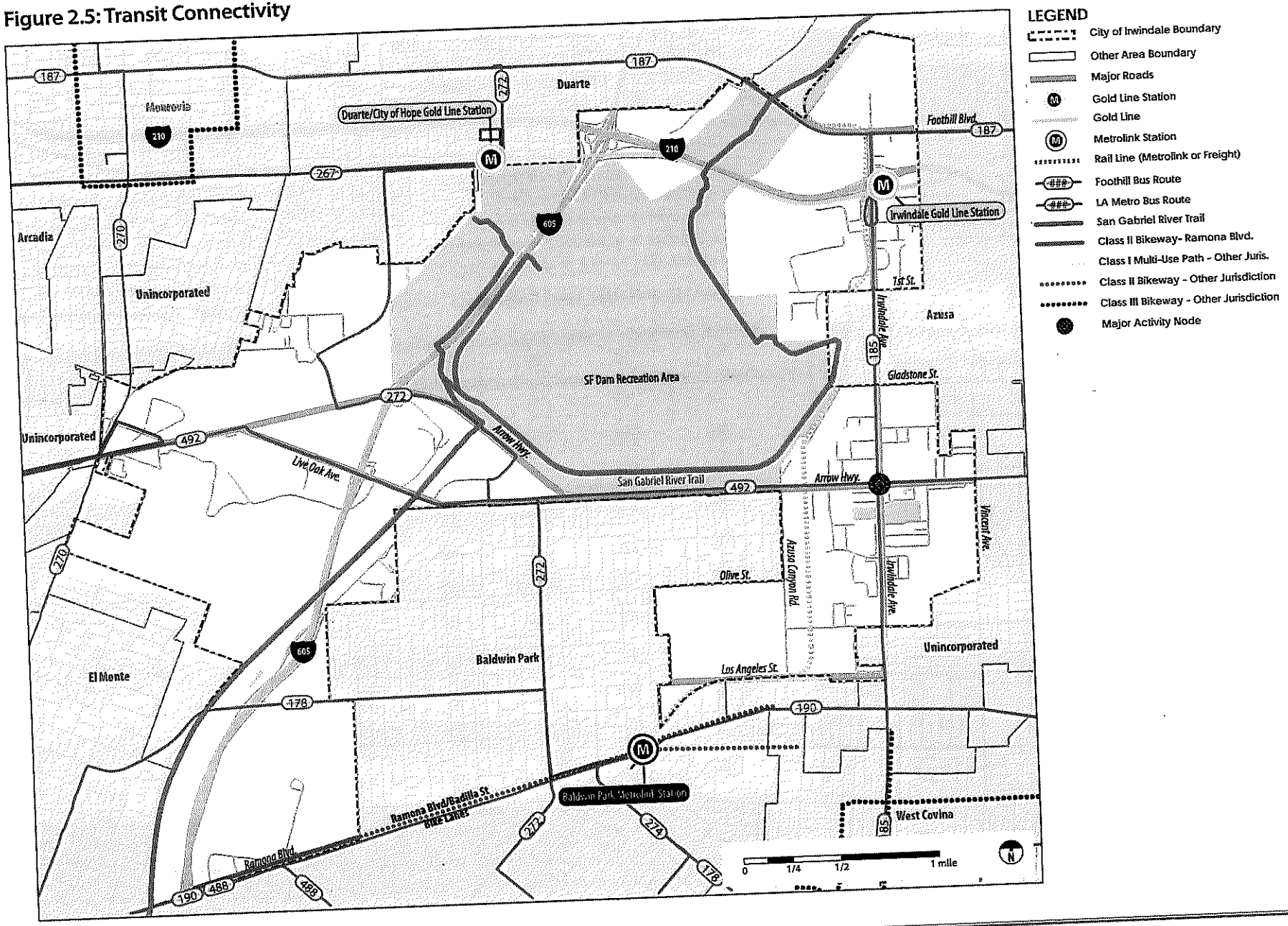


Table 2.3: Transit Service Frequency

OPERATOR	LINE	WEEKDAY		SATURDAY		SUNDAY/HOLIDAY	
		PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK
FOOTHILL TRANSIT	187	15	25	30	30	30	30
	492	20	30	30	30	30	30
	178	30	30	30	60	30	60
	185	30	60	30	60	30	60
	190	12	50	30	60	60	60
	270	50	50	60	60	60	60
	272	35	60	60	60	60	60
	488	20	60	60	60	60	60
METRO	78	10	30	25	50	35	50
	267	60	70	65	65	55	60
	Gold Line (804)	7	12	12	12	12	12
METROLINK	San Bernardino Line	25	70	85	100	70	100

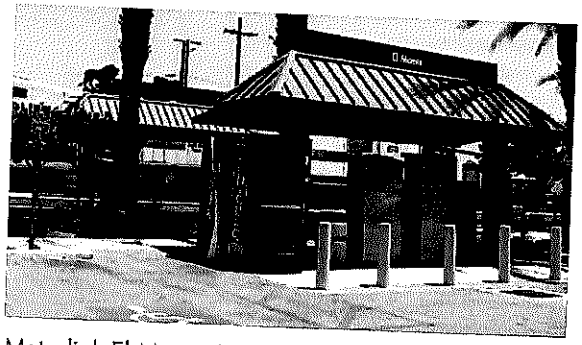
station and there are sidewalks only on one side of Irwindale Avenue. In addition, there is no direct connection from the station to the businesses and employment centers north of the 210 Freeway. The at-grade Duarte/City of Hope Station is less than one-tenth of a mile from the northwest boundary of the City. Passengers from this station can access the employment centers and the Santa Fe Dam Recreation via Foothill route 272.

COMMUTER RAIL SERVICE

The at-grade Baldwin Park commuter rail station, operated by Metrolink, is located less than a quarter mile outside of City limits from the southwestern tip of the City and approximately 2.5 miles southwest of Irwindale City Hall. The San Bernardino Line connects the area to Downtown Los Angeles, Rancho Cucamonga, and Downtown San Bernardino, primarily serving regional and inter-regional commuters with trains departing every 25 minutes during peak weekday hours. During weekday non-peak hours and on weekends, trains depart at 70 to 100-minute intervals. The Metrolink

Metro Gold Line Station at Irwindale

Foothill Bus at Metro Gold Line Station



Metrolink El Monte Station

Table 2.4: Transit Service Operating Times

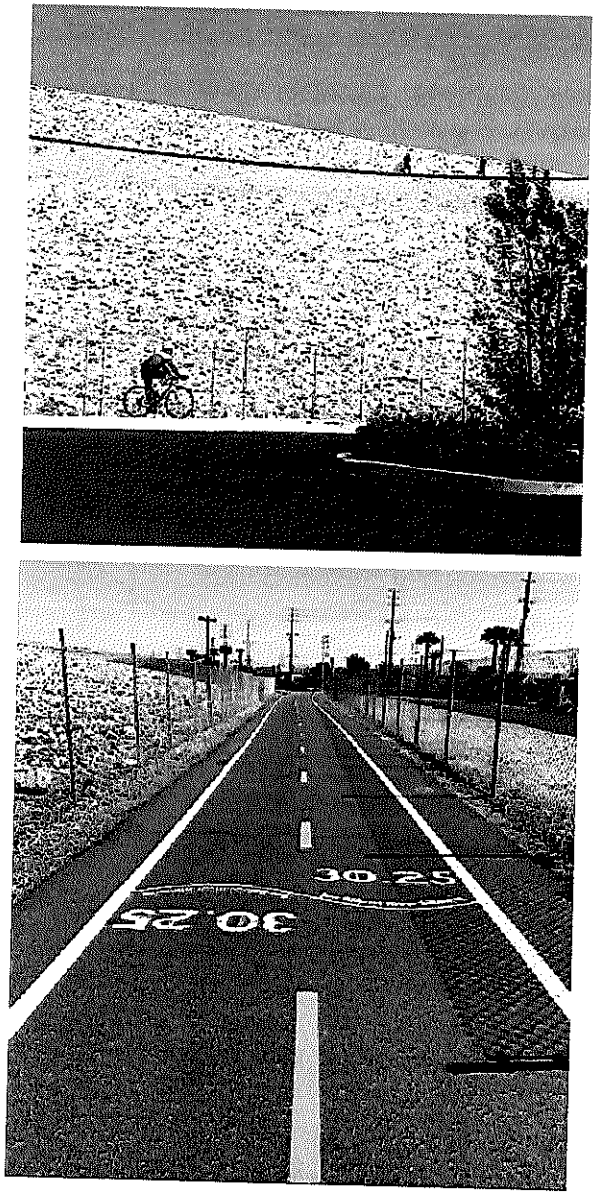
OPERATOR	LINE	WEEKDAY	SATURDAY	SUNDAY/HOLIDAY
FOOTHILL TRANSIT	187	5A-11P	6A-11:30P	6A-11:30P
	492	5A-11P	7A-10P	7A-10P
	178	5A-11P	6A-11:30P	6A-11:30P
	185	5:30A-11P	6A-8P	6A-8P
	190	5A-1A	6A-12:30A	6:30A-12:30A
	270	5A-9P	6A-8P	6A-8P
	272	6A-8P	7A-7P	7A-7P
	488	5A-9:30P	7A-11P	7A-11P
METRO	78	5A-2A	4A-2A	5A-2A
	267	5:30A-9P	7A-8P	7A-8P
	Gold Line (804)	4:30A-2P	4A-2A	4A-2A
METROLINK	San Bernardino Line	5A-10P	7A-1A	7A-11P

Approximate time based on first and last stop in or near Irwindale

right-of-way is within and defines the southeastern border of the City.

The Baldwin Park Station also serves as a multi-modal transportation hub for bus lines and regional bike routes. Foothill Transit buses extend public transit service in all directions from the station, running east-west along Pacific Avenue and north-south along Puente Avenue. North of the station, Metro's regional line 190/194 runs along Ramona Boulevard connecting west through El Monte and east through Covina. A bike lane also follows the Ramona Boulevard corridor from the 605 Freeway eastbound to Badillo Street, where it then continues along Badillo Street to Orange Avenue within the City of Baldwin Park.

Activity generators at the City of Irwindale (local park, elementary school, shopping/retail center)



San Gabriel River Trail

ACTIVITY GENERATORS

To provide a complete bicycle and pedestrian network, this document seeks to promote the development of valuable linkages to support walking and bicycling. It is especially important to provide safe and convenient connections to popular local destinations and "activity generators", which include the area's K-12 schools, institutional uses, commercial and retail centers, the Irwindale Gold Line Station and other regional transit infrastructure, County- and City-maintained parks and open spaces, and multi-use trails (Figure 2.7). The 38-mile long San Gabriel River Trail is one of the most regionally significant bikeways in the San Gabriel Valley and runs north-south through Irwindale along the western boundary for approximately ten miles. Key area destinations also include the Baldwin Park Metrolink Station in the City of Baldwin Park and City of Hope National Medical Center on the border of Irwindale and Duarte.

ASSESSMENT OF EXISTING BICYCLE NETWORK AND FACILITIES

TYPES OF BIKEWAYS

A visual representation of the Bikeway types is depicted in Figure 2.7.

- **Class I (bike paths)** also known as multi-use paths, are separated completely from motor vehicle traffic and usually shared with pedestrians.
- **Class II (bike lanes)** are delineated lanes within the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage. Class II bikeways can be enhanced by features such as green paint or painted buffers.
- **Class III (bike routes)** are located on roadways on which bicyclists share the roadway with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows).
- **Class IV bikeways (cycle tracks)** are within or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

Figure 2.6: Types of Bikeways

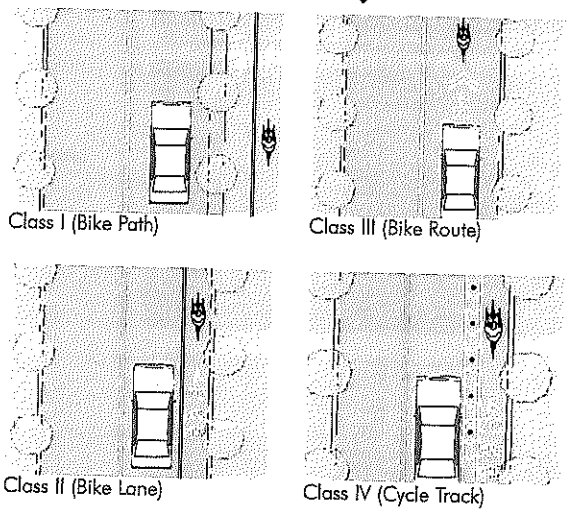
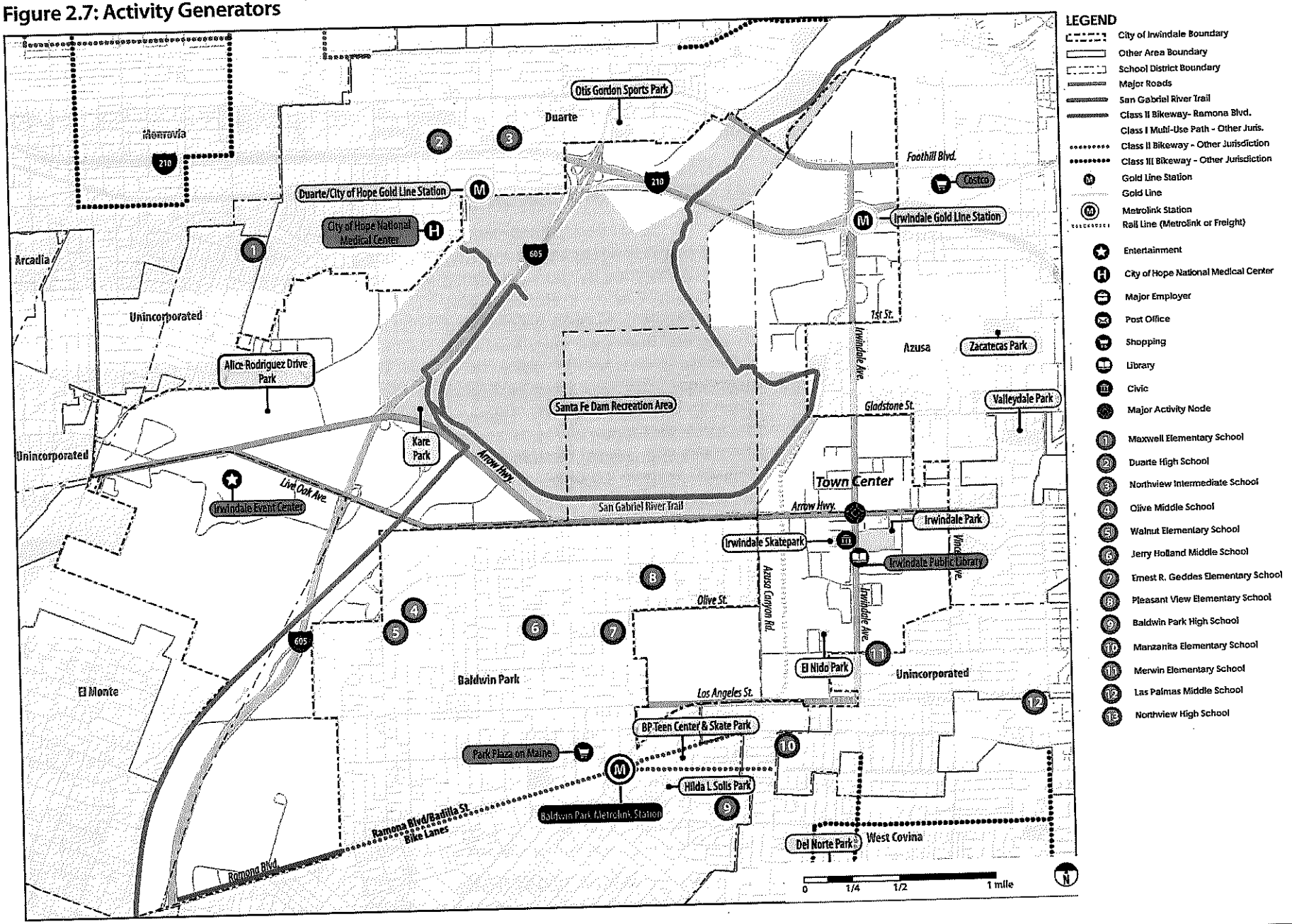
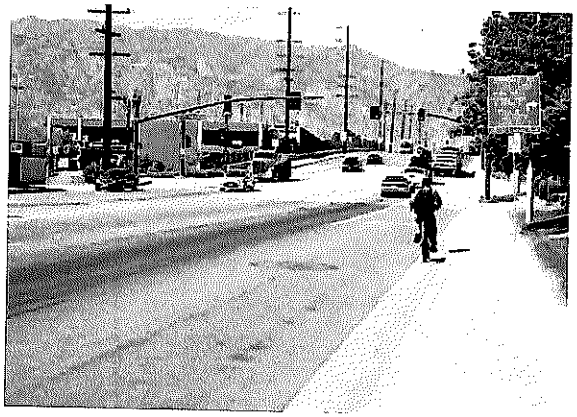
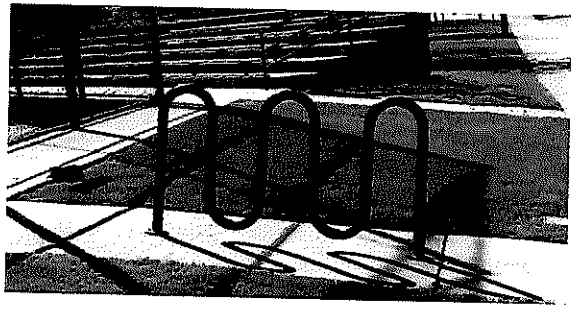


Figure 2.7: Activity Generators

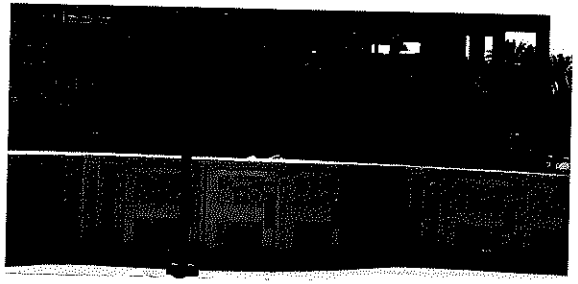




Bicycling on Irwindale Avenue



Bike Racks at Irwindale Park



Bike Lockers at Metro Gold Line Irwindale Station

EXISTING BICYCLE AND TRAIL FACILITIES IN IRWINDALE

Bicycling is improved by connections to transit, walking paths and sidewalks, and automobile parking, but these activities often take place in the same space on urban and suburban streets. The coexistence of transit and bicycles on roadways can present significant challenges due to differences in size, average speed, and stopping patterns. This concurrent street use creates unsafe conditions for bicyclists and necessitates careful consideration when planning new and upgraded bike facilities. This section describes the existing conditions of the bicycle network within the City of Irwindale and introduces some preliminary recommendations for improvements to the network.

There is a very limited existing bicycle network within the City of Irwindale as illustrated in Figure 2.7. Major roadways, such as Irwindale Avenue, Arrow Highway, Foothill Boulevard, and Live Oak Avenue serve as designated truck routes within Irwindale, so bikeways may be limited due to associated safety concerns for bicyclists. Although most of the city lacks existing bicycle facilities, there is a Class I Bikeway, the San Gabriel River Trail, located adjacent to Santa Fe Dam Recreation Area in Irwindale. The only on-street bicycle facility directly adjacent to the City of Irwindale is along Ramona Avenue in the southwestern corner of the city bordering Baldwin Park.

PROPOSED BICYCLE AND TRAIL FACILITIES IN IRWINDALE

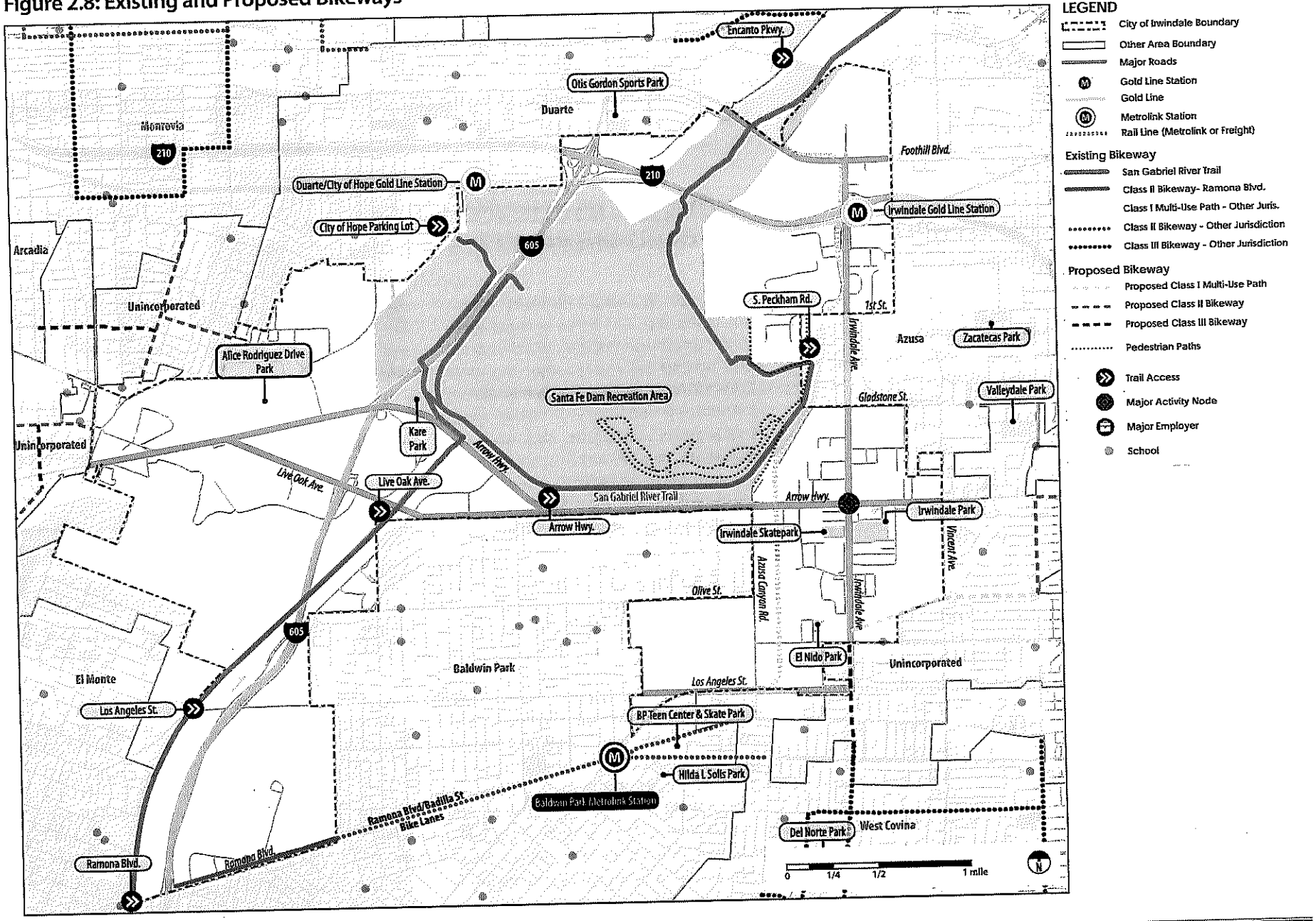
The City of Irwindale can improve bicycle connections Citywide by increasing access to its existing Class I bicycle facility, the San Gabriel River Trail, which serves as a major regional bikeway and provides connections to communities located to the south of Irwindale. Through coordination with Metro and Foothill Transit, connections to the San Gabriel River Trail can be improved by providing wayfinding signage at key points such as the Irwindale Gold Line station and other transit stops along major arterials in the city. The implementation of new bicycle facilities along Irwindale Avenue and Foothill Boulevard will depend on available right-of-way and alleviating safety concerns associated with existing truck routes.

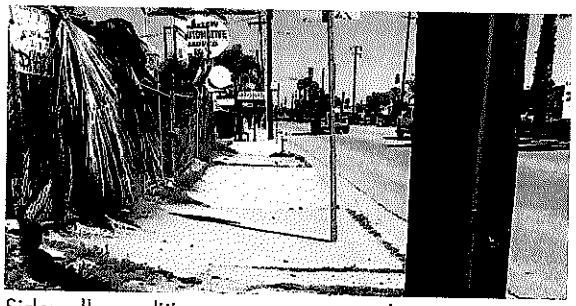
The City of Irwindale has paved a new Class I Bikeway between the 605 Freeway and East Circle at the border of The City of Irwindale and Duarte, connecting the City of Hope National Medical Center to the San Gabriel River Trail. There is also a bike lane on Ramona Boulevard (located in adjacent Baldwin Park) that connects the southwest industrial area of the City to the Baldwin Park Metrolink Station and terminates south of the Irwindale Avenue commercial corridor. The 2012 County of Los Angeles Bicycle Master Plan proposes a limited number of new Class I, II, & III bikeways within a three-mile radius of the existing Irwindale Gold Line station, as illustrated in Figure 2.8.

ADDITIONAL BICYCLE AMENITIES

Bicycle amenities include both short- and long-term bicycle parking facilities. Short-term facilities, intended for parking duration of less than two hours, include bike racks and corrals. Long-term facilities, including bike lockers, are more secure than bike racks and can shield bicycles from the elements. Bike parking is typically located around public transportation stations, large businesses, city centers, and other locally and regionally significant attractions or destinations. Schools are also a common location for bicycle parking, and nearby

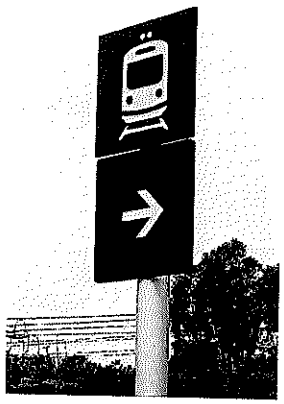
Figure 2.8: Existing and Proposed Bikeways





Sidewalk conditions on a segment along Arrow Highway east of Irwindale Avenue

Raised crosswalk with continental striping and landscaping on Ayon Avenue



Metro wayfinding near the Gold Line Station

Well-shaded (but narrow) sidewalk with bus shelter on Irwindale Avenue

schools in Azusa and Baldwin Park provide these amenities for their students. Metro currently accommodates bike lockers and bike racks at the Irwindale Gold Line Station, but similar options are inconsistently distributed throughout the city. Existing bike parking in Irwindale is primarily concentrated along the San Gabriel River Trail at Lario Park (just north of Foothill Boulevard) and Chalan Rest Stop (just south of Arrow Highway) and within the Santa Fe Dam Recreation Area near the Nature Center. Jardin de Roca Park and Irwindale Park also offer bike parking, but no amenities are available in the Kare Park athletic complex. In addition, there are little to no bicycle parking options along main transportation corridors or near commercial, business, and industry centers.

Bike Share is currently unavailable in the area and is a service the City could consider adopting through coordination with Metro or another entity to assist commuters in covering the first-and-last-mile gap between their destination and transit stations and other major transit stops. Currently, the nearest bicycle share systems include the LimeBike dockless system in Monrovia. Four bicycle shops and one bicycle rental location are within a 5-mile radius of Irwindale's Town Center. Photos below depict the bicycle amenities currently offered in the City of Irwindale.

ASSESSMENT OF EXISTING PEDESTRIAN NETWORK AND FACILITIES

This section describes the existing pedestrian network in the City of Irwindale and introduces proposed pedestrian improvements to the network.

WALKABILITY

Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment, including availability of pedestrian facilities and amenities, such as benches, store frontage, and wayfinding signage. Pedestrian facilities are critical elements to improve a safe and functional pedestrian environment. People are willing to walk longer distances in areas that have adequate temperatures and shade, places to rest, and safety from passing vehicles. Enjoyable pedestrian environments have pedestrian facilities that are designed with consideration of the surrounding context.

Pedestrian wayfinding improves walkability by providing information on nearby destinations accessible by foot. These are typically human-scaled signs with directional arrows and distances or maps that provide information on the current location and the location of nearby points of interest including parks, shopping districts, and transit stops. Pedestrians can use this information to determine where they want to go and if a destination is within comfortable walking distance. The City has wayfinding signage to locate transit. However, it is limited in its application and is oriented toward automobile navigation.

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks and pathways, which together form a safe and comfortable pedestrian network, as well as crosswalks, pedestrian crosswalk signals, lighting, street trees, and curb ramps. To improve the city's pedestrian network cohesion, Americans with Disabilities Act (ADA) compliant sidewalks should be provided on major pedestrian pathways and connection routes.

Table 2.5: Significant Pedestrian Destinations in the City of Irwindale

SCHOOL DISTRICTS	MAJOR EMPLOYERS	RECREATION/CIVIC FACILITIES
*Merwin Avenue Elementary School	Huy Fong Foods, Inc.	Santa Fe Dam Recreation Area
*Las Palmas Middle School	Southern California Edison	Kare Youth League Park
*Northview High School	Miller Coors	Irwindale Park
Baldwin Park Unified School District	Vulcan Materials Company	Jardin De Roca Park
Azusa Unified School District	City of Hope	Lario Park
Duarte Unified School District	Ready Pac/Bonduelle Group	Irwindale City Hall

*Schools are within the Covina-Valley Unified School District

All intersection corners should have smooth paving and curb ramps to comply with the ADA requirements. Facility improvements should be prioritized to provide access to destinations that attract pedestrian travel, such as schools, parks and stores.

CONNECTIVITY

Connections to transit and major destinations depend heavily on the pedestrian environment. Key destinations for pedestrians in Irwindale are listed in Table 2.5. The quality of pedestrian infrastructure surrounding transit stops, and major destinations often impacts an individual's decision to utilize transit. Additionally, it is critical to provide safe routes to public facilities that attract youth such as schools, the Irwindale Public Library, Irwindale Skate Park, and the Irwindale Swimming Pool. All these facilities provide valuable resources to the community, and consideration should be given to incorporating strategies for improving connectivity. While the areas surrounding the facilities offer some enhanced pedestrian facilities such as curb extensions, landscaping and pedestrian-scale lighting, further enhancements can increase perceived safety and pedestrian usage of streets.

PEDESTRIAN CROSSINGS

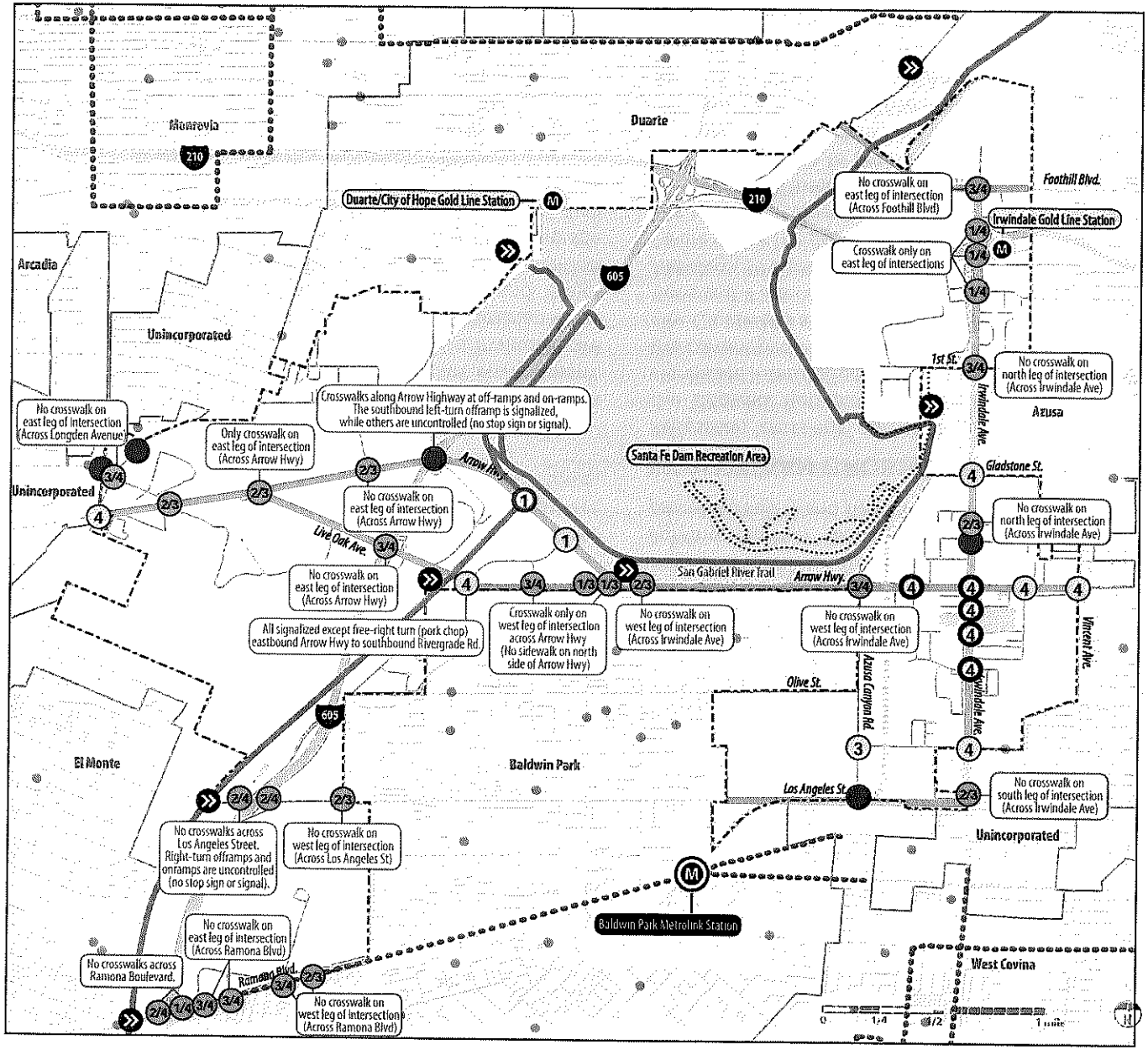
Pedestrian crossings are critical components of the sidewalk network. An analysis of 43 locally significant intersections was performed to evaluate the current pedestrian crossing infrastructure in the city. Crosswalks are marked at 39 of the 43 intersections and 4 intersections lack markings completely. Although 39 intersections have identified crossings, 26 are either missing one or more crosswalks or do not allow pedestrians to cross in all directions. The remaining 13 intersections are fully marked and allow pedestrians to cross in all directions. Color-stamped brick crosswalks are present at 4 intersections along the Irwindale Avenue corridor; including at the Irwindale Avenue and Arrow Highway intersection. However, these decorative crossings may present a hazard in low-visibility conditions at night and on rainy days due to their dark coloration. High visibility (zebra-striped) crossings are currently limited in the city and are only present at the intersection of Arrow Highway and the San Gabriel River Trail and the intersection of Ramona Boulevard and Francisquito Avenue. While most crosswalks are generally identifiable, crosswalks at major signalized intersections should be marked with highly visible painting and signage to help reduce collisions.

Additionally, pedestrian countdowns are present at most major traffic signals and allow adequate crossing time for pedestrians. The city currently lacks advanced pedestrian signal cycles and can include features such as audible signals and other innovative solutions at intersections with heavy automobile traffic and high collision rates. Intersections with uncontrolled right-turns, such as at freeway on- and off-ramps, present the most danger to pedestrians and other active transportation users. Figure 2.9 illustrates the current condition of major intersections throughout the City.

NETWORK GAPS

There are noticeable gaps in lighting, sidewalks, and crossing infra¬structure throughout the City of Irwindale. The City lacks a consistent street grid, which limits the area's connectivity. The area is also constrained by inconsistent placement of sidewalks, curbs and pedestrian amenities, including street furniture, bus shelters, and shade-providing trees. Most sidewalks are not designed to support the high levels of pedestrian activity, especially those typically associated with heavy transit corridors. Additionally, many sidewalks do not provide pedestrian buffers, such as street trees and landscaping, which improve safety (including perceived safety) from adjacent vehicular traffic.

Figure 2.9: Crosswalks



LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)
- Trail Access
- Major Employer
- School

Intersection Crosswalk Conditions

Note: Intersections are signalized unless noted.

- Intersection - Marked Crosswalks on all Sides (# Sides)*
- Intersection - One or More Sides with Unmarked Crossings (# Marked Sides/# Total Sides)
- Intersection - No Marked Crosswalks
- Decorative Crosswalk** (Decorative Pavement)
- Diagonal Zebra-Striped Crosswalk**

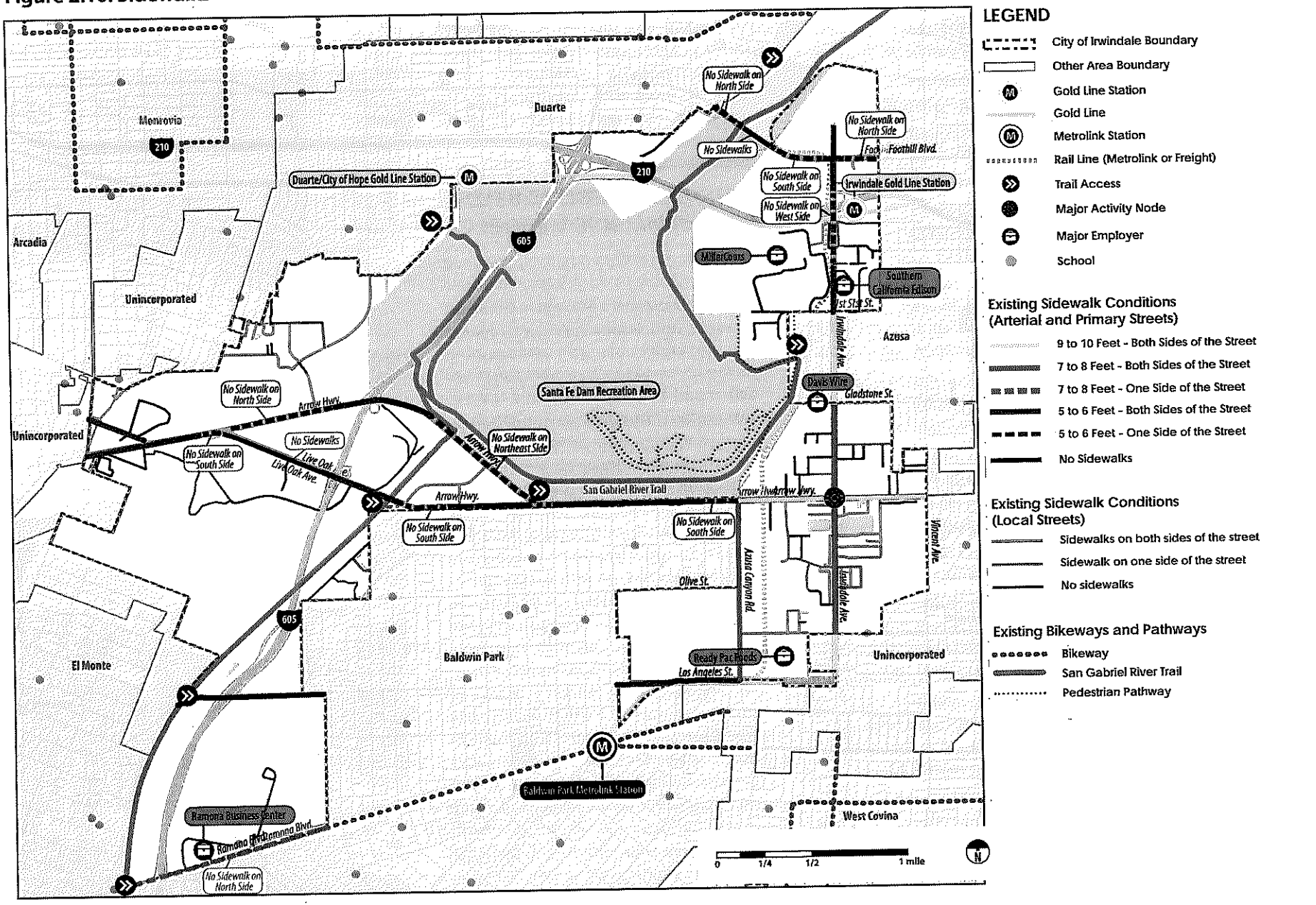
*Number of sides/legs is 4 at Cross Intersections, 3 at T Interesections, and 1 at T or Cross Intersections with sidewalks on only one side of the street

**Crosswalks not designated as decorative or zebra-striped are standard crosswalks marked with two parallel lines

Existing Bikeways and Pathways

- Bikeway
- San Gabriel River Trail
- Pedestrian Pathway

Figure 2.10: Sidewalks



Sidewalk gaps on Avenida Padilla near the Irwindale Gold Line Station

Pedestrian-scaled and ornate street lighting

Figure 2.10 illustrates the existing pedestrian network, major destinations, and details existing sidewalk widths and gaps within the city. The City has some streets with adequate sideways, notably along the commercial area of Irwindale Avenue and in the City's main residential district east of City Hall. Other roadways have sidewalks limited to one side of the street, including Arrow Highway and the industrial area between Irwindale Avenue and Azusa Canyon Road. There are several discontinuous or missing sidewalk segments on several local and collector roads throughout Irwindale, including Littlejohn Street and Rivergrade Road. In addition, the lack of adequate pedestrian infrastructure is noticeable on collector streets primarily serving industrial and business facilities along the Irwindale Avenue corridor north of Arrow Highway. MillerCoors and Southern California Edison, two of the city's largest employers, are located along this corridor and the limited pedestrian infrastructure restricts access to their facilities. Collector streets serving industrial operations on the west side of the city are similarly lacking in pedestrian infrastructure. The figure also shows a lack of connectivity to the Irwindale Gold Line Light Rail Station. On the primary pathways connecting to the south side of the station, there are sidewalks on only one side of Irwindale Avenue, no sidewalks on Avenida Padilla, and discontinuous sidewalks on Adelante Street.

PROPOSED SIDEWALK NETWORK AND FACILITIES IN IRWINDALE

Pedestrian accessibility is not impeded by the lack of pedestrian infrastructure, but by infrastructure quality and design. Several sidewalks within the city lack the appropriate design features to support large volumes of pedestrian activity typically associated with transit-supportive areas. These design features include, but are not limited to, appropriate sidewalk widths, pedestrian amenities, pedestrian buffers, and landscaping. The City of Irwindale's pedestrian environment could be enhanced by accommodating the following infrastructure improvements:

- Install landscaping features such as street trees to serve as a buffer between pedestrians and vehicular traffic, as well as to mitigate for urban heat island effects.
- Coordinate with Covina-Valley Unified School District to create safer routes to Merwin Elementary school through increased signage, lighting, landscaping, and pedestrian connections.
- Improve visibility and access to transit stops/stations through increased lighting, wayfinding signage, and crosswalks.
- Ensure sidewalks are present on both sides of the street along heavy transit corridors such as Irwindale Avenue.
- Ensure street furniture, such as benches, street lights, and utility boxes, do not obstruct the pedestrian path.
- Coordinate with Metro and Foothill Transit to make pedestrian paths at transit stops/stations highly visible, well-lit areas to enhance the safety of transit patrons.
- Consider the installation of raised crossing islands/medians, when appropriate, to improve street crossings and provide pedestrian refuge.
- Ensure pedestrian signals provide adequate time to allow the safe crossing of pedestrians regardless of age or ability.
- Provide sidewalks where none exist to create an uninterrupted pedestrian network.
- Provide crosswalk flashing signs to encourage vehicular traffic to yield to pedestrians.

BICYCLE AND PEDESTRIAN SAFETY

This section analyzes collision data for the City of Irwindale, illustrating key locations that may benefit from safety-enhancing strategies such as infrastructure improvements and traffic enforcement. Irwindale collision rates are also compared with those of adjacent communities to put Irwindale pedestrian and bicycle safety in a larger context.

It should be noted that collision data is generally reflective of bicycle, pedestrian, and vehicle traffic volumes – that is, higher volumes often coincide with higher collision rates. In addition, data presented in this section represents only those incidents that were reported to the Irwindale Police Department, so it does not reflect safety-related incidents and collisions involving vehicles and people walking or bicycling that go unreported.

BICYCLE COLLISIONS

According to a report generated by the Statewide Integrated Traffic Records System (SWITRS), there were 40 reported collisions between vehicles and bicyclists in Irwindale during a seven-year period from 2011 to 2017. This represents approximately 2.8% of all reported traffic collisions in Irwindale. Of these total bicycle-vehicle collisions, one resulted in a bicyclist fatality, 9 resulted in serious injuries, and 30 resulted in non-severe injuries.

PEDESTRIAN COLLISIONS

From 2011 to 2017, according to SWITRS data, there were 22 reported collisions involving pedestrians, representing approximately 1.5% of all reported collisions in Irwindale. Of these, 6 pedestrians were killed and 16 were injured, 3 of whom were severely injured.

COLLISION TYPES AND LOCATIONS

The locations of vehicle-pedestrian and vehicle-bicycle collisions are shown in Figures 2.11 and 2.12. Many of the collisions involving bicyclists or pedestrians occurred along arterial roadways including Irwindale Avenue, Arrow Highway, Live Oak Avenue, and Foothill Boulevard. This is a consequence of large vehicular traffic volumes, high vehicular travel speeds, and the relatively high concentration of pedestrians and bicyclists along these major routes. In particular, multiple pedestrian collisions occurred at the intersections of Irwindale Avenue and Foothill Boulevard as well as on Irwindale Avenue and Arrow Highway. Some of the reported causes of these incidents were drivers who made unsafe lane changes or unsafe turn movements, or failed to follow traffic signals and signs. Other factors included high vehicular travel speeds, as well as pedestrians crossing at locations without marked crossings.

Another pattern emerges around freeway on-ramps and off-ramps, where there have been several pedestrian-vehicle and bicycle-vehicle collisions. More pedestrians than cyclists were involved in collisions while crossing a freeway on-ramp or off-ramp.

COLLISION RATES

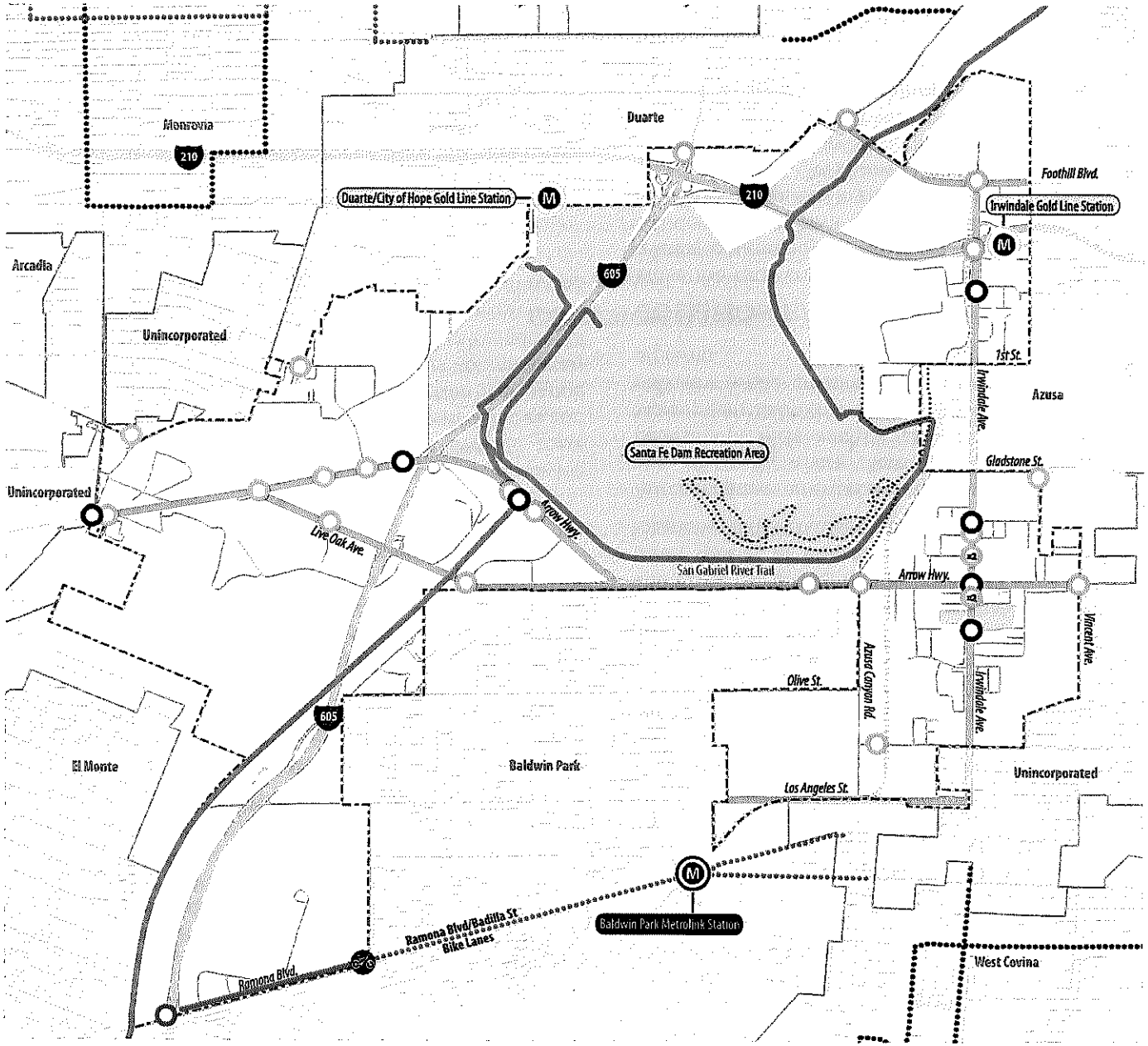
While the total collision rate is high in Irwindale relative to surrounding cities, the percentage of total collisions that involve bicyclists or pedestrians is much lower than that in surrounding cities (Figures 2.13-2.16). The City's low bicycle-vehicle and pedestrian–vehicle collision rates (in percentage to the total number of collisions) reflect the fact that relatively few people walk or bike during most hours of the day.

To compare collision rates in Irwindale with surrounding communities, this analysis uses "24-hour" population figures, which include both residents and employees. Because Irwindale's residential population is much smaller than those of adjacent communities, a comparison using residential populations would be irrelevant. Although Irwindale has a residential population of a little more than 1,000 residents, the employment population is similar to surrounding cities. Because of the lack of recent data, this comparison is only available for the 5-year period from 2011-2015. The rate of bicycle-vehicle and pedestrian-vehicle collisions relative to the number of people who live and/or work in Irwindale is about average when compared to surrounding cities (Figures 3 and 4). This means that when factoring Irwindale's daytime and nighttime population, people who walk or bike in Irwindale have a similar risk of collisions with vehicles as people in surrounding cities.

During the 2011 to 2017 period, the annual number of bicycle-vehicle collisions experienced an overall decline. With the exception of 2014, the number of bicycle-vehicle collisions in a given year was equal to or less than that of the previous year. The same cannot be said for the annual number of pedestrian-vehicle collisions, however; the number of pedestrian-vehicle collisions remained consistent except for 2012 and 2016, which experienced significantly more collisions.

Overall, these collision statistics point to a need to improve bicycle and pedestrian infrastructure in the City of Irwindale, with a particular focus on arterial corridors, collision "hot spots" at the intersections of Irwindale Avenue/Arrow Highway and Irwindale Avenue/Foothill Boulevard, and pedestrian crossings at freeway on and off-ramps.

Figure 2.11: Bicycle-Vehicle Collisions, 2011-2017



LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)

Bicycle-Vehicular Collisions (2011-2017)

- Collision- Fatality
- Collision- Severe Injury
- Collision- Non-Severe Injury

Existing Bikeways & Pathways

- San Gabriel River Trail
- Class II Bikeway- Ramona Blvd.
- Class I Multi-Use Path - Other Juris.
- Class II Bikeway - Other Jurisdiction
- Class III Bikeway - Other Jurisdiction
- Pedestrian Paths

Note: Due to incomplete documentation of collision locations, 8 bicycle-vehicular collisions are not indicated on this map. This map shows 32 of 40 total bicycle-vehicular collisions.

Figure 2.12: Pedestrian-Vehicle Collisions, 2011-2017

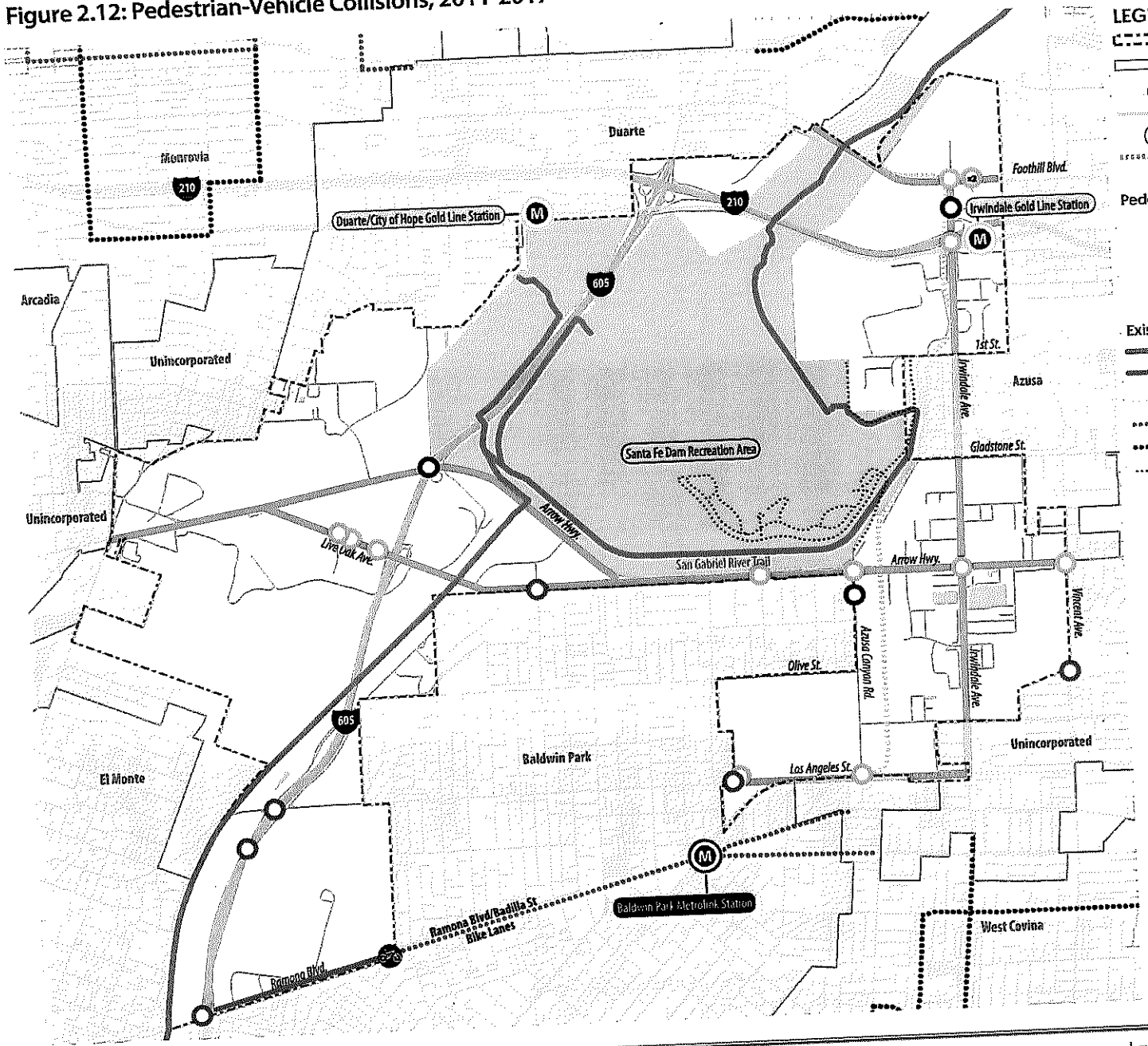


Figure 2.13: 2011-2017 Bicycle Collisions as a Percentage of Total Collisions

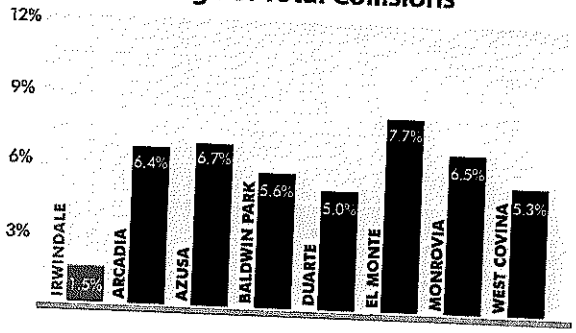


Figure 2.14: 2011-2017 Pedestrian Collisions as a Percentage of Total Collisions

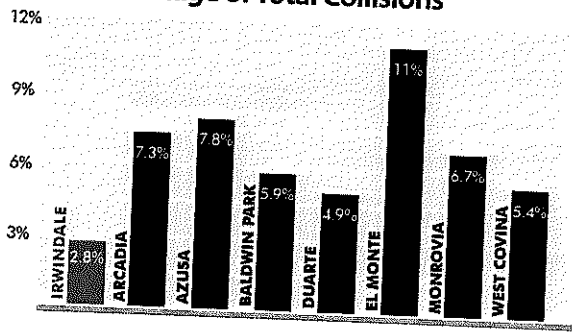


Figure 2.15: 2011-2015 Bicycle Collision Rate Per 10,000 24-hour Population

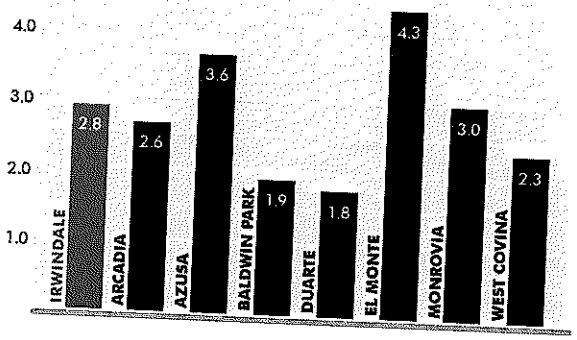
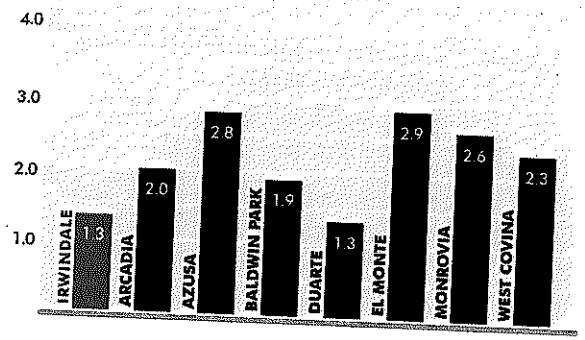


Figure 2.16: 2011-2015 Pedestrian Collision Rate Per 10,000 24-hour Population



COMMUNITY ENGAGEMENT

Engaging Irwindale residents and stakeholders through the development of the Active Transportation Plan was a priority of the project team and City staff. As a result, a variety of outreach methods were incorporated into the stakeholder outreach process; the engagement program included a plan webpage, branded flyers, user surveys, targeted e-mail blasts, pop-up events, and presentations to City leadership. By sharing their goals, likes, and concerns, local community members helped shape the Plan's goals and recommendations.

Plan communication

A stakeholder engagement list was prepared to include various constituent organizations and members of the public. These stakeholders were notified through the e-mail list of the launch of the Plan effort in June 2018.

In September 2018, the City created a webpage on the City's primary public website (IrwindaleCA.gov) dedicated to the Active Transportation Plan and Design Guidelines initiative. The launch of the project webpage was announced to stakeholders via an e-blast in October 2018. The webpage gave community members opportunities to learn about the project's main goals, view a timeline with key dates, and stay informed of upcoming events. The webpage also provided a project flyer that was designed to reflect the project's brand identity, presented in Appendix G. Visitors to the webpage were encouraged to provide feedback and were directed to the survey links embedded on the site.

City staff mailed the project flyer to Irwindale residents in Fall 2018, and paper surveys along with the project flyer were mailed in Spring 2019. A key means of communicating with Irwindale City

staff is the weekly City Manager Newsletter email. In August and September 2018, and May 2019, the email newsletter included the project flyer and information about taking the project survey.

The Irwindale Chamber of Commerce e-blasted project updates to members of the Irwindale Chamber of Commerce in March 2019. In addition, City staff gave presentations about the ATP to the Chamber of Commerce Board on March 14, 2019 and to Chamber members on March 28, 2019 at the Good Morning Irwindale event.

SURVEY

At the onset of the community engagement process, paper and online surveys were created and utilized to gauge the community's satisfaction levels with existing infrastructure for walking and bicycling in Irwindale. To maximize brevity, separate surveys were developed for walking and bicycling rather than having one survey for both. The surveys were provided in English and Spanish and with 9 questions for each topic. Most questions were comprised of multiple choice responses, however some questions allowed respondents to provide specific comments and free responses. In addition to demographic information, questions included:

- Perceived level of comfort and convenience to walk/bike in Irwindale.
- Identification of locations or elements that present challenges.
- Desired improvements, such as enforcement or infrastructure, that would make walking and biking more enjoyable in the City.
- Use of the Santa Fe Recreation Area and San Gabriel River Trail.

The survey was advertised on the city's webpage, via e-mail blasts, and at outreach events. Paper surveys were made available at popular community and civic locations such as City Hall, the Senior Center, and Irwindale Library. From September 2018 through April 2019, a total of 39 responses were received for the walking survey and 48 responses were received for the bicycling survey. A summary of responses for all questions is provided in Appendix E. The following subsections provide a summary of findings for key questions.

Walking Survey

Respondents were asked to select the biggest challenges for walking in Irwindale. The top three responses were:

- Vehicle traffic (66%)
- Lack of shade and other pedestrian amenities (44%)
- Motorists don't follow rules of the road (41%)

Respondents were asked to identify specific locations with either poor sidewalks or crossing conditions. The following locations were specifically mentioned:

- Arrow Highway and Irwindale Avenue
- Crossing Irwindale Avenue from Calle Breceda
- Nora Ave and Cypress Street
- Calle del Norte and Irwindale Avenue
- Cypress Street and Irwindale Avenue
- 210 Freeway Entrances
- Gold Line Station and neighboring streets
- Rivergrade Road

Respondents were asked to identify improvements that would make them more interested in walking in Irwindale. The top three responses were:

- Add/improve separated paths and trails for people walking and bicycling (55%)
- Add midblock crosswalks with flashing warning lights or pedestrian signals Add/increase street lighting (52%)
- Add/increase street lighting (46%)

A total of 33 respondents provided a response when asked if they use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking. Of those that responded, 22 selected yes. Respondents were then asked to specify how do they arrive at the Recreation Area or River Trail. Car, Walk and Bike were the top three answers, however a personal vehicle was ranked the highest.

Bicycling Survey

Respondents were asked how frequently they bike in Irwindale for specific trip types. For each trip type, they selected a frequency. A total of 45 responses were received for this question. Below are some of the responses for each trip type:

- Going to/from work – 10 participants responded multiple times per week
- Going to/from school – 4 participants responded multiple times per week
- Shopping/Eating/Errands – 9 responded occasionally
- Social/Recreational – 15 responded occasionally
- Connect to transit – 11 responded occasionally

Respondents were asked to select the biggest

challenges for biking in Irwindale. The top three responses were:

- Not enough bike lanes (74%)
- High vehicle traffic speeds (59%)
- Too much traffic (56%)

Respondents were asked to identify improvements that would make them more interested in biking in Irwindale. The top three responses were:

- Bike paths separated from the street (69%)
- Add new bike lanes on the street (62%)
- Add buffered bike lanes/paths (43%)

A total of 43 respondents provided a response when asked if they use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for biking. Of those that responded, 33 selected yes. Respondents were then asked to specify how do they arrive at the Recreation Area or River Trail. Car, Walk and Bike were the top three answers , however a bike was ranked the highest.

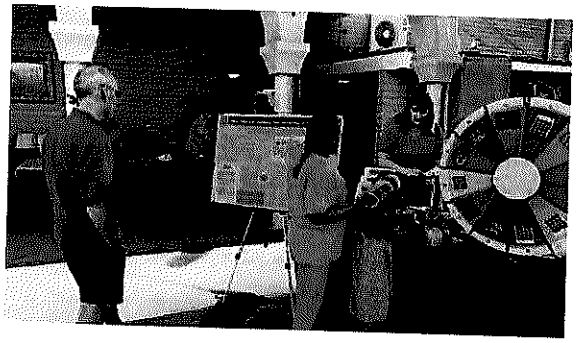
Survey participants were asked if they've used a docked/dockless bike or scooter and if they would be interested in bike/scooter share programs if available in Irwindale. Majority of the respondents, 77% (34 total), specified that they have not used a docked/dockless bike or scooter; however, 59% (26 total) specified that they would be interested.

POP-UP EVENTS

Pop-up events were programmed to correspond with existing public community events scheduled between August 2018 and September 2018. The primary goal at these events was to interact with community members to provide general information about the Plan and to solicit public

Pop-up booth at Music in the Park event

Music in the Park event



Pop-up booth at Mi Fiesta event

Mi Fiesta event

Pop-up booth at Pride of the Valley event

Pride of the Valley event

input. The project team attended three pop-up events hosted in Irwindale; the events provided the public with opportunities to comment on existing conditions and improvements. At each event, the project team noted comments from attendees and encouraged event participants to take walking and biking surveys. To generate interest in the plan effort, project flyers were handed out to attendees. City staff also presented highlights of the Plan and distributed surveys to City Staff members in February 2018, to the Chamber of Commerce during their monthly networking breakfast in March 2019, as well as to the Senior Center in April 2019. The project team attended the events detailed below.

Music in the Park: August 9, 2018

The Music in the Park event was successful and well attended by local Irwindale residents and visitors from neighboring cities. A booth dedicated to the Plan effort was set up and approximately 75 people stopped by the booth, with 15 people signing-up for event and project notifications. At the booth, the project team created awareness of the Plan, the Plan process, the types of potential walking and bicycling improvements that may result from Plan adoption and encouraged participants to take a survey discussing existing walking and bicycling conditions in Irwindale. The intention of this event was to introduce the community to the project and encourage feedback on the Plan.

Mi Fiesta: September 14, 2018

The Mi Fiesta event celebrated Mexican Independence Day and was attended by a largely local Irwindale resident population. The booth had a steady stream of people visiting it through the duration of the event; approximately 25 people stopped by the booth, with 7 people signing-up for event and project notifications. Several surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback.

Pride of the Valley: September 16, 2018

Overall, the Pride of the Valley (open streets) event presented an opportunity to reach out to a large number of participants from the San Gabriel Valley; participants included stakeholders from Azusa, El Monte, and Baldwin Park. Due to the draw of open street events, approximately 100 people stopped by the booth. The project team gathered many additional sign-ups for event notifications and plan updates and noted comments from the biking community and enthusiasts.

SUMMARY OF FEEDBACK RECEIVED AT POP-UP EVENTS

Overall, it is estimated that the project team interacted with over 200 people at the three events, and 62 attendees signed up on the mailing list to receive project notifications and updates. Several key themes were brought up by community members during verbal interactions, including:

- The potential for Arrow Highway to be a principal corridor for bikeway and pedestrian improvements.
- Irwindale Avenue as a corridor with businesses, restaurants, retail, and schools that could be improved with pedestrian and bicycle-friendly infrastructure treatments.
- Concern about some of the city's major cross streets and that they are difficult to cross due to traffic volumes.
- The need for well-lighted pedestrian paths and bikeways.
- The top three major concerns expressed were related to vehicular traffic, lack of pedestrian amenities, and lack of bikeways.

BICYCLE AND PEDESTRIAN COUNTS

Count volumes at 14 locations were collected during the development of this ATP and previous planning efforts to evaluate pedestrian/bicyclist activity and to understand how to prioritize recommendations for the proposed network detailed in this Plan. The sites were selected due to their proximity to transit, local commerce/retail, or points of interest. Key corridors include Irwindale Avenue, Arrow Highway, San Gabriel River Trail connections, Live Oak Avenue, and other primary/secondary streets. The count analysis reflects data collected on Tuesday, Thursday, and Saturday during morning, midday, and evening peak travel times; the data spans from May 2014 through January 2019. A full analysis is presented in Appendix A.

Data was collected from the following 14 locations:

- Irwindale Avenue (between Adelante Street & West 1st Street)
- Arrow Highway and Irwindale Avenue
- Arrow Highway (between Avenida Barbosa & 605 Freeway)
- Arrow Highway (between Maine Avenue and Bleecker Street)
- San Gabriel River Trail and Azusa Canyon Road
- San Gabriel River Trail Feeder (between Encanto Parkway & San Gabriel River Trail)
- San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Road)

- San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)
- San Gabriel River Trail (between Arrow Highway and Live Oak Avenue)
- Live Oak Avenue (between San Gabriel River Trail and Live Oak Lane)
- Live Oak Avenue (between Arrow Highway and Speedway Drive)
- West Ramona Boulevard (between San Gabriel River Trail and the 605 Freeway)
- Buena Vista Street (between Village Road and Miguel Miranda Avenue)
- East Longden Avenue (between Peck Road & Myrtle Avenue)

Pedestrians

A total of 602 pedestrians were counted at the 14 locations. Overall, the Arrow Highway and Irwindale Avenue intersection and the San Gabriel River Trail & Azusa Canyon Road site accounted for approximately 64% of all pedestrian activity. Locations along the San Gabriel River Trail or sites in close proximity to the trail also accounted for high volumes of pedestrian activity. Pedestrian volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

Bicyclists

The six sites at the San Gabriel River Trail, including the corridors leading up to the trail, had the highest bicyclist volume and account for 1,182 counts of the total of 1,347, or 87% of all bicycling activity. The site with the highest number of bicyclists was at the San Gabriel River Trail and Azusa Canyon Road site. Aside from the San Gabriel River Trail locations, the Irwindale Avenue and Arrow Highway intersection had high bicyclist volume. Bicyclist volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

RELEVANT PLANS, POLICIES AND PROGRAMS

This section provides a general overview of key plans, manuals, policies, and agencies that are relevant to the Irwindale Non-Motorized Active Transportation Plan and Design Guidelines.

Existing plans and policies provide an important framework for developing guidelines for bicycle and pedestrian infrastructure projects. The Plan and Design Guidelines are informed by the visions and recommendations set forth in the following plans and policies adopted by Irwindale, adjacent cities, countywide efforts, state and federal entities.

LOCAL PLANS AND POLICIES

City of Irwindale General Plan 2020

The Irwindale General Plan 2020, adopted in 2008, serves as the blueprint for planning and development in the City. The General Plan contains six elements - Housing, Infrastructure, Resource Management, Public Safety, and Implementation - which altogether conform to State of California requirements per California Government Code Section 65300. The Elements address the City's vision for a variety of issues, including economic development, urban design, recreation, and land use.

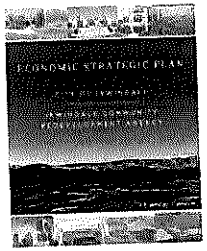
The Community Development Element identifies areas where existing land uses will be maintained, as well as areas where the City envisions new uses. When the City was incorporated in 1957, the dominant land use was for industrial mining quarries, some which have ceased operation over the past few decades. These parcels will provide opportunities for new infill development and may also offer the opportunity to integrate bicycle and pedestrian infrastructure within Irwindale's roadway network in the future.

The Infrastructure Element ensures traffic and circulation improvements are compatible with the Community Development Element and the county's Congestion Management Plan (CMP), which aims to coordinate a regional transportation system that responds to changing mobility needs.

City of Irwindale Complete Streets Policy

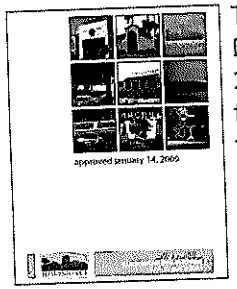
In 2016, the City of Irwindale adopted a Complete Streets Policy to guide transportation infrastructure improvements. Complete Streets is a framework for incorporating the needs of all ages, abilities, and modes of transit in implementing transit improvement plans. Guided by the California Complete Streets Act of 2008 (AB 1358), Irwindale's policy requires that any street improvement project must incorporate Complete Streets principles, such as designing street lighting, sidewalk widening, crosswalks, ADA access, bike-friendly lanes, and more. Furthermore, the City will consider these principles when updating or developing new plans, manuals, regulations, or programs, such as the next substantial revision of the Irwindale General Plan.

City of Irwindale Economic Strategic Plan



The Irwindale Economic Strategic Plan, adopted in 2011, identifies real estate and infrastructure development opportunities and establishes a business plan that would enable the City to financially achieve its physical, social and economic goals. A key economic development issue is the future of the many retired mining pits located throughout the City. These new developable parcels are opportunities to integrate pedestrian and bike infrastructure into new developments, especially for commercial, neighborhood-serving retail establishments, and business centers.

City of Irwindale Commercial and Industrial Design Guidelines

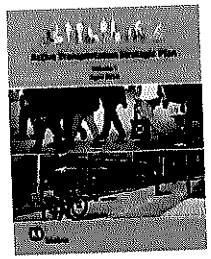


The Commercial and Industrial Design Guidelines, approved in 2009, form the basis of criteria for the evaluation of plans for development projects on commercial and industrial sites. The purpose of the guidelines is to ensure that the design of development and landscape projects on commercial and industrial sites are cohesive with the existing community.

Included are design guidelines for public and private streetscape improvements that encourage an attractive and safe pedestrian environment, such as seating, landscaping, and removable bollards. It also encourages bike racks to be placed conveniently throughout parking areas and to be coordinated with the design of other streetscape furnishings.

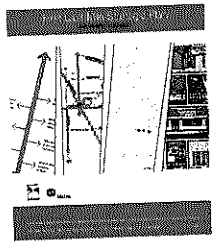
REGIONAL PLANS AND POLICIES

Active Transportation Strategic Plan (ATSP)



The Active Transportation Strategic Plan developed by the Los Angeles County Metropolitan Transportation Authority (Metro) is an overarching roadmap for increasing walking, bicycling, and transit use across Los Angeles County. The three main components are 1) first/last mile station area improvements, 2) performance benchmarks, and 3) a proposal for a regional active transportation network. The policy recommendations call for collaboration between Metro, local governments, regional agencies, and other stakeholders. For example, the Plan identifies options for different partnership approaches and funding strategies.

First Last Mile Strategic Plan & Planning Guidelines



LA Metro's First Last Mile Strategic Plan is a resource that aids Metro, public agencies, and private organizations in creating safe, easy, and efficient multi-modal environments around rail and bus-rapid transit stations in Los Angeles County. The plan recommends solutions that would decrease time, improve the user experience, and make connecting to public transit more accessible.

San Gabriel Valley Regional Bicycle Master Plan – Phase 1

The San Gabriel Valley Regional Active Transportation Planning Initiative is a two-phase project created through a partnership between Bike SGV and the San Gabriel Valley Council of Governments. Made possible by a grant provided by the Los Angeles County Healthy Eating Active Living Initiative (HEAL), it outlines a strategy for developing a regional bike network that promotes active transportation in ten San Gabriel Valley cities. Phase 1 set the groundwork for this regional vision, with a SGV Regional Bicycle Master Plan that guides the development and maintenance of bicycle network and programs for Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte. The Master Plan aims to increase bike connectivity between San Gabriel Valley cities by proposing a set of recommendations for each City to implement over twenty years.

San Gabriel Valley Regional Bicycle Master Plan – Phase 2

Phase 2 of the San Gabriel Valley Regional Active Transportation Planning Initiative builds on the success of the first five-City San Gabriel Valley Regional Bicycle Master Plan. It was awarded a Cycle 1 grant from the Caltrans Active Transportation Program (Caltrans). The Master Plan aims to further promote an active transportation culture in the San Gabriel Valley through educational programming, coordinate an integrated bike network across city boundaries, and focus on policy solutions for bicycle and pedestrian infrastructure in Irwindale, Glendora, La Puente, Monrovia, and Montebello.

San Gabriel Greenway Network

The SGV Valley Regional Active Transportation Initiative will also study the feasibility of a San Gabriel Valley Greenway that would encompass more than 80 miles of Class 1 Multi-Use Bicycle and Pedestrian Paths along the storm channels

and washes that traverse the San Gabriel Valley. New paths for walking, biking, and other non-motorized transportation would be linked to existing greenways along the San Gabriel River, which partially runs through Irwindale. The greenway would connect schools, parks, and transit stations in a regional network for non-motorized transportation and outdoor recreation.

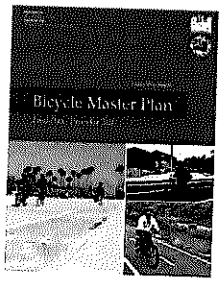
City of Duarte Bicycle Master Plan and Safe Routes to Transit Plan

Adopted in 2016, Duarte's first Bicycle Master Plan serves as the City's blueprint for developing a transportation network that meets the needs of pedestrians, bicyclists, public transit users, and motorists, fulfilling the City's commitment to Complete Streets, and connects to the City's Gold Line Station. The Safe Routes to Transit Plan identifies specific strategies to improve pedestrian and bicyclist safety for first and last mile trips to and from stations. Proposed bike paths are located in southwest Duarte, just north of the City of Irwindale.

City of West Covina Active Transportation Master Plan

In 2017, the City of West Covina, located to the southeast of Irwindale, commenced preparation of its first Active Transportation Master Plan. The City will develop and coordinate bicycle and pedestrian improvements with the General Plan, Safe Routes to School Master Plan, San Gabriel Valley Greenway Network efforts, Complete Streets Policy, and Americans with Disabilities Act.

County of Los Angeles Bicycle Master Plan



Los Angeles County's Bicycle Master Plan guides the development and maintenance of bicycle networks and programs in unincorporated communities for a 20-year period. Approved in 2011, the Plan is an update of the 1975 County Bikeway Plan and is a sub-element of the Los Angeles County General Plan. The County has proposed Class II Bike Lanes and Class I Bike Paths adjacent to Irwindale's southeastern border.

STATE AND FEDERAL POLICIES

State of California Complete Streets Act (2008)

In 2008, the California State Legislature adopted The Complete Streets Act (AB 1358), which requires that jurisdictions "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context."

Americans with Disabilities Act (1990, updated 2010)

The Americans with Disabilities Act (ADA), first adopted in 1990, protects people with disabilities from discrimination in employment, public services, public accommodations, and telecommunications. Title II of the ADA requires that the services and programs of local and State governments be readily accessible to and usable by individuals with disabilities. It calls for removing physical barriers, such as stairs, and providing auxiliary aids to help persons with visual, hearing or sensory impairments. In addition, Title II seeks to ensure that people with disabilities have access to existing public transportation services, including buses and paratransit services.

RELEVANT AGENCIES AND ORGANIZATIONS

Carrying out successful bike and pedestrian projects in Irwindale requires collaboration with other government agencies and local organizations. The following agencies and organizations are key players in catalyzing and leveraging public support for bike and pedestrian efforts in Irwindale and the San Gabriel Valley.

California Department of Transportation (Caltrans)

Caltrans The California Department of Transportation (Caltrans) is responsible for the maintenance and operation of state routes and highways, and the agency is a major source of bicycle and pedestrian projects. In 2013, Governor Brown signed legislation that created the Active Transportation Program (ATP), which consolidates existing federal and state transportation programs,

CHAPTER SOURCES

i The Longitudinal Employer-Household Dynamics study defines "Primary Jobs" as the job that makes an individual the most money.

ii US Census Bureau, Center for Economic Studies, 2015 Longitudinal Employer-Household Dynamics, onthemap.ces.census.gov, accessed March 22, 2018.

including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with funding of $223 million a year from a combination of state and federal funds.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a Metropolitan Planning Organization (MPO) designated under state law as a Regional Transportation Planning Agency and as a Council of Government. SCAG develops long-range regional transportation plans, including sustainable community strategies and regional transportation improvement programs for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

Los Angeles Metropolitan Transportation Authority (Metro)

The Los Angeles Metropolitan Transportation Authority (Metro) operates LA County's public transportation system. Metro also assists in the coordination of active transportation efforts countywide through the Active Transportation Strategic Plan (ATSP) and First Last Mile Strategic Plan & Planning Guidelines.

San Gabriel Valley Council of Governments

The San Gabriel Valley Council of Governments (SGVCOG) is a joint powers authority made up of representatives from 30 cities, 3 Los Angeles County Supervisorial Districts, and the 3 Municipal Water Districts located in the San Gabriel Valley. The SGVCOG serves as a regional voice for its member agencies. Through a partnership with local advocacy group, Bike SGV, SGVCOG spearheaded the San Gabriel Valley Regional Active Transportation Planning Initiative, an ambitious vision and implementation strategy for developing bike and pedestrian infrastructure throughout the San Gabriel Valley.

BikeSGV

Bike SGV is a nonprofit bike advocacy group with a vision for building a cohesive network of people-friendly streets throughout the San Gabriel Valley. Through a partnership with SGVCOG, they successfully developed the first 5-city San Gabriel Valley Regional Bike Master Plan in 2010, which launched the San Gabriel Valley Active Transportation Initiative and organized 626 Golden Streets in 2017, the largest open streets event in the San Gabriel Valley. The organization plans frequent bike workshops, community events, and family-friendly bike rides to encourage an active transportation culture in San Gabriel Valley.

RELEVANT GUIDES AND MANUALS

While street infrastructure projects are always site-specific, they generally adhere to existing national and state level engineering standards and guidelines. In addition to regulatory engineering manuals, several street and bikeway design manuals provide valuable guidance for active transportation projects.

Separated Bike Lane Planning and Design Guide – FHWA (2015)

This 2015 guide, developed by the Federal Highway Administration (FHWA), recommends design strategies for bikeways that are physically separated from vehicular traffic by spatial and/or physical buffers (Class IV Bike Lanes). The guide discusses siting considerations and strategies for integrating bicycle facilities with other transportation infrastructure.

Highway Design Manual – Caltrans (2006, latest revision 2017)

The California Department of Transportation (Caltrans) Division of Design provides guidance for State highways, including engineering elements such as geometry (e.g., roadway curvature), intersections, pavement types, soils, and hydrology. The Manual is the primary source for bikeway standards in California. It includes sections on multi-modal approaches, such as enhanced pedestrian crossings, bike/pedestrian overcrossings and under crossings, separated bikeways, and more.

California Manual on Uniform Traffic Control Devices – Caltrans (2014, Revised 2018)

The CA MUTCD conforms with and builds upon (rather than replaces) the National MUTCD, and contains California-specific standards and guidance for traffic control devices including "signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction."

Manual on Uniform Traffic Control Devices (MUTCD) - FHWA (2009, Revised 2012)

The MUTCD sets national standards for traffic signs, signals, and pavement markings, including those

related to bikeways and pedestrian crossings. The manual seeks to improve safety and efficiency by ensuring general uniformity across the United States, while encouraging innovation and flexibility amongst state agencies.

National Association of City Transportation Officials (NACTO) Guides

Founded in 1996, NACTO is a national coalition of transportation officials from over 40 cities that is "committed to raising the state of the practice for street design and transportation by building a common vision." NACTO has produced four highly valuable guidebooks providing comprehensive guidance for designing streets for all road users: Urban Street Design Guide (2011), Urban Bikeway Design Guide (2013), Transit Street Design Guide (2015), and the Urban Street Stormwater Guide (2017).

POLICY FRAMEWORK

Chapter 3

INTRODUCTION

This chapter establishes a framework for the implementation of the Irwindale Active Transportation Plan (ATP) through a set of Goals, Policies and Actions. The focused Goals, Policies, and Actions presented in this chapter seek to encourage safe, accessible, and convenient transportation in Irwindale through active modes of transportation such as walking and bicycling. Goals describe positive outcomes of implementing the ATP, Policies describe methods to achieve the Goals, and Actions describe specific steps to implementing Policies.

METHODOLOGY FOR GOALS AND POLICIES

The Goals, Policies and Actions in this Plan are organized based on the "Essential Elements of a Bicycle Friendly America" as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in active transportation plans. Categories used in this Plan are: accessibility/connectivity, education/encouragement, enforcement, engineering and development standards, and evaluation/implementation.

Goals, Policies and Actions were developed based on community input gathered through a variety of methods, including:

- Feedback received from local stakeholders, including Irwindale businesses and large employers, through a series of phone interviews.
- Comments received from community members at multiple community events, where project-related information and activities were provided to build interest in the Plan and gain feedback.
- Feedback received from community members through online and paper-based surveys.
- Communication with City staff throughout the development of the ATP.

The Goals, Policies and Actions reflect national best practices in active transportation policy, and they are consistent with existing local, regional and state policies and procedures that are relevant to Irwindale transportation issues. (See Chapter 2 of this Plan for a discussion of relevant existing policies and programs.) In addition to responding to community and staff input, Goals and Policies reflect community needs based on the assessment of existing conditions presented in Chapter 2. Results from Pedestrian and Bicycle counts conducted throughout the City of Irwindale indicated areas with higher volumes of people walking and bicycling, and therefore suggesting potential locations for enhanced pedestrian and bicycle facilities.

As discussed in greater detail in the Plan Recommendations Chapter (Chapter 4), Pedestrian Priority Areas include portions of Irwindale east of Azusa Canyon Road, where a significant portion of the City's residential, commercial and civic uses are located and are associated with higher volumes of people walking to destinations.

Additionally, Bicycle Priority Corridors include cross-town corridors and dedicated pathways that move a substantial portion of the City's bicycle travelers. These corridors include the San Gabriel River Trail, Arrow Highway, Irwindale Avenue, Foothill Boulevard, and Live Oak Avenue. Goals, policies and actions discussed throughout this Chapter have specific considerations for areas or corridors within Irwindale that fall into these designated priority areas.

GOAL

POSITIVE OUTCOME OF IMPLEMENTING THE ATP

POLICY

METHOD OR STRATEGY TO ACHIEVE A GOAL

ACTION

PRACTICAL STEP TO IMPLEMENT A POLICY

GOAL A: ACCESSIBILITY AND CONNECTIVITY

Irwindale will have safe, comfortable and convenient access to local destinations for people walking and bicycling, with the local walking and bicycling network integrated into the regional network to connect to adjacent jurisdictions and points beyond.

Policy A.1

Upgrade and enhance existing walking and bicycling facilities to support safety, comfort and convenience, especially in Pedestrian Priority Areas and along Bicycle Priority Corridors.

Action A.1.1. Enhance Existing Pedestrian Facilities

Improve existing pedestrian facilities, where applicable, as recommended in the Design Guidelines in this Plan (Appendix K). Improvements include meandering sidewalks, additional lighting, landscaping, high-quality crossings, signal phasing adjustments, street furnishings, and other pedestrian-oriented amenities.

Action A.1.2. Enhance Existing Bicycle Facilities

Enhance existing bicycle facilities, where feasible, to ensure smooth surfaces, adequate widths, and physical buffers from vehicle traffic.

Action A.1.3. Connect Employment Centers to Services

Develop high-quality walking and bicycling connections between employment centers and retail services, providing local workers with walking and bicycling access to goods and services (e.g., lunch-time dining).

Policy A.2

Close connectivity gaps by adding new high-quality walking and bicycling facilities, with particular attention to Pedestrian Priority Areas and Bicycle Priority Corridors as recommended in the Irwindale Active Transportation Plan.

Action A.2.1. Encourage Potential Use of Non-Roadway Right-of-Ways

Pursue opportunities to utilize existing right of ways along utility lines and stormwater channels for active transportation pathways, coordinating with Los Angeles Department of Water and Power, Southern California Edison and Los Angeles County Flood Control, or other relevant agencies to grant these easements.

Action A.2.2. Support Inter-Jurisdictional Coordination

Collaborate with adjacent jurisdictions as well as local, regional and state agencies (e.g., City of Baldwin Park, Metro, San Gabriel Valley Council of Governments (SGVCOG), and Caltrans) to tie

local pedestrian and bicycle projects into regional networks, including those that connect to the Irwindale Gold Line Station and the Baldwin Park Metrolink Station.

Policy A.3 **Implement Complete Streets enhancements that support the State's Complete Streets Policy and advances the City of Irwindale's Complete Streets Policy.**

Policy A.4 **Enhance active transportation connections to and from the San Gabriel River Trail, supporting the trail as a valuable local and regional recreational asset.**

Action A.4.1. Improve Trail Connections

Improve/add trailheads and connections to the San Gabriel River Trail, as recommended in the Plan Recommendations Chapter, working in coordination with the County of Los Angeles and cities adjacent to Irwindale.

Policy A.5 **Ensure that walking facilities – including sidewalks, curb ramps, crossings, and trails – are accessible for people with physical impairments.**

Action A.5.1. Provide Accessible Sidewalks and Crossings

Improve ADA accessibility of sidewalks and crossings. Seek to provide and maintain ADA-compliant pavement surfaces and sidewalk clearances.

Action A.5.2. Develop Accessible Trails

Collaborate with the County of Los Angeles on trail improvements and accessibility within the Santa Fe Dam Recreation Area.

Policy A.6 **Provide high-quality, user-friendly and attractive human-scaled signage directing people walking and bicycling to destinations and guiding them through the bicycle/pedestrian network.**

Action A.6.1. Improve Wayfinding Guidance to Transit Facilities

Coordinate with Los Angeles County Metropolitan Transportation Authority (Metro), Metrolink and Foothill Transit to provide signage throughout the City regarding distances and pathways to transit stations and key bus stops, including "Transit to Parks" connections between the Santa Fe Dam Recreational Area and transit stations, including the Irwindale Gold Line Station and Baldwin Park Metrolink Station.

Action A.6.2. Install Bikeway and Pedestrian Signage

Install pedestrian-scale wayfinding signage at key locations along walking and bicycling routes directing travelers through the network and to key destinations.

Action A.6.3. Provide Wayfinding Signage

Provide high-quality, user-friendly wayfinding signage guiding people walking and bicycling to local destinations (e.g., employment centers, recreational amenities, and transit stations) and guiding them through the pedestrian/bicycle network.

Policy A.7 **Encourage and/or require the provision of secure bicycle parking facilities at employment centers, commercial centers, recreational amenities, and civic amenities.**

GOAL B: EDUCATION AND ENCOURAGEMENT

The community will be engaged and educated to walk and bike in Irwindale for recreation, transportation, and health/fitness. Walking and biking is to be promoted as safe, enjoyable, convenient, and environmentally sustainable alternatives to automobile travel.

Policy B.1 **Support bicycle and pedestrian safety education classes and programs in order to improve safety for all road users.**

Action B.1.1. Encourage Employer-Based Education Programs

Coordinate with local agencies, organizations, and employers to provide pedestrian and bicycle education programs to employees, including bicycle skills courses and general training on "rules of the road" for motorists, pedestrians and bicyclists.

Action B.1.2. Encourage School-Based Education Programs

Work with local schools to ensure that youth are provided with regular bicycle and pedestrian safety and skills training. Encourage collaboration amongst schools, local agencies such as the Irwindale Police Department, and regional agencies such as Metro, which has abundant Safe Routes to School resources for local schools.

Action B.1.3. Develop a Citywide Educational Program

Develop a citywide program distributing materials and providing training to educate motorists about the "ins and outs" of sharing the road with bicyclists, crossing bicycle lanes when making right turns, blocking bicycle lanes, and other applicable "rules of the road."

Action B.1.4. Create a Map/Safety Booklet

Develop and distribute a map of local and regional bicycle and pedestrian routes and paths (including trails), with tips on walking and bicycling safety.

Policy B.2 **Support programs that encourage Irwindale residents, workers, and visitors to choose walking, bicycling, and other active modes of travel.**

Action B.2.1. Support Employer-Based Encouragement Programs

Coordinate with local employers to provide amenities and incentives (e.g., secure bicycle parking, shower facilities, monetary incentives for walking/bicycling) that encourage employees to walk and bike to work, including walking/bicycling trips that are "first-last mile" connections to transit.

Action B.2.2. Support School-based Encouragement Programs

Coordinate with local schools to develop programs and events such as a "walk-to-school day" or "walking/bicycling safety week", and consider joining the California Regional Network of the Safe Routes Partnership.

Action B.2.3. Develop Encouragement Programs for Irwindale City staff

Provide resources, incentives and amenities to encourage City of Irwindale staff to commute by walking or bicycling.

Action B.2.4. Collaborate with Adjacent Jurisdictions

Collaborate with adjacent jurisdictions, local/regional organizations, and regional agencies to implement encouragement activities such as open streets events and bike-to-work days.

GOAL C: ENFORCEMENT

Safety for all road users to be provided through compliance with – and enforcement of – traffic codes for drivers, bicyclists and pedestrians.

Policy C.1

Coordinate with the Irwindale Police Department to evaluate and enhance staff training on traffic laws and enforcement methods related to people walking and bicycling.

Action C.1.1. Support Targeted Rules Enforcement

Support targeted enforcement of vehicle code violations affecting people walking and bicycling such as speeding, failure to stop/yield to pedestrians, and rolling through stop signs. Enforcement should also address code violations by people walking and bicycling.

Action C.1.2. Determine Strategic Enforcement Locations

Focus rules enforcement on areas with high collision rates and high volumes of people walking and bicycling.

GOAL D: ENGINEERING/DEVELOPMENT STANDARDS

High-quality pedestrian and bicycle facilities to be provided to enhance the safety, comfort and convenience of people walking and bicycling in Irwindale.

Policy D.1

Design roadways to safely accommodate all users, balancing the needs of people walking, bicycling, riding transit, and driving personal and commercial vehicles, including semi-trailer trucks.

Policy D.2

Utilize roadway design/engineering best practices to ensure safe and effective pedestrian and bicycle infrastructure.

Action D.2.1. Incorporate Best Practices Into Facility Design

Incorporate, where appropriate, the latest best practices in pedestrian and bicycle facility design, including those presented in existing resources such as the NACTO Bikeway Design Guide, Caltrans California MUTCD, and FHWA Separated Bike Lane Planning and Design Guide.

Action D.2.2. Assess Locations for Improved Pedestrian Lighting

Continue to identify specific locations for additional vehicular street lighting and specific locations for the installation of pedestrian-scaled lighting.

Action D.2.3. Consider Bicycle Signalization at Key Intersections

Consider bike-only signals at key intersections with high levels of bicycle and vehicular traffic.

Action D.2.4. Install Bicycle Detection

Install bicycle detection devices (e.g., in-pavement loop pavement detectors) and "wait here" stencils at all signalized intersections on highly traveled key bikeways in the City.

Action D.2.5. Minimize Driveway Cuts

New development should minimize the number of driveway openings and curb cuts.

Action D.2.6. Identify Locations for New Midblock Crossings

Consider locations for new enhanced or signalized midblock crossings when the distance between existing safe crossings is long, as further discussed in the Design Guidelines (Appendix K).

Action D.2.7. Enhance Crossings

Provide striped crosswalks on all legs of a signalized intersection where feasible. Crossings at signalized intersections in Pedestrian Priority Areas should have high-visibility crosswalks.

Action D.2.8. Improve the Sidewalk Environment

Develop a community-wide strategy to increase tree planting and stormwater treatment, maintain existing street trees, provide shade, and add meandering sidewalks, especially as properties turn over and in new developments.

Action D.2.9. Enhance Transit Stops

Coordinate with Metro and Foothill Transit to provide enhanced pedestrian amenities at bus stops improving comfort and safety for people using transit, such as bus shelters, seating, shade-providing trees, and trash receptacles, in coordination with Metro and Foothill Transit.

Action D.2.10. Provide High-Quality Bicycle Parking Facilities

Coordinate with employers, schools, and transit providers to install secure, safe and convenient bicycle parking facilities in the public realm and support employment centers and schools in providing such facilities.

Policy D.3 **Ensure new development satisfies design requirements and/or guidelines presented in the Design Guidelines in Appendix K of this Plan and other City guidelines such as the Commercial and Industrial Design Guidelines, including requirements and guidelines for sidewalk design, landscaping and bicycle parking.**

Action D.3.1. Institute Development Requirements/Agreements

Consider the provision of walking/pedestrian facilities (e.g., secure bicycle parking and meandering sidewalks) as part of developer agreements or mitigations.

Action D.3.2. Incorporate Streetscape Improvements

Encourage new development to provide streetscape improvements and pedestrian-friendly environments, including wide sidewalks, compact intersections, sidewalk-oriented buildings, and short block lengths.

Action D.3.3. Add Sidewalks in New Development Areas

Consider requiring new developments to provide sidewalks (meandering, where applicable) on both sides of the roadway on all streets within Pedestrian Priority Areas.

Action D.3.4. Close Existing Sidewalk Gaps in Developed Areas

As properties change ownership, consider requiring new property owners to install sidewalks to close existing gaps.

Action D.3.5. Consider Purchase of Property to Close Key Sidewalk Gaps

In areas where existing gaps in sidewalks disconnect key destinations, consider purchasing or obtaining easements from property owners to construct sidewalks.

GOAL E: EVALUATION AND IMPLEMENTATION

The Irwindale Active Transportation Plan will be implemented proactively through developing programs and strategies to fund and maintain pedestrian and bicycle facilities and programs.

Policy E.1 **Provide routine inspection and maintenance of pedestrian and bicycle facilities, including pavement repairs, restriping, maintenance of traffic control devices, landscape maintenance, and sweeping bike lanes and paths.**

Action E.1.1. Create a Monitoring Program

Implement a monitoring program to streamline the reporting of maintenance problems on bike routes, crosswalks, and sidewalks, and to streamline the response to address reported maintenance needs.

Policy E.2 **Minimize disruption to people walking and when repairing and constructing transportation facilities, providing alternate routes when necessary.**

Policy E.3 **Evaluate the progress and effectiveness of the Active Transportation Plan to achieve project and program goals.**

Action E.3.1. Monitor Collision Data

Collect and evaluate pedestrian and bicycle related collision data on an annual basis. Analyze data to identify potential "trouble" locations and/or areas for focused enforcement.

Action E.3.2 Update Priorities in the Capital Improvement Plan (CIP)

Update the CIP to prioritize improvements at high-collision locations.

Action E.3.3. Conduct Pedestrian and Bicycle Counts

When possible, conduct pedestrian and bicycle counts when vehicle counts are conducted to monitor the effectiveness of ATP improvements and programs. Conduct regular counts of pedestrian and bicycle traffic, including evaluation of counts against prior counts. Save the count data in a regional database provided by Southern California Association of Governments at atdb.scag.ca.gov.

Policy E.4 **Regularly seek funding for the design and development of active transportation projects, and ensure awareness of current regional, state, and federal funding programs.**

Action E.4.1. Allocate Capital Improvement Program Funding

Fund Bikeway and Pedestrian Improvements in the Capital Improvements Program. Integrate recommended pedestrian and bicycle projects and programs into the City's Capital Improvement Program (CIP).

Action E.4.2. Collaborate with Other Entities on Funding Opportunities

Pursue Inter-Agency Collaboration on Bicycle and Pedestrian Projects when seeking funding on larger grant-funded infrastructure projects ($10 million or greater), as projects providing improvements in multi-jurisdictional connectivity are far more competitive in obtaining grant funds, including those from the Caltrans Active Transportation Program.

Action E.4.3. Pursue Funding for Complete Street Plans in Pedestrian Priority Areas and Bicycle Priority Corridors

To expedite implementation of pedestrian and bicycle infrastructure, consider pursuing grants to confirm feasibility of improvements and develop preliminary engineering designs in high priority areas such as Arrow Highway, Irwindale Avenue, the area surrounding Irwindale Gold Line Station, and Downtown Irwindale.

Policy E.5 **Coordinate with federal, state, regional, county and local agencies to fund and implement bicycle and pedestrian projects in cooperation with other nearby jurisdictions.**

Policy E.6 **Implement the Active Transportation Plan incrementally, regularly update the Plan, and ensure consistency with other planning efforts.**

Action E.6.1. Conduct Plan Updates

Update the Active Transportation Plan as necessary to accommodate best practices in bicycle and pedestrian-related policies, programs, and facility design, and to ensure adherence to Caltrans requirements for ATP plans.

Action E.6.2. Ensure a Consistent Policy Framework in City Planning Efforts

Ensure consistency with the Active Transportation Plan's goals, policies and recommended programs and projects when updating other City plans such as the General Plan.

Action E.6.3. Ensure Consistent Projects and Program Recommendations in City Planning Efforts

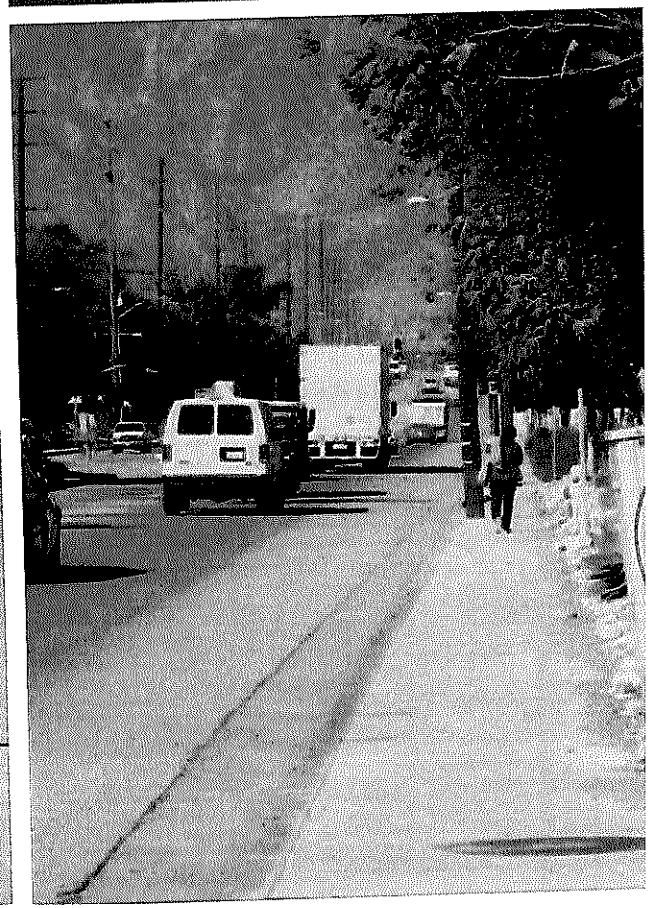
Incorporate pedestrian- and bicycle-related elements when updating other City plans and guidelines, referencing the Active Transportation Plan and Design Guidelines in future City planning efforts.

Action E.6.4. Collaborate with Other Agencies/Jurisdictions to Implement Projects and Programs

Collaborate with adjacent jurisdictions including Azusa, Baldwin Park, El Monte, and Duarte, and with regional agencies such as the L.A. County Metropolitan Transportation Authority (Metro), the Southern California Association of Governments (SCAG), the San Gabriel Valley Council of Governments (SGVCOG), and Caltrans (especially for improvements at on-ramps and off-ramps).

PLAN RECOMMENDATIONS

Chapter 4



INTRODUCTION

This chapter recommends a list of projects and programs that will enhance walking and bicycling to improve safety and accessibility throughout Irwindale. These recommendations have been categorized into three groups: pedestrian projects, bicycle projects, and pedestrian/bicycle programs. Maps are provided in this chapter to note the location of bicycle and pedestrian projects, and tables that reference each project in detail. In addition, a table of suggested pedestrian and bicycle programs show how recommended actions discussed in the Policy Framework Chapter (Chapter 3) are implemented. Implementation of recommendations will be coordinated with these respective agencies.

CRITERIA FOR PLAN AND PROGRAM RECOMMENDATIONS

To most effectively utilize available resources for implementing Plan recommendations, criteria prioritizing projects and programs have been selected. These criteria were developed based on comments received from surveys documenting existing walking and biking conditions, public feedback received at community events, as well as background information and data presented in this Plan's existing conditions analysis (Chapter 2). The following criteria have been developed to prioritize the implementation of pedestrian projects, bicycle projects, and pedestrian/bicycle programs.

CRITERIA FOR PEDESTRIAN AND BICYCLE RECOMMENDATIONS

1. Direct Access to Key Destinations in Irwindale

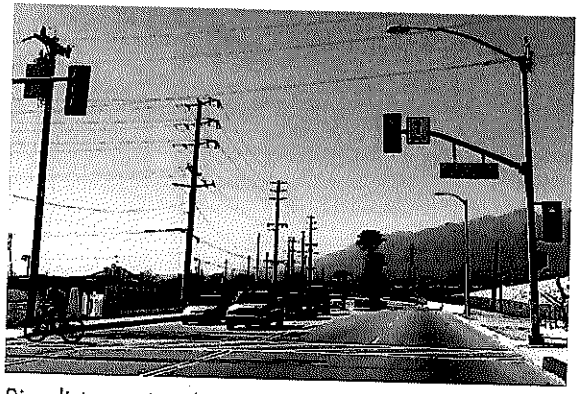
This includes key civic, retail, recreational, educational, and employment destinations within and adjacent to Irwindale. Specific examples include the Santa Fe Dam Recreational Area, Irwindale City Hall, Irwindale Park, Irwindale Metro Gold Line Station, Baldwin Park Metrolink Station, and other activity-generating uses described in Figure 2.6 (Activity Generators) in Chapter 2 of this document.

2. Implements Recommendations in Adjacent and/or Regional Bicycle and Pedestrian Plans

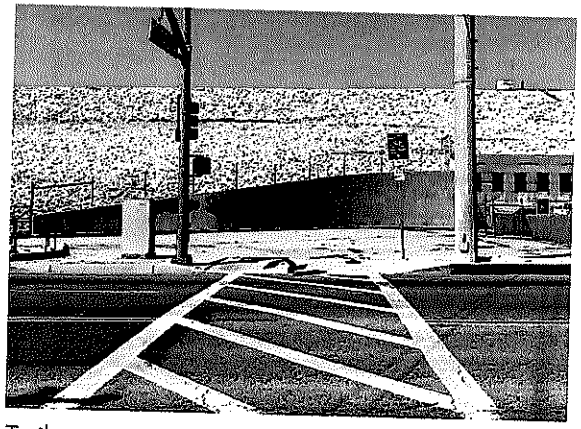
A significant amount of planning for bicycle and pedestrian infrastructure improvements and programs has been underway over the past 5-10 years in the San Gabriel Valley region. This Plan seeks consistency and integration with policies, programs, and network recommendations from regional and local plans and policies (in Chapter 2 of this Plan).

3. Improves Safety and Access for All

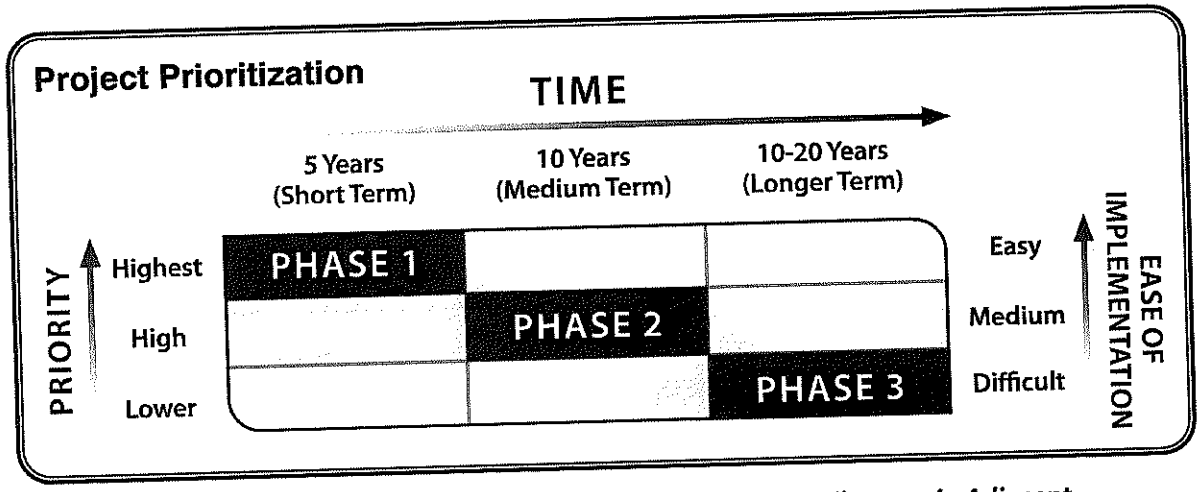
New pedestrian and bicycle facilities and the enhancement of existing facilities can provide all residents – regardless of age or physical ability – safe and convenient access to key destinations in the City of Irwindale. This Plan seeks to focus and prioritize recommended projects and programs in areas with high collision rates involving people walking and bicycling, as well as in areas with high volumes of people walking and bicycling.



Bicyclist crossing Arrow Highway to San Gabriel River Trail



Trail access point at Arrow Highway



4. Incorporates Multi-Modal Infrastructure in Growth Areas

As land uses within the City of Irwindale convert from mining to other uses, including light industrial, commercial, or residential uses, it will be important to upgrade existing roadway infrastructure to allow for safe access for pedestrians, bicyclists and motorists. Additionally, policies should be in place to design any new roadways within these areas to safely accommodate and encourage walking and bicycling.

ADDITIONAL CRITERIA FOR BICYCLE RECOMMENDATIONS

5. Connects to Regional Infrastructure

A key component to improving bicycling in Irwindale is allowing for safe and seamless connections to regional transportation resources. This includes improved connections to Irwindale's Gold Line Station, the San Gabriel River Trail, and the Metrolink Station in the adjacent community of Baldwin Park, as well as improved connections to/along roadways with Metro and Foothill Transit bus service. Implementation of recommendations will be coordinated with these respective agencies.

6. Connects to Bikeways in Adjacent Jurisdictions

As an employment hub in the San Gabriel Valley, many of Irwindale's workers live in communities surrounding the City, including the cities of Azusa, Baldwin Park, Covina, Duarte, and El Monte. Improving connections from these communities will ensure that Irwindale's destinations are easily accessible by residents in surrounding communities, connecting people to places of work and to recreational amenities such as the San Gabriel River Trail and Santa Fe Dam Recreational Area.

SECONDARY CRITERIA FOR PRIORITIZING PROJECTS

In addition to ranking criteria discussed on Pages 3-2 and Page 3-3, project costs, amount of coordination required with outside agencies, and adjustments to existing rights-of-way were factored into the phasing of all pedestrian and bicycle projects. Rankings of each individual pedestrian and bicycle project on primary and secondary criteria developed as part of this Plan are documented in Appendices I and J.

PEDESTRIAN IMPROVEMENTS

PEDESTRIAN PRIORITY AREAS

Areas in the City that meet all or most of the criteria described above are designated as Pedestrian Priority Areas. As individual pedestrian projects and criteria were evaluated, it was determined that the largest contiguous Pedestrian Priority Area in Irwindale is located east of Azusa Canyon Road to the City's eastern boundary, encompassing the Irwindale Avenue corridor. Other areas in the City designated as Pedestrian Priority Areas include streets containing residential and light industrial uses just south of the City of Duarte border along Meridian Street, light industrial uses along Ramona Boulevard adjacent to the City of Baldwin Park, light industrial uses just east of the 605 Freeway along and adjacent to Rivergrade Road, and Los Angeles Street and other key roadways leading to the Baldwin Park Metrolink Station.

Pedestrian infrastructure and program improvements discussed in this Plan that are within Pedestrian Priority Areas are recommended to be implemented within 5 years, noted as Phase 1 in Table 4.1, although more intensive Pedestrian Priority projects may more realistically be completed within a 10-year time frame, noted as Phase 2 in Table 4.1, due to higher costs and/or project complexity. An example of a project that is more intensive includes adding or widening sidewalks along roadways within built-out residential, commercial or industrial areas, including projects that are outside of the City's public right-of-way. In these cases, the City will need to obtain approval to either have an easement granted or purchase the property from the property owner prior to installation of the sidewalk.

IMPROVEMENTS OUTSIDE PEDESTRIAN PRIORITY AREAS

Several pedestrian infrastructure improvements are located outside of Pedestrian Priority Areas, as they are located in areas of the City that satisfy less than a majority of criteria designated in this Plan. However, they are important elements in completing the City's pedestrian network and are critical for achieving citywide connectivity. The goal is to implement these recommendations within the next 10-20 years, noted as Phase 3 in Table 4.1. However, in cases where the improvements outside of pedestrian priority areas are relatively easy to implement (e.g., lower in cost, minimal coordination with outside agencies), we have recommended those improvements be implemented in the next 5-10 years. This is noted as Phase 2 in Table 4.1.

DESCRIPTIONS AND ILLUSTRATIONS OF PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

All pedestrian infrastructure improvements are illustrated and mapped in Figure 4.1, Proposed Pedestrian Network. Additionally, pedestrian infrastructure improvements are listed and described in detail in Table 4.1, Proposed Pedestrian Infrastructure Improvements.

BICYCLE IMPROVEMENTS

BICYCLE PRIORITY CORRIDORS

Similar to the designation of Pedestrian Priority Areas, Bicycle Priority Corridors are roadways that meet a significant number of criteria designated at the beginning of this chapter. Bicycle Priority Corridors include Arrow Highway, Irwindale Avenue, Azusa Canyon Road, Los Angeles Street, Live Oak Avenue, Ramona Boulevard and the San Gabriel River Trail, as shown on Figure 4.2.

Many Bicycle Priority Corridors are also the City's key arterials in moving regional automobile traffic, as well as moving truck traffic to and from the City's many businesses. Therefore, several recommendations have been crafted that place fully separated Class I bicycle paths or fully protected Class IV bike lanes adjacent to existing roadways to maximize safety and mobility for non-motorized users. In situations where adequate right-of-way is not readily available for a separated path, the widening of existing sidewalks into multi-use paths may be another opportunity to provide for safe bicycle and pedestrian travel.

Bicycle infrastructure and program improvements along these priority corridors are recommended to be implemented within 5 years. However, there are a number of projects such as separated Class I (multi-use) paths that may be more realistically completed within a 10-year time frame due to higher costs and/or project complexity, as many of these projects may also require extensive coordination with third parties such as property owners, businesses, multiple City departments, and regional agencies.

IMPROVEMENTS OUTSIDE BICYCLE PRIORITY CORRIDORS

Several bicycle infrastructure improvements are outside of Bicycle Priority Corridors, as they are located along corridors that satisfy less than a majority of criteria designated in this Plan. However, they are important elements in completing the City's bicycle network and are critical in achieving citywide connectivity. The goal is to implement these recommendations within the next 10-20 years, noted as Phase 3 in Table 4.2. However, in cases where the improvements outside of bicycle priority corridors are relatively easy to implement (e.g., lower in cost, minimal coordination with outside agencies), we have recommended those improvements be implemented in the next 5-10 years. This is noted as Phase 2 in Table 4.2.

DESCRIPTIONS AND ILLUSTRATIONS OF BICYCLE INFRASTRUCTURE IMPROVEMENTS

All bicycle infrastructure improvements are illustrated and mapped in Figure 4.2, Proposed Bicycle Network. Additionally, bicycle infrastructure improvements are listed and described in detail in Table 4.2, Description of Proposed Bicycle Infrastructure Improvements.

PEDESTRIAN/ BICYCLE PROGRAM RECOMMENDATIONS

The Plan provides a phased list of programs (see Table 4.3) that aim to support the infrastructure improvement projects recommended in this Chapter. The criteria developed to prioritize projects are also applied to the pedestrian and bicycle programs. Based on these criteria, programs are prioritized into short-term recommendations as noted as Phase 1 on the Table 4.3 (to be implemented 5 years or less), medium-term recommendations noted as Phase 2 on Table 4.3 (to be implemented in 5-10 years) and longer-term recommendations (to be implemented in 10-20 years).

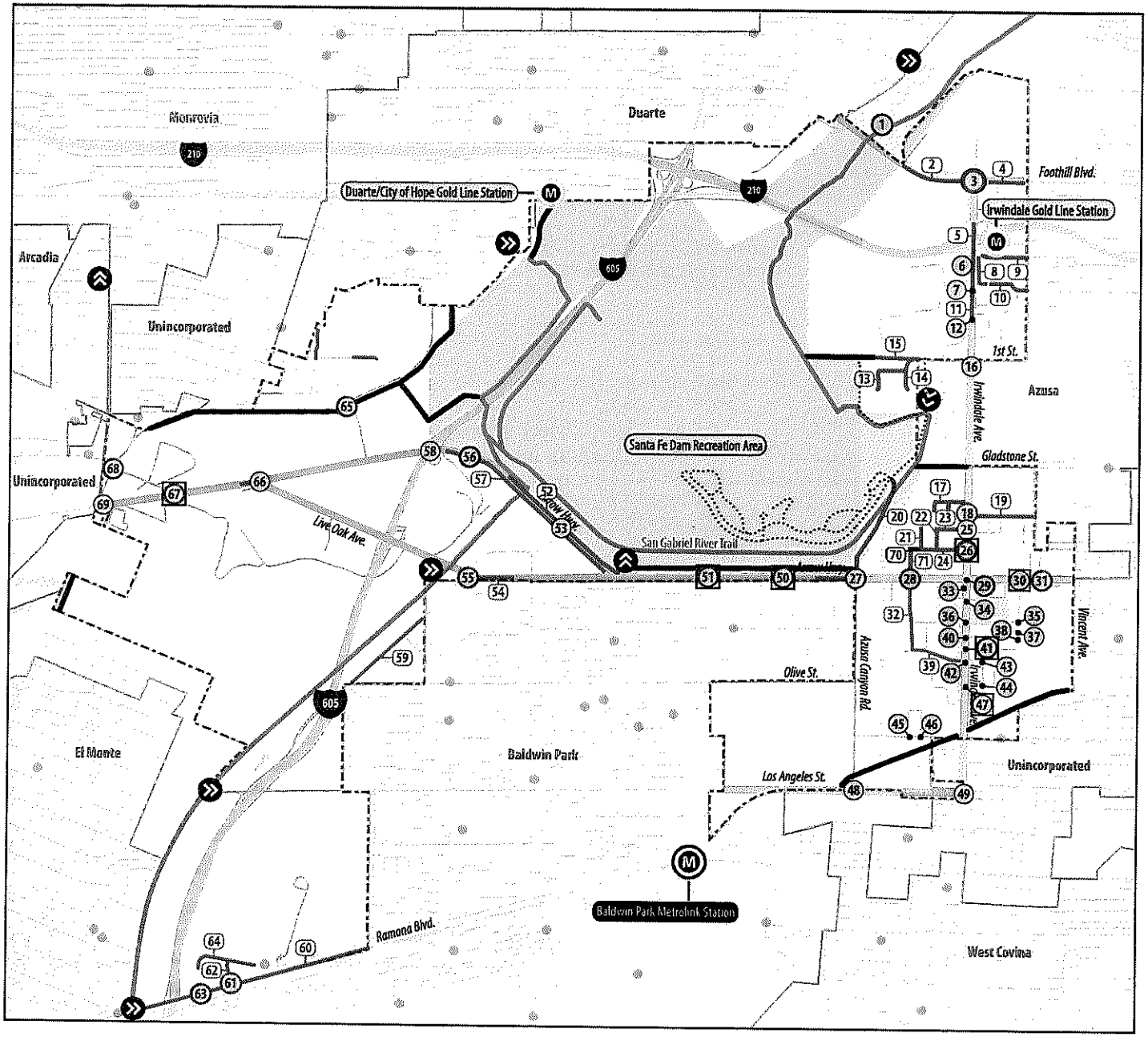
The programs are organized into the categories and correlating policy/action numbers presented in Chapter 3: Policy Framework. The initiatives are fully integrated and promote walking and biking

through accessibility, education, enforcement, design standards, evaluation and implementation. The programs take into consideration the City's unique land use and reflect the City's desired outcome of a more integrated bicycling and walking network.

IMPLEMENTATION STRATEGIES FOR RECOMMENDATIONS

While implementation steps and funding sources are described further in the next chapter, a key initial step to implement recommendations, particularly those in pedestrian priority areas or along of bicycle priority corridors, would be to pursue funding through the Caltrans Sustainable Transportation Planning Program, Caltrans Active Transportation Program, or SCAG Sustainability Program to fund complete streets, multi-modal or corridor plans for these areas. Such plans enable the opportunity to explore feasibility for infrastructure improvements in greater detail, including the development of conceptual engineering drawings. Completion of such plans also increases the chances of funding for infrastructure improvements through federal, State, regional and local grants.

Figure 4.1: Proposed Pedestrian Improvements



LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)
- Existing Trail Access
- School
- Pedestrian Priority Area

Recommended Pedestrian Improvements

- High Visibility Continental Crosswalk(s)
- High Visibility Decorative Crosswalks(s)
- Rectangular Rapid Flashing Beacon
- Median Refuge Island(s)
- New Crossing
- Other Improvement
- New/Widened Sidewalks (Both Sides or One Side of the Street)
- New Pedestrian Path
- New Multi-Use Path (See Figure 4.2 - Bicycle Improvements Map)

Existing Pathways

- San Gabriel River Trail
- Pedestrian Pathway

Table 4.1: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
1	New ped/bike bridge across San Gabriel River Trail (adjacent to Foothill Boulevard)	Add new bike/ped bridge	8	X		$4,000,000	Cities of Duarte and Azusa, Los Angeles County	Phase 3
2	Foothill Boulevard - San Gabriel River Trail Bridge to Irwindale Avenue	Add sidewalk on south side (0.7 miles)	9	X		$350,000	None	Phase 2
3	Irwindale Avenue at Foothill Boulevard	Restripe crosswalks as continential (north, west and south legs), add continental crosswalk (east leg), median refuge islands (all legs)	12		X	$420,000	None	Phase 2
4	Foothill Boulevard - Irwindale Avenue to eastern city limits	Add sidewalk on north side (0.2 miles)	9	X		$100,000	City of Azusa	Phase 2
5	Irwindale Avenue 210 Freeway Overpass	Add sidewalk of west side of roadway, expanding existing bridge (0.1 miles)	8	X		$2,500,000	Caltrans	Phase 3
6	Irwindale Avenue from Metro Station	Add stairs up to Irwindale Avenue along west side of existing embankment.	10		X	$5,000	Metro	Phase 2
7	Irwindale Avenue at Jardin de Roca/ Irwindale Road	Restripe crosswalks as continential (east leg), add continental crosswalk (north, west and south legs)	13		X	$75,000	Metro	Phase 1
8	Irwindale Road (offshoot by the Metro station) - Avenida Padilla to Adelante St	Add sidewalk to east side of street (0.1 miles)	12	X		$50,000	None	Phase 2
9	Avenida Padilla - Irwindale Avenue to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	10	X		$200,000	None	Phase 2
10	Adelante St - Irwindale Ave to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	10	X		$200,000	None	Phase 2
11	Irwindale Avenue - South of 210 Freeway to Gateway Bus Drive	Add sidewalk on west side of roadway from just south of 210 Freeway to Gateway Bus Drive (0.3 miles)	9	X		$150,000	Miller Coors	Phase 2
12	Irwindale Avenue at Gateway Bus Dr	Restripe crosswalk as continental (south and east legs). Extend median to create refuge island (south leg)	14		X	$25,000	None	Phase 1
13	Ayala Avenue from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	8	X		$10,000	None	Phase 3
14	Martin Road from 1st Street	Add sidewalks to west and east sides of street (0.02 miles total)	8	X		$10,000	None	Phase 3
15	1st Street - 800' west of Irwindale Avenue to Ayala Avenue	Add sidewalk to north side (0.1 miles) just east of Peckham Road to Martin Road, add sidewalk on both sides of street from Martin Road to Ayala Street (0.4 miles)	5	X		$250,000	City of Azusa	Phase 3
16	Irwindale Avenue at First Street	Restripe crosswalks as continental (slip lane, west, south and east legs); add continental crosswalk (north leg)	16		X	$12,500	City of Azusa	Phase 1

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
17	Business Center Drive - west of Irwindale Ave, 2nd Street from Business Center Drive, Diaz Street from Business Center Drive	Add sidewalks to north and south sides of street on Business Center Drive, add sidewalks from west and east sides of 2nd Street and Diaz Street (0.25 miles total)	6	X		$125,000	None	Phase 3
18	Irwindale Avenue at Ornelas Street (north Jog)	Restripe as continental crosswalk (east and south legs), add continental crosswalk (north leg), extend median to create median refuge island (north leg)	14		X	$67,500	None	Phase 1
19	Ornelas Street (north jog) - Irwindale Avenue to Ayon Avenue	Add sidewalks to south side of street (0.3 miles)	8	X		$150,000	None	Phase 3
20	San Gabriel River Trail Entrance Road at Arrow Highway/Azusa Canyon Road	Add sidewalk to west and east sides of street (0.8 miles total)	9	X		$400,000	Los Angeles County	Phase 2
21	3rd Street from Salvatiera Street	Add sidewalks to west and east sides of street (0.02 miles total)	6	X		$10,000	None	Phase 3
22	2nd Street - Ornelas Street to Salvatiera Street	Add sidewalks to west and east sides of street (0.2 miles total)	8	X		$100,000	None	Phase 3
23	Ornelas Street (south jog) - Irwindale Avenue to 2nd Street	Add sidewalks to north and south sides of street (0.2 miles total)	8	X		$100,000	None	Phase 3
24	Salvatiera Street - 2nd Street to 3rd Street	Add sidewalk on north side, matching sidewalks on north side of Salvatiera Street east of 2nd Street (0.01 miles)	8	X		$5,000	None	Phase 3
25	Irwindale Avenue at Ornelas Street (south jog)	Add continental crosswalk (west leg)	16		X	$42,500	None	Phase 1
26	Irwindale Avenue at Salvatiera Street	Add continental crosswalks (north and west legs), extend median to create refuge island (north leg), install rectangular rapid flashing beacon (north leg)	14		X	$80,000	None	Phase 1
27	Arrow Highway at Azusa Canyon Road	Add continental crosswalk (west leg), extend medians to create refuge islands (west and east legs)	11		X	$125,000	City of Baldwin Park	Phase 2
28	Arrow Highway at 4th Street	Enhance existing high visibility decorative crosswalks (all legs); extend medians to create refuge islands (east and west legs)	14		X	$40,000	None	Phase 1
29	Irwindale Avenue at Arrow Highway	Add high visibilty decorative crosswalks; refuge medians (east and north legs only)	12		X	$420,000	None	Phase 2
30	Arrow Highway at Ayon Ave	Add high visibility decorative crosswalk with RRFB on west leg; extend median to make pedestrian refuge island, add high visibility decorative crossing on south leg	14		X	$45,000	None	Phase 1
31	Arrow Highway at Morada St.	Enhance existing crosswalk to a continental crossing with median refuge island	12		X	$22,500	None	Phase 2
32	4th Street - Arrow Highway to Tapia St	Add sidewalk to west side of street, since sidewalks currently exist on east side only (0.3 miles total)	10	X		$150,000	None	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
33 Irwindale Avenue at Hidalgo Street	Stripe high visibility decorative crosswalk (west leg)	16		X	$2,500	None	Phase 1
34 Irwindale Avenue at Calle Del Norte	Add high visibility decorative crosswalks (all legs)	16			$20,000	None	Phase 1
35 Allen Drive at Calle De Paseo	Add transverse crossing on west leg of intersection, move stop/limit line back	14		X	$1,000	None	Phase 1
36 Irwindale Avenue at Calle De Paseo	Stripe high visibility decorative crosswalks (all legs), install curb extensions (SE corner), modify signals to include leading pedestrian interval	14		X	$280,000	None	Phase 1
37 Allen Drive at Progress Lane	Move stop/limit line back on west leg of intersection	12		X	$500	None	Phase 2
38 Allen Drive at Central Street	Add transverse crossing and move stop/limit line back on west leg of intersection	12		X	$1,000	None	Phase 2
39 Tapia Street - 4th Street to Irwindale Ave	Add sidewalk to south side of street, since sidewalks currently exist on north side only (0.2 miles total)	12	X		$100,000	None	Phase 2
40 Irwindale Avenue at Central Street	Stripe high visibility decorative crosswalk (east leg)	16		X	$2,500	None	Phase 1
41 Irwindale Avenue at Peppertree Lane	Stripe high visibility decorative crosswalk (east leg), install RRFB	14		X	$20,000	None	Phase 1
42 Irwindale Avenue at Martinez Street	Enhance existing crosswalk to be high visibility decorative crosswalks	12		X	$2,500	None	Phase 2
43 Sabre Lane at Martinez Street	Move stop/limit line back on south leg of intersection	10		X	$500	None	Phase 2
44 Sabre Lane at Calle Breceda	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
45 Cypress Street at Fraijo Avenue	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
46 Cypress Street at Nora Avenue	Move stop/limit line back on north leg of intersection	10		X	$500	None	Phase 2
47 Irwindale Avenue at Calle Breceda	Close northbound slip lane, install curb extensions (NE and SE corners), stripe high visibility decorative crosswalk (east leg), install RRFB	12		X	$125,000	None	Phase 2
48 Azusa Canyon Road at Los Angeles Street	Add continental crosswalks to north and west legs of the intersection.	13		X	$5,000	City of West Covina	Phase 1
49 Irwindale Avenue at Edna Place	Add continental crosswalks to north leg and west leg	14		X	$5,000	None	Phase 1
50 Arrow Highway at Gayhurst Avenue	Add continental crosswalk (west leg only), install rectangular rapid flashing beacon (west leg), extend median to create refuge island (west leg)	9		X	$40,000	City of Baldwin Park	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASES[4]
51	Arrow Highway at Bleecker St	Add continental crosswalk (west leg only), install rectangular rapid flashing beacon (west leg), extend median to create refuge island (west leg)	7		X	$37,500	City of Baldwin Park	Phase 3
52	Arrow Highway from Live Oak Avenue to west of San Gabriel River Trail entrance (existing sidewalk on north side)	Add sidewalk to north side of street, since sidewalks currently exist on south side only (0.6 miles total)	5	X		$300,000	Los Angeles County	Phase 3
53	Arrow Highway at Rivergrade Road	Open gate to San Gabriel River Trail	12		X	Varies	Los Angeles County (Multiple Departments)	Phase 2
54	Live Oak Ave - 400' west of Stewart Avenue to Rivergrade Road	Add sidewalk to south side of street (0.2 miles)	8	X		$100,000	None	Phase 3
55	Live Oak Avenue at Rivergrade Road	Add signage on north side of street that indicates San Gabriel River Trail entrance, extend median to create refuge island (north and east legs)	11		X	$85,000	Los Angeles County	Phase 2
56	Entrance to Kare Park at Arrow Highway	Add signalized intersection, install continental crosswalks to connect north and south sides of Arrow Highway, adjust curb for pedestrian crossing	9		X	$225,000	None	Phase 2
57	Arrow Highway from 605 Freeway to Live Oak Avenue (eastern intersection)	Fill existing sidewalk gaps on south side of street (0.5 miles approx.)	9	X		$250,000	Potentially Caltrans	Phase 2
58	Arrow Hwy at 605 Freeway	Add high visibility crosswalks (and enhanced signage) to crossings at: 1) 605 South offramps (north side of Arrow Hwy - one signalized and the other with a free right turn); 2) 605 north onramp (north side of Arrow Hwy), and 3)605 north onramp (south side of Arrow Hwy)	10		X	$25,000	Caltrans	Phase 2
59	Rivergrade Road - Starts at 670' north of Commerce Drive, Ends at Brooks Drive	Add sidewalk to east side of street (0.5 miles)	6	X		$250,000	None	Phase 3
60	Ramona Boulevard - Durbin Street to eastern city limits	Add sidewalk to north side of street (0.7 miles)	10	X		$350,000	None	Phase 2
61	Ramona Boulevard at Durbin Street	Add continental crosswalk and median refuge island on north leg of intersection	12		X	$25,000	None	Phase 2
62	Durbin Street from Ramona Boulevard to Schabarum Avenue	Add sidewalks to west and east sides of street (0.2 miles)	8	X		$100,000	None	Phase 3
63	Ramona Boulevard at Schabarum Avenue	Add continental crosswalk and median refuge island on north leg of intersection	12		X	$25,000	None	Phase 2
64	Schabarum Avenue north of Ramona Boulevard	Add sidewalks of eastern/southern side of street and fill sidewalk gaps on western/northern side of street (0.5 miles approx.)	6	X		$250,000	None	Phase 3

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Right-of-way not owned by the City will be considered for sidewalk construction as properties change ownership.

[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Table 4.1 Continued: Proposed Pedestrian Facilities

	PROJECT # AND STREET	DESCRIPTION	CRITERIA SCORE[1]	SIDEWALK[2]	CROSSING	PRELIMINARY COST ESTIMATE[3]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[4]
65	Avenida Barbosa/Bateman Avenue at Buena Vista St	Restripe north, west, and east legs to continental crosswalks; add continental crosswalk on east leg; add curb extensions on southeast and southwest legs of intersection; install median refuge islands at west, east and south legs of intersection	6		X	$117,500	None	Phase 3
66	Arrow Highway at Live Oak Avenue (west end)	Add sidewalk from 280' west of southwest corner to intersection; add signalized crossing at southwest corner; add sidewalk across existing pork chop island at southwest corner; add high visibility continental crosswalk to east leg at the T intersection; add traffic signal and high visibility continental crosswalk to existing slip lane crossing at northeast corner; upgrade existing crosswalk on east leg to high visibility continental *Note: See Appendix I for an illustration of project improvements at this location.*	8		X	$412,500	None	Phase 3
67	Longden Avenue at Live Oak Avenue	Restripe north and east legs as continental, add median refuge islands on north and east legs, add continental crosswalk on west leg of intersection, add RRFB and continental crosswalk on northeast pork chop island	8		X	$92,500	None	Phase 3
68	Longden Avenue at Myrtle Avenue	Restripe north, south and west legs as continental; add continental crossing at east leg; add median refuge islands north and south legs.	6		X	$65,000	None	Phase 3
69	Live Oak Avenue at Peck Road/Myrtle Avenue	Restripe crosswalks as continental (all legs in Irwindale - north leg and east leg)	7		X	$10,000	City of Monrovia, Los Angeles County	Phase 3
70	4th Street north from Arrow Highway	Add sidewalk to west and east sides (0.2 miles total)	12	X		$100,000	None	Phase 2
71	Pedestrian Path between Arrow Highway and Salvatiera Street	Add a pedestrian path providing a direct link between the business park and Arrow Highway	11	X		$50,000	Property Owner	Phase 2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* The number of Pedestrian Priority Area Criteria satisfied (between 1 and 10 points); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 points); 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

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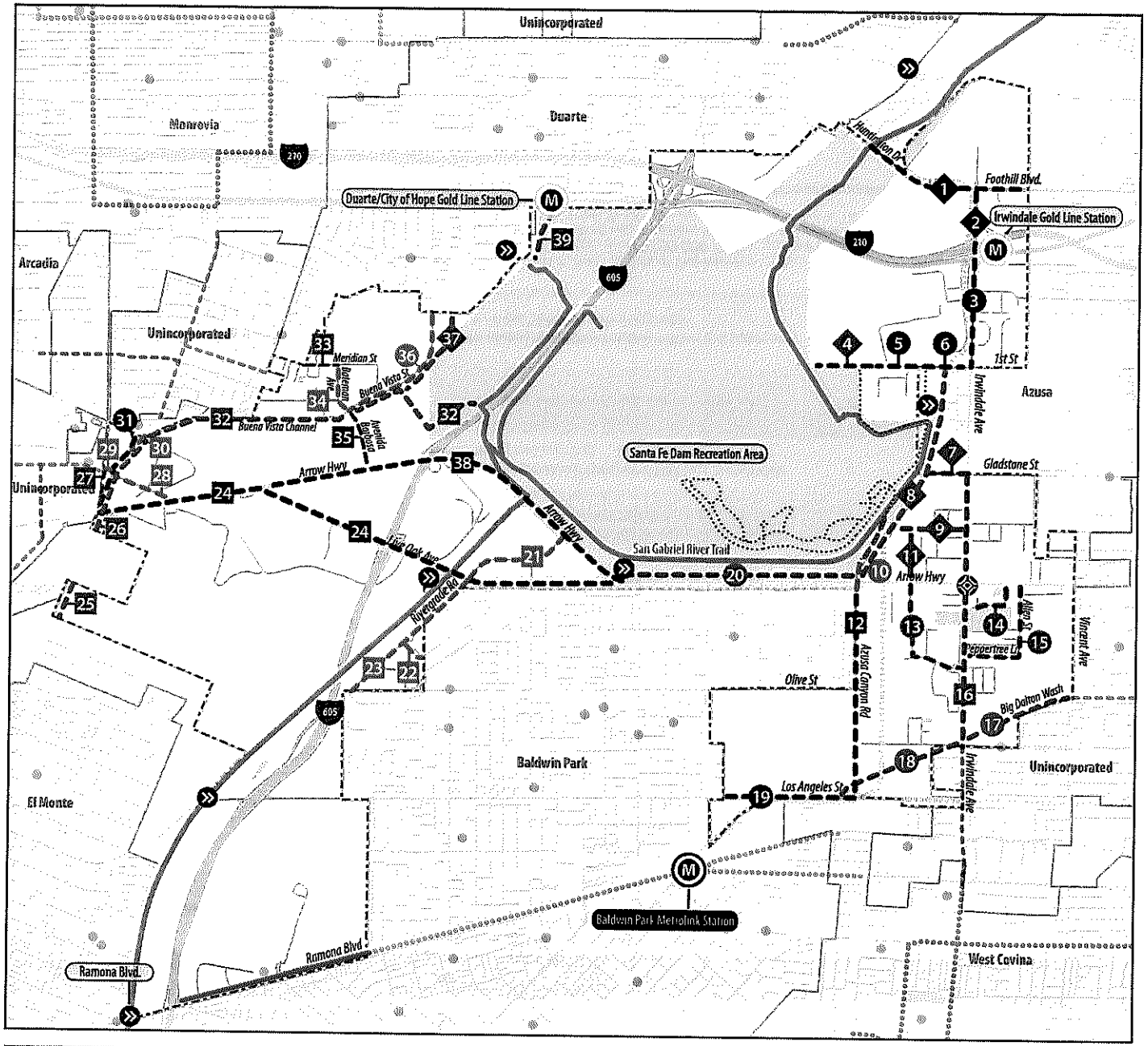
[3]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[4]Projects scoring 13-16 points will be implemented in Phase 1, projects scoring 9-12 points will be implemented in Phase 2, and projects scoring 5-8 points will be implemented in Phase 3.

Figure 4.2: Proposed Bicycle Improvements



LEGEND

- City of Irwindale Boundary
- Other Area Boundary
- Major Roads
- Gold Line Station
- Gold Line
- Metrolink Station
- Rail Line (Metrolink or Freight)
- Pedestrian Path
- Trail Access
- Major Activity Node
- Major Employer
- School
- Bicycle Priority Corridor

Existing Bikeways

- San Gabriel River Trail
- Class II Bikeway
- Class I Multi-Use Path - Other Juris.
- Class II Bikeway - Other Jurisdiction
- Class III Bikeway - Other Jurisdiction

Proposed Bikeways - Other Jurisdictions

- Proposed Class I Multi-Use Path
- Proposed Class II Bikeway
- Proposed Class III Neighborhood Greenway
- Proposed Class IV Bikeway

Phasing

- Phase 1 (Under 5 Years)
- Phase 2 (5-10 Years)
- Phase 3 (10+ Years)

Table 4.2: Proposed Bicycle Facilities

	PROJECT # AND STREET	START	END	CRITERIA SCORE[1]	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[2]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[3]
1	Foothill Boulevard	San Gabriel River Trail	Eastern City Limit of City of Irwindale	6	Class IV Separated Bikeway	0.8	$200,000	Adjacent Businesses	3
2	Irwindale Avenue	Foothill Boulevard	I-210 Freeway	8	Class IV Separated Bikeway	0.3	$60,000	Adjacent Businesses	3
3	Irwindale Avenue	I-210 Freeway	1st Street	14	Class IV Separated Bikeway	0.6	$130,000	None	1
4	1st Street	Entrance to MillerCoors	SGV River Path	5	Class I Shared-Use Path	0.4	$800,000	MillerCoors	3
5	1st Street	West of Peckham Rd	Beginning of Class I Shared-Use Path (Project #4)	14	Class IV Separated Bikeway	0.2	$60,000	None	1
6	1st Street	Peckham Rd	Irwindale Avenue	14	Class IV Separated Bikeway	0.2	$60,000	None	1
7	Gladstone Street	Irwindale Avenue	Railway Right-of-Way (Proposed Class I - Project #8)	5	Class I Shared-Use Path	0.2	$400,000	Adjacent Businesses	3
8	Railway and Power Line Right-of-Ways	Arrow Highway	1st St	5	Class I Shared-Use Path	1.2	$2,100,000	Union Pacific Railroad and LADWP	3
9	Power line right of way west of Ornelas Street (south jog)	Irwindale Avenue	Proposed Class I Shared-Use Path (Project #8)	5	Class I Shared-Use Path	0.4	$800,000	LADWP	3
10	Santa Fe Dam Access Road	450' North of Arrow Highway	Arrow Highway (Azusa Canyon Road)	15	Class II Bike Lane	0.1	$25,000	Los Angeles County	1
11	4th Street	North of Arrow Highway	Union Pacific Railroad Right-of-Way	5	Class I Shared Use Path	0.5	$1,000,000	Adjacent Businesses	3
12	Azusa Canyon Road	Arrow Highway	Los Angeles Street	12	Class IV Separated Bikeway	1.0	$300,000	None	2
13	4th Street and Tapia Street	Arrow Highway	Irwindale Avenue	16	Class III Neighborhood Greenway	0.3	$35,000	None	1
14	Calle Del Norte and Ayon Avenue	Irwindale Avenue	Arrow Highway	16	Class III Neighborhood Greenway	0.3	$35,000	None	1
15	Peppertree Lane and Allen Drive	Irwindale Avenue	Arrow Highway	16	Class III Neighborhood Greenway	0.6	$70,000	None	1
16	Irwindale Avenue	Gladstone Street	Cypress Street	10	Class I Shared-Use Path (West Side)	1.3	$300,000	Los Angeles County and Adjacent Businesses	2
17	Big Dalton Wash	Irwindale Avenue	Vincent Avenue	15	Class I Shared-Use Path	0.5	Funded	Los Angeles County	1
18	Big Dalton Wash	Los Angeles Street	Irwindale Avenue	13	Class I Shared-Use Path	0.7	$1,500,000	City of Baldwin Park	1
19	Los Angeles Street	Azusa Canyon Road	Park Avenue	14	Class IV Separated Bikeway	0.6	$150,000	None	1
20	Arrow Highway Sidepath	Irwindale Avenue	San Gabriel River Path	11	Class I Shared-Use Path (North Side)	1.6	$3,100,000	Adjacent Businesses	2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* Less than a majority satisfied (5 points), majority satisfied (10 pts); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 pts; 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

[2]Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

[3]Projects scoring 13-16 points are recommended for implementation in Phase 1, projects scoring 9-12 points are recommended for implementation in Phase 2, and projects scoring 5-8 points are recommended for implementation in Phase 3.

Table 4.2 Continued: Proposed Bicycle Facilities

PROJECT # AND STREET	START	END	CRITERIA SCORE[1]	DESCRIPTION	LENGTH (MI)	PRELIMINARY COST ESTIMATE[2]	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE[3]
21 Rivergrade Road	Arrow Highway	Live Oak Avenue	11	Class II Bike Lane	0.5	$50,000	None	2
22 Commerce Drive	Rivergrade Road	Baldwin Park City Limit	10	Class II Bike Lane	0.1	$10,000	City of Baldwin Park	2
23 Rivergrade Road	Live Oak Avenue	Brooks Drive	9	Class II Bike Lane	0.8	$80,000	None	2
24 Live Oak Ave	Myrtle Ave	Arrow Highway	12	Class IV Separated Bikeway	2.6	$750,000	None	2
25 Peck Road	Sawpit Wash	700' South of Sawpit Wash	9	Class IV Separated Bikeway	0.1	$30,000	City of Arcadia and City of Monrovia	2
26 Sawpit Wash	Buena Vista Channel	500' South of Live Oak Avenue	11	Class I Shared-Use Path	0.8	$2,700,000	Los Angeles County	2
27 Peck Road	Longden Avenue	Myrtle Avenue	10	Class III Neighborhood Greenway	0.2	$30,000	Los Angeles County	2
28 Longden Avenue	Myrtle Avenue	Live Oak Avenue	11	Class II Bike Lane	0.3	$35,000	None	2
29 Longden Avenue	Peck Road	Myrtle Avenue	10	Class II Bike Lane	0.1	$55,000	Los Angeles County	2
30 S California Avenue	North City Limit of City of Irwindale	Myrtle Avenue	10	Class II Bike Lane	0.2	$25,000	City of Duarte	2
31 Myrtle Avenue	Northern City of Irwindale City Limit	Live Oak Avenue	14	Class IV Separated Bikeway	0.3	$75,000	City of Monrovia and City of El Monte	1
32 Buena Vista Channel	Sawpit Wash	San Gabriel River Trail	11	Class I Shared-Use Path	1.8	$3,500,000	Los Angeles County	2
33 Meridian Street	Western City of Irwindale City Limit	Bateman Avenue	10	Class III Neighborhood Greenway	0.2	$25,000	City of Duarte	2
34 Bateman Avenue	Meridian Street	Buena Vista Avenue	11	Class II Bike Lane	0.2	$15,000	None	2
35 Avenida Barbosa	Buena Vista Street	Arrow Highway	11	Class IV Separated Bikeway	0.3	$65,000	None	2
36 Buena Vista Street	Duarte City Limit	Avenida Barbosa	15	Class II Buffered Bike Lane	0.7	$85,000	City of Duarte	1
37 Stormwater Channel Path	Village Road	Buena Vista Street	5	Class I Shared-Use Path	0.3	$525,000	City of Duarte, Los Angeles County	3
38 Arrow Highway	Live Oak Avenue	San Gabriel River Path and Power Line Easement	12	Class IV Separated Bikeway	1.8	$500,000	None	2
39 Emerald Necklace Greenway	Duarte Road	San Gabriel River Trail	12	Class I Shared-Use Path	0.3	$685,000	City of Duarte and Los Angeles County	2

[1]Criteria Scores were calculated based on four main factors: 1) *Criteria Satisfied:* Less than a majority satisfied (5 points), majority satisfied (10 pts); 2) *Cost:* Less than $100,000 (2 pts), greater than $100,000 (0 pts; 3) *Level of Outside Coordination Required:* Low (2 pts), Medium (1pt), High (0 pts); 4) *Level of Construction Coordination Needed:* Low (2 pts), Medium (1pt), High (0 pts). Maximum Criteria Score is 16.

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[3]Projects scoring 13-16 points are recommended for implementation in Phase 1, projects scoring 9-12 points are recommended for implementation in Phase 2, and projects scoring 5-8 points are recommended for implementation in Phase 3.

Table 4.3: Proposed Pedestrian and Bicycle Programs

	AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION	EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
Accessibility and Connectivity				
A.2.1	Work with Los Angeles Department of Water and Power, Southern California Edison, and Los Angeles County Flood Control to grant easements along non-roadway right of ways and stormwater channels	Moderate	Los Angeles Department of Water and Power, Southern California Edison, and Los Angeles County Flood Control	2
A.2.2	Collaborate with other agencies to ensure projects in Pedestrian Priority Areas and Bicycle Priority Corridors tie into regional efforts	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-2
A.6.1	Establish a wayfinding program in coordination with LA Metro and Foothill Transit to provide wayfinding guidance to Transit Facilities	Easy	LA Metro and Foothill Transit	1
A.6.2	Establish a wayfinding program that will guide pedestrians and bicyclists to key destinations citywide	Easy	None Required	1
A.7	Encourage the provision of secure bicycle parking at employment centers, commercial centers, recreational amenities, and civic amenities	Easy	Local Businesses	1
Education and Enforcement				
B.1.1	Coordinate with employers, local agencies, and organizations to develop pedestrian and bicycle safety education programs	Moderate	Local Businesses	2
B.1.2	Support existing and future initiatives at local schools to provide youth bicycle and pedestrian safety and skills training	Moderate	Local School Districts	2
B.1.3	Develop a citywide road safety education program	Moderate	None Required	1
B.1.4	Develop and distribute a booklet that includes a map of bicycle and pedestrian routes and paths, with tips on safety	Easy	None Required	1
B.2.1	Work with local employers to provide amenities and incentives to employees that encourage walking and biking to work	Moderate	Local Business	2
B.2.2	Work with local school to develop walking and biking programs such as "walk-to-school day" or "walking/biking safety week"	Moderate	Local School Districts	2
B.2.3	Provide incentives, resources, and amenities for City employees to encourage bicycling and walking to work	Easy	None Required	1
B.2.4	Work with local and regional agencies to implement encouragement activities such as open street events and bike-to-work days	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, Azusa, Baldwin Park, El Monte, and Duarte	2

Table 4.3 Continued: Proposed Pedestrian and Bicycle Programs

AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION		EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
Enforcement				
C.1.1	Support targeted enforcement of vehicle code violations that affect walking and biking	Easy	Police Department	1
C.1.2	Continue to prioritize enforcement of traffic laws in areas with high collision rates and areas with high volumes of pedestrian and bicycle activity	Easy	Police Department	1
Engineering/Development Standards				
D.2.1	Incorporate best practices into pedestrian and bicycle facility design	Easy	None Required	1-3
D.2.2	Develop a citywide lighting program to enhance existing lighting for people walking and bicycling, increase the illumination of sidewalks, and create a sense of security, especially in Pedestrian Priority Areas and along Bicyle Priority Corridors.	Moderate	None Required	1-3
D.2.3	Consider bicycle signalization at key intersections and areas along Bicycle Priority Corridors and the San Gabriel River Trail	Easy	None Required	1
D.2.4	Install bicycle detection devices and "wait here" stencils at all signalized intersections along Bicycle Priority Corridors	Moderate	None Required	1
D.2.5	Minimize driveway cuts	Moderate	None Required	1-3
D.2.8	Improve the sidewalk environment by developing a city-wide strategy for street tree planting and stormwater treatment	Moderate	None Required	1
D.2.9	Improve bus waiting areas by coordinating with Metro and Foothill Transit to provide quality amenities such as shelters, seating, trees, real-time information displays, and wayfinding consistent with the Design Guidelines.	Moderate	LA Metro and Foothill Transit	1-3
D.2.10	Incorporate best practices into the development of bicycle parking facilities in the public realm and at key locations	Easy	None Required	1-3
D.4.1	Consider requiring the provision of walking and biking facilities as part of developer agreements or mitigations	Moderate	None Required	1-3
D.4.2	Encourage new development to include pedestrian-oriented improvements	Moderate	Local Property Owners and Developers	1-3
D.4.3	Consider requiring new developments to provide sidewalks in Pedestrian Priority Areas	Moderate	Local Property Owners and Developers	1-3
Evaluation and Implementation				
E.1.1	Implement a monitoring program to ensure regular inspection, maintenance, and repair of bicycle and pedestrian facilities	Moderate	None Required	1
E.3.1	Assess collision data concurrently with implementation of ATP	Easy	None Required	1

Table 4.3 Continued: Proposed Pedestrian and Bicycle Programs

AFFILIATED POLICY OR ACTION AND PROGRAM DESCRIPTION		EASE OF IMPLEMENTATION	OUTSIDE COORDINATION REQUIRED	IMPLEMENTATION PHASE(S)
E.3.2	Update Capital Improvement Plan to prioritize improvements at high collision locations	Moderate	None Required	1-3
E.3.3	Conduct numerical counts to evaluate effectiveness of ATP improvements and programs	Moderate	None Required	1-3
E.4.1	Integrate pedestrian and bicycle projects and programs into Capital Improvements Program.	Moderate	None Required	1-3
E.4.2	Collaborate with other agencies to seek funding and implement bicycle and pedestrian projects	Moderate	Caltrans, SCAG, County of Los Angeles, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-3
E.6.1	Regularly update the ATP	Moderate	None Required	2
E.6.2	Ensure City plans, programs, and projects are consistent with the ATP	Easy	None Required	1-3
E.6.3	Incorporate pedestrian and bicycle related elements when updating other city plans and guidelines	Easy	None Required	1-3
E.6.4	Collaborate with adjacent/regional agencies to ensure other agency efforts and plans are consistent with the City's ATP	Moderate	Caltrans, SCAG, LA Metro, SGVCOG, Azusa, Baldwin Park, El Monte, and Duarte	1-3

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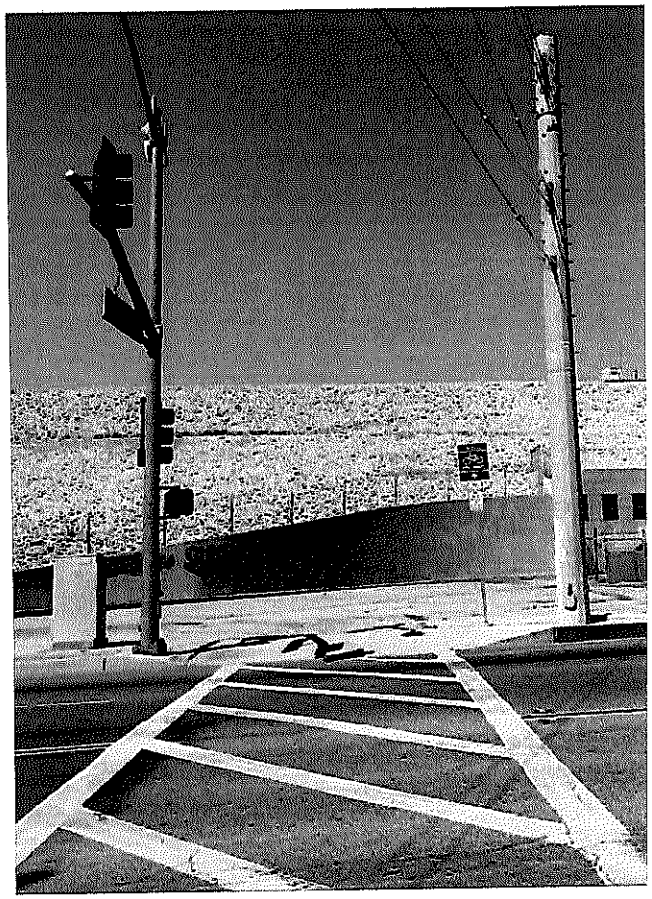
FUNDING & IMPLEMENTATION

Chapter 5



IMPLEMENTATION

IMPLEMENTATION PROCESS

The following outlines typical steps that are expected during the implementation process:

1. Apply for grants to fund improvements.

2. Reach out and coordinate with other jurisdictions, agencies, and interested stakeholders.

3. Develop further design, engineering, and cost estimates.

4. Secure environmental review and permitting when applicable.

5. Construct the project or establish the program.

6. Monitor performance measures for safety and active transportation use through tracking accident data and performing regular bike and pedestrian counts at key intersections.

7. Establish accountability through annually reporting implementation progress to the City Council at one of its hearings.

IMPLEMENTATION STRATEGIES

Designating bicycle and pedestrian planning management tasks to a key existing staff member or members in Irwindale can help the City focus on implementing pedestrian and bicycle improvements. This City staff member would be responsible for overall implementation of the Active Transportation and Design Guidelines, as well as plan review, coordination with other agencies, and financing. The following describes the roles and responsibilities of the bicycle and pedestrian City staff member:

- Participate in the City's plan review process, including traffic impact studies, street improvement projects, and development projects, so as to manage the implementation of recommended projects, the collection of impact fees, and the application of design guidelines and goals presented in this Plan.
- Prepare a monitoring plan in coordination with the Irwindale Police Department to evaluate bicycle and pedestrian-related collision data and provide needed enforcement with regard to issues of security, vandalism, and crime along the pedestrian and bicycle network.
- Monitor funding opportunities and prepare funding applications especially for competitive funding sources that require coordination with other local and regional agencies.
- Take the lead in developing and implementing a maintenance plan for pedestrian and bicycle facilities and collaborating with the Public Works Department.
- Work closely with adjacent communities and regional agencies, including the Southern California Association of Governments (SCAG), San Gabriel Valley Council of Governments (SGVCOG), Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans, and other City Departments, including Police, Public Works, Finance, and Parks and Recreation, to capture all opportunities to implement the Irwindale Active Transportation Plan.
- Provide information and updates to the public and decision makers about the implementation status of projects and programs in this Plan.

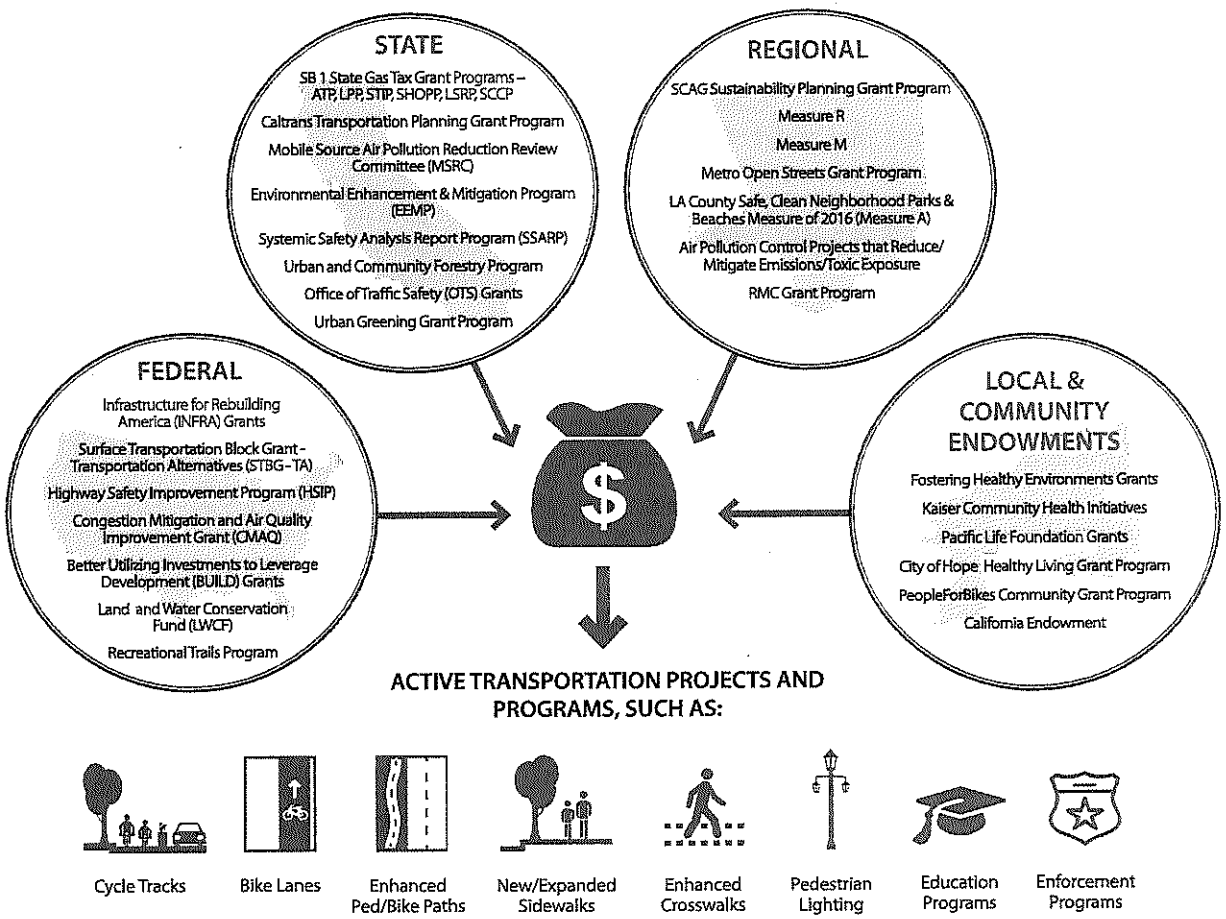
Implementation Process

FUNDING

BACKGROUND

A variety of potential funding sources, including federal, state, local, and non-traditional programs, can be used to construct active transportation improvements. The City can also take advantage of private contributions in implementing pedestrian and bicycle improvements. This may include a variety of resources, such as volunteer organizations leading educational programs or monetary donations towards specific lower-cost infrastructure improvements. Available funding is often affected by both political and economic climates, and as a result funding sources available and the amount of funding offered through each individual source is subject to change. Regardless of the funding climate, we recommend the City of Irwindale pursue grant funding opportunities as a significant component of implementing active transportation infrastructure, programs and policies. The funding sources considered appropriate for the City of Irwindale are discussed in this chapter, with links included to existing websites discussing the sources in greater detail. Recently funded projects within proximity to the City of Irwindale (if examples are available) are also described at the end of each individual grant program description in this chapter.

Figure 5.1: Potential Funding Sources for Active Transportation Improvements



FEDERAL SOURCES

The primary sources of federal funding for bicycle and pedestrian facilities come from the US Department of Transportation. Federal funding sources provide large sums of money to support projects and programs, but they are very competitive and require robust City resources for the initial application process and subsequent reporting. The City of Irwindale should consider designating City staff member(s) to monitor these grant programs and manage projects that receive funding. Irwindale active transportation projects that are most suitable for federal funding include those that meet the program's requirements, have a price tag of $1 million or more, and those which the City can contribute a percentage (usually 10 to 12 percent) as a local matching fund.

Infrastructure for Rebuilding America (INFRA) Grants

INFRA extends a preexisting grant program established by the Fixing America's Surface Transportation (FAST) Act of 2015 and utilizes updated criteria to evaluate projects that align with national and regional economic vitality goals. Additionally, the program promotes innovative safety solutions that will improve our transportation system. INFRA also targets performance and accountability in project delivery and operations. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. For a large project, the INFRA grant must be at least $25 million. For a small project, the grant must be at least $5 million. Local government agencies do not need to partner with a county/regional transportation agency or a metropolitan planning organization and may apply for funding directly. Before initiating the application process through http://www.grants.gov, all applicants must first obtain a Data Universal Numbering System (DUNS) number; register with the System for Award Management (SAM); create a Grants.gov username and password; and register at least one Authorized Organization Representative (AOR) to serve as the point of contact.

More information is available at: https://www.transportation.gov/buildamerica/infragrants

Surface Transportation Block Grant – Transportation Alternatives (STBG-TA)

In 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act). The FAST Act replaces the previous two-year transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and provides long-term funding certainty for surface transportation. The FAST Act includes a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA), which were previously a part of MAP-21's Transportation Alternatives Program (TAP). Eligible projects for STBG TA funding include smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, and Safe Routes to School projects. TA funding is allocated to States based on population and is further distributed by Caltrans through the competitive Active Transportation Program (ATP). For additional information, see Active Transportation Program (ATP) in the "State Sources" section of this chapter.

More information is available at: fhwa.dot.gov/specialfunding/stp/

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is also a part of the FAST Act and helps fund projects that reduce fatalities and serious injuries on all public roads. Eligible projects include improvements to any public road, bicycle or pedestrian pathway, or trail. The program is data-driven and requires records such as crash experience (data that has already been collected to identify intersections with potential for improved safety), crash potential (further refined data to identify locations with high-risk roadway characteristics), and crash rates. A portion of HSIP funds are set aside for distribution to local government agencies through a competitive application process. Caltrans issues a call for projects on an annual or biennial basis. Approved projects are submitted to the applicant's respective Metropolitan Planning Organization (MPO) for inclusion in the FTIP and funds are dispersed accordingly. The minimum funding amount is $100,000.

More information is available at: http://safety.fhwa.dot.gov/hsip or http://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Funded Active Transportation projects through HSIP include:

- Crosswalk Improvements (La Puente, 2016): Install Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, advanced pavement markings, warning signs, and high visibility crosswalks.
- Crosswalk Improvements (San Gabriel, 2016): Install pedestrian actuated overhead flashing beacon with pedestrian crossing signage, curb ramps, pedestrian ahead signage, etc.

Congestion Mitigation and Air Quality Improvement Grant (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal initiative that supports a range of projects aimed at reducing transportation-related air emissions in air quality nonattainment areas, which includes all of the City of Irwindale and Los Angeles County. To achieve this goal, the CMAQ program authorizes approximately $2.5 billion per year in available grant funding. CMAQ funds are allocated to regional/county transportation commissions based on population and are further distributed through a competitive call for projects. For the 2018-2019 fiscal year, the Los Angeles County Metropolitan Transportation Authority (Metro) received a total of $141 million for Los Angeles County projects. Metro traditionally reserves a large portion of these funds for rail projects and distributes the remaining portion through its biennial Call for Projects and Transportation Improvement Program (TIP).

More information is available at: https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

Better Utilizing Investments to Leverage Development (BUILD) Grants

Formerly known as Transportation Investment Generating Economic Recovery (TIGER) grants, BUILD grants are administered by the U.S. Department of Transportation (DOT) and provides funding for the construction of large-scale transportation infrastructure projects ranging in size from $5 million to $25 million dollars, including higher-priced bicycle and pedestrian facilities. The grant program is highly competitive, with only 7% of applications awarded funds from the last grant cycle in 2018. The grant program supports projects that are considered innovative, encouraging multi-modal and multi-jurisdictional proposals. Like INFRA grants, local agencies are not required to partner with county/regional transportation agencies or metropolitan planning organizations and may apply for BUILD grants directly. Grant applications are also processed through https://www.grants.gov and applicants must complete the same pre-registration steps before submitting their proposals. Complete Streets activities and multi-modal transportation hubs are two examples of eligible active transportation projects.

More information is available at: https://www.transportation.gov/BUILDgrants

Funded active transportation projects through the TIGER grant program include:

- **Eastside Access Improvements (LA Metro, 2014): streetscape, pedestrian, and bicycle access improvements to enhance livability around transit hubs.**
- **Rail to Rail Active Transportation Corridor Connector (LA Metro, 2015): creation of a multi-use corridor that connects the proposed Metro Crenshaw Line in Inglewood to the Metro Blue Line in South Los Angeles, as well as to the Los Angeles River Bicycle Path.**

Land and Water Conservation Fund (LWCF)

Originally established in 1964 by President Lyndon B. Johnson, the annual LWCF program provides federal support for the acquisition and development of outdoor recreation space. Cities and counties are eligible to apply for funding up to $6 million to assist with local projects that will create new recreation space, expand existing recreation space, and/or develop recreation features. LWCF funding may also be used to establish recreational/active transportation trail corridors that connect significant community locations, such as neighborhoods, workplaces, and schools. Although the National Parks Service (NPS) administers the program nationwide, local agencies submit their proposals directly to California Department of Parks and Recreation (CDPR). CDPR is responsible for selecting the most competitive California applications and sends them to the NPS for final review and approval. In June 2018, CDPR recommended 9 projects for a total of $14.8 million in funding for the 2018-2019 programming year. The most current LWCF grant cycle was released in Fall 2019, with applications due on February 3, 2020, with $14 million in grant funds available.

More information is available at: http://www.parks.ca.gov/?page_id=21360

Funded active transportation projects through LWCF include:

- **Rio Hondo River Park (El Monte, 2005): constructing a hiking/biking trail, picnic areas, natural area and support facilities along Rio Hondo Bike Trail.**

Recreational Trails Program

The Federal Highway Administration's (FHWA) Recreational Trails Program offers local jurisdictions additional funding for active transportation infrastructure through a state-run competitive process. On a biennial basis (excluding FY17-18), the FHWA distributes federal Surface Transportation Block Grant Program funds to state parks departments evenly based on a prescribed formula. California then distributes these funds to local agencies through a competitive grant application process. Although funding is primarily awarded to projects that establish or maintain recreational trails in parks (county, state, federal), trail connector corridors along road-

ways are also eligible if they link two sections of previously disconnected recreational trail. During the FY2015-2016 cycle, California Department of Parks of Recreation awarded 10 projects a total of $10 million. Cities, counties, and other entities with the authority to manage parks are eligible to apply. The current Recreational Trails Program grant cycle was released in Fall 2019, with applications due on February 3, 2020, with $3 million in grant funds available.

More information is available at: http://www.parks.ca.gov/?page_id=24324

Funded active transportation projects through the Recreational Trails Program include:

- Whittier Greenway Trail (Whittier, 2013): addition of Mills Trailhead access point along an existing 4.5-mile commuter/recreational trail.

STATE SOURCES

The following discussion describes State funds that could be used for transportation solutions identified in this plan. Most opportunities require a competitive application process, but some formulaic grants are discussed as well. Funds for transportation-related projects are available from the Transportation Development Act, the Road Repair and Accountability Act (SB 1 Gas Tax funds), and from various State programs and agencies, including the California Department of Transportation (Caltrans), and the California Office of Traffic Safety (OTS).

The Road Repair and Accountability Act of 2017 (SB 1)

Senate Bill 1, the Road Repair and Accountability Act of 2017, is a legislative bill that raised the state gas tax and state vehicle fees, supplying over $5.4 billion in funding to fix California roadways, improve transit, and build pedestrian and bicycle projects. Once fully implemented, approximately $1.5 billion per year in new revenue is earmarked for local streets and roads maintenance, rehabilitation, and other eligible uses including complete streets projects. In addition to formula funding, County Transportation Commissions and individual jurisdictions in Los Angeles County will be eligible to compete for additional funding for active transportation and complete streets projects.

Active Transportation Program (ATP)

The California Active Transportation Program was created in 2013 and consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), the Bicycle Transportation Account (BTA), as well as Federal and State Safe Routes to School programs (SRTS). In 2017, Governor Jerry Brown signed Senate Bill 1 (SB 1), authorizing the annual appropriation of $5.4B to statewide transportation infrastructure upgrades. Under SB 1, the ATP is extended and expanded to provide an additional $100M to cities, counties and regional transportation agencies for bike lanes, pedestrian paths, sidewalks, safe routes to schools and other projects that help reduce reliance on cars. The additional funding represents an 83 percent increase to the ATP program after adoption of SB 1. As in previous ATP cycles, funding will be distributed through a competitive application process. This process involves an initial review and selection of projects by Caltrans for the Statewide and Small Urban & Rural Regions components. Projects that are not funded as part of the Statewide or Small Urban & Rural Regions components are sent back to their respective Metropolitan Planning Organizations (MPOs) for a second round of review and selection. ATP Cycles 1, 2, 3 and 4 distributed $368 million, $359 million, $350 million and $440 million, respectively. Future grant cycles are expected to occur every 2 years, with the next cycle expected to be released in Spring 2020 with similar funding amounts to Cycle 4. Funds for the Active Transportation Program are provided by the federal Surface Transportation Block Grants - Transportation Alternatives (STBG-TA) program and the Highway Safety Improvement Program (HSIP), SB 1 revenue, and funding from the State Highway Account (SHA).

More information is available at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program

Funded active transportation projects through the ATP grant program include:

- Urban Trail and Greenway Network (Glendora, 2016): construction of a paved, two-way, and multi-use off-street trail along underutilized right-of-way.
- Downtown Bike and Ped Improvements (Pomona, 2014): implementation of high-priority bicycle and pedestrian infrastructure upgrades in Downtown Pomona.

Local Partnership Program (LPP)

Part of the SB 1 bundle, the LPP supplements voter-approved, transportation tax investments made by local communities by providing matching funds. The California Transportation Commission (CTC) intends for this program to balance the priority of directing increased revenues to areas of the state with the highest level of transportation need while maintaining fair distribution of grant funds statewide. Eligible projects include road maintenance, road rehabilitation and other transportation infrastructure improvements. The CTC will distribute roughly $200 million in funding split evenly between competitive and formula grants. Formulaic funding is distributed annually, and competitive grant cycles are issued every two years. The 2018 Formulaic Program will provide $174 million to 57 projects over the next two years. The 2018 Competitive Program was approved on May 16, 2018 and will fund 27 projects for a total of $309 million over the next three years.

*More information is available at: https://catc.ca.gov/programs/sb1/local-partnership-program*State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program for transportation projects on and off the State Highway System funded by revenues from the Transportation Investment Fund and other federal sources. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate,

to nominate projects for inclusion in the STIP. The City of Irwindale coordinates with the Los Angeles County Metropolitan Transportation Authority (Metro) to include projects in the Los Angeles County Transportation Improvement Plan (TIP). Los Angeles County TIP-recommended bicycle and pedestrian projects may be programmed by SCAG in its Regional Transportation Improvement Plans (RTIP) as these projects are then eligible for either State Highway Account or Federal funds. The 2018 STIP includes $2.2B in new funding over the next 5 years and funding capacity is anticipated to increase each year.

More information is available at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program

State Highway Operation and Protection Program (SHOPP)

The SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic operations systems, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs. SHOPP also provides the opportunities to address other vital State priorities, such as the reduction of transportation related greenhouse gas (GHG) emissions and implementation of Complete Streets elements like pedestrian and bicycle facilities. Streets and Highways Code Section 2030 (b)(1)(D) states that complete street components, including active transportation purposes, pedestrian and bicycle safety projects, and multi-modal transit facilities are SHOPP-eligible in conjunction with any other allowable project.

More information is available at: https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp

Funded active transportation projects through SHOPP include:

- **Sidewalk Improvements (La Verne & Pomona, 2018): upgrade curb ramps and sidewalks to comply with ADA Standards.**

Local Streets and Roads Program (LSRP)

SB 1 dedicates approximately $1.5 billion per year in new formula revenues to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To be eligible for funding, cities and counties must submit a list of proposed projects to the California Transportation Commission (CTC) and a project expenditure report at the end of the year detailing the description, location, amount of funds expended, and estimated useful life of improvements constructed with program funding. LSRP funding is available for: road maintenance and rehabilitation; safety projects; Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, and multi-modal transit facilities in conjunction with any other allowable project); and Traffic Control Devices.

More information is available at: https://catc.ca.gov/programs/sb1/local-streets-roads-program

Funded active transportation projects through LSRP include:

- **Merced Avenue Road Diet (El Monte, 2018): implementation of traffic calming measures along this major thoroughfare.**
- **Oak Tree Crosswalk Improvement (Glendora, 2018): install flashing beacon units at intersection of Oak Tree Dr and Foothill Blvd.**

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Initiated in 2017 through the passage of SB 1, the program offers $250 million annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, such as providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, and bicycle and pedestrian facilities. Preference will be given to corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach.

More information is available at: https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program

Caltrans Sustainable Transportation Planning Grant Program - Sustainable Communities

The Sustainable Communities grant provides Federal Transit Administration (FTA 5304), SB 1, and State Highway Account (SHA) funding to projects that encourage multi-modal transportation and land use planning projects that contribute to the state's GHG reduction targets. Sustainable Communities grants are distributed via formula and competitive grants.

The program places a large emphasis on projects that benefit disadvantaged communities. The entire City of Irwindale is considered a "disadvantaged community" under CalEnviroScreen 3.0, which is a primary indicator utilized by Caltrans to determine disadvantaged community status on grant applications. The last grant cycle occurred in Fall 2019, with future cycles occurring annually.

This is a key source of funding for the development of complete street, multi-modal, or corridor plans, which can help expedite recommendations in this Active Transportation Plan. This includes focused outreach with affected stakeholders, confirmation of feasibility of implementing multi-modal facilities, development of preliminary engineering drawings and detailed cost estimates.

More information is available at: https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Funded active transportation projects through the Caltrans Sustainable Transportation Planning Grant Program include:

- City of Rosemead, Rosemead Citywide Complete Streets Plan (2018): the plan will develop strategies that ensure future development of complete streets and increase active modes of transportation.
- Los Angeles Department of Transportation (Department of City Planning), Collaborating with Communities to Build Better Bicycle Connections (2018): the project will partner with community-based organizations to identify bicycling/walking barriers, to ultimately establish a needs-based project pipeline

Caltrans Sustainable Transportation Planning Grants – Strategic Partnerships Grant.

The Strategic Partnerships grant program is funded by the Federal Highway Administration and Federal Transit Administration and is part of the Caltrans Sustainable Transportation Planning Grants program. The grant program encourages partnerships between Caltrans and regional agencies to collaborate on projects in the state highway system. Strategic Partnerships are intended to fund planning projects that address needs on the State highway system, while the transit component addresses multimodal deficiencies that focus on transit.

More information is available at: https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (OTS) administers federal grant funds allocated to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including Pedestrian and Bicycle Safety. The OTS supports a wide variety of traffic safety programs, including pedestrian and bicycle safety programs for children, child passenger safety outreach, and support for increased law enforcement services and resources, such as safety helmet distribution, and court diversion programs for safety helmet violators. Grant funding is awarded annually based on funding availability.

More information is available at: https://www.ots.ca.gov/grants/

Environmental Enhancement and Mitigation Program (EEMP)

The EEMP is a State fund established by the Legislature to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers a total of $10 million each year in grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Typical grants range from $200,000 to $250,000. Up to 25 percent local matching is usually required. Grants are awarded in the categories of highway landscaping and urban forestry, resource lands, roadside recreation, and mitigation projects. Grants are awarded on a competitive basis. The next grant cycle for the EEMP program is expected in April 2020.

More information is available at: http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/

Funded active transportation projects through the EEMP program include:

- Emerald Necklace Expanded Green Infrastructure Network (Amigos de los Rios, 2013): creation of a parks and open space network connected by river greenways and multi-use trails.

Urban Greening Grant Program

The Urban Greening Program is intended to fund projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption and reducing vehicle miles traveled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. Successful projects will establish and enhance parks and open space, using natural solutions to improving air and

water quality and reducing energy consumption, and creating more walkable and bikeable trails. Examples of eligible urban greening projects include green streets, alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. The next cycle soliciting grant applications for Urban Greening funds is expected in March 2020.

More information is available at: http://resources.ca.gov/grants/urban-greening/

Funded active transportation projects through the Urban Greening Grant Program include:

- Emerald Necklace Rio Hondo Phase II (Amigos de los Rios, 2017): construction of a pedestrian and bicycle trail to connect the Rio Hondo and San Gabriel River trails.
- Transit Village Park and Greenway (Monrovia, 2010): creation of a 2.5 acre multi-benefit greenway along the Metro Gold Line Foothill Extension.

Affordable Housing and Sustainable Communities Program (AHSC)

The AHSC Program is a joint effort by the Strategic Growth Council and California Department of Housing and Community Development. The Program assists affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and multi-modal transit promotion. Cities, transportation agencies, and developers are eligible to receive funding. Transportation projects (including active transportation) must be located within one-half mile of a qualifying transit stop/station. Exceptions may be granted if the project is identified in an adopted plan (general/specific, bike/pedestrian).

More information is available at: http://www.sgc.ca.gov/programs/ahsc/resources/

Urban and Community Forestry Program

Like the Urban Greening Grant Program, CAL FIRE's Urban and Community Forestry Program provides grant funding for projects that result in a net reduction of greenhouse gases through reforestation efforts. The program features a two-part selection process: (1) initial concept proposals are submitted and scored; and (2) high-scoring proposals are invited to submit a complete application package. During the 2017-2018 application cycle, CAL FIRE distributed more than $17.5 million in grant funding to projects that will plant a combined 35,000 trees and reduce greenhouse gases by an estimated 106,000 metric tons. Although the program is not geared towards transportation, former awardees utilized funds to enhance pedestrian, bicycle, and transit amenities. CAL FIRE closed its 2018-2019 application cycle in November 2019. Eligible applicants include cities, counties, qualifying districts, and nonprofit organizations.

More information is available at: https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/

Funded active transportation-related projects through the Urban and Community Forestry Program include:

- Huntington Park/Cudahy Canopy Expansion (2016-2017): plant and maintain 1,400 shade trees along parkways and commercial corridors.

Mobile Source Air Pollution Reduction Review Committee (MSRC)

The Mobile Source Air Pollution Reduction Review Committee (MSRC) manages the program that distributes funds from AB 2766, legislation that authorized a per vehicle surcharge on annual registration fees. MSRC provides funding to cities, counties, transit agencies, and school districts for studies, special commuter assistance programs, and clean transportation initiatives. The program awards funding to projects that deliver clean vehicles to school districts and funds transit agencies to obtain alternative fuel buses. MSRC also accepts grant applications for a variety of complete street projects, including goods movement and first/last mile solutions. The program provides funding to projects that help commuters reduce the number of miles they drive, including purchase incentives for electric-assist bicycles, bike racks on buses, and bicycles for law enforcement patrols. In 2015, program funding was divided into four categories: (1) Local Government Match Program – $13,000,000, (2) Alternative Fuel Infrastructure Program - $5,000,000, (3) Major Event Center Transportation Program - $4,500,000, (4) Transportation Control Measure County Transportation Commission Partnership Program - $10,000,000.

More information is available at: http://www.cleantransportationfunding.org/

Funded active transportation-related projects through MSRC include:

- City of Azusa (2016): Implement a "Complete Streets" pedestrian access project.
- City of Moreno Valley (2016): Installation of bicycle infrastructure & implementation of bicycle education.

REGIONAL/COUNTYWIDE SOURCES

Metropolitan Planning Organizations (MPO), Regional Transportation Planning Authorities (RTPA), County Transportation Commissions (CTC), and Air Quality Management Districts (AQMD) often play a sizeable role in a region's transportation and

environmental planning efforts. Many agencies independently offer grant opportunities in addition to managing federal and state funding. The City of Irwindale is within the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and South Coast Air Quality Management District (SCAQMD) jurisdictions. The above mentioned organizations routinely offer funding for transportation projects, especially those that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). Voter approved initiatives like Measures R, A, and M are noteworthy because they provide long-term funding solutions for bicycle and pedestrian improvements throughout the County. The following grant opportunities are typically offered on a regular or semi-regular basis but may be subject to change.

Sustainability Planning Grant Program

The Southern California Association of Governments (SCAG) launched the Sustainability Planning Grant Program in 2005 (formerly named Compass Blueprint) with the intent of providing funding to jurisdictions that were willing to test innovative and sustainable planning practices and tools. In its current form, the program provides $2M in funding for projects that promote and implement regional sustainable community strategies through planning and policy. Funding is broken down into three categories: Integrated Land Use; Active Transportation; and Green Region. Cities, counties, and transportation authorities are eligible to compete for funding through all three mechanisms, increasing the amount of total funding available for ATP projects throughout the county.

Similar to the Caltrans Sustainable Transportation Planning Grant, this is a key source of funding for complete streets, multi-modal, and corridor plans that will help enable the implementation of active transportation plan recommendations.

More information is available at: http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx

Funded active transportation projects through the Sustainability Planning Grant Program include:

- **Downtown Redevelopment Visualization (Baldwin Park, 2008): 3D modeling of potential redevelopment scenarios with an emphasis on integrated land uses.**
- **North Station Area Plan (Pomona, 2013): study of future TOD opportunities around the proposed Pomona Gold Line Station.**

Measure R

In 2008, Los Angeles County voters approved a half-cent sales tax to finance new transportation projects and programs throughout the county. The 30-year Metro initiative is anticipated to generate $40 billion in new tax revenue and has collected over $5.4 billion through the end of 2017. Revenues are allocated across a wide range of programs according to an approved expenditure plan: the Transit Capital subfund receives 40-percent of total revenues; the Highway Capital subfund receives 20-percent; the Operations subfund receives 25-percent; and the Local Return subfund receives 15-percent. The Local Return subfund is distributed to local jurisdictions for discretionary street and roadway repairs, including bicycle and pedestrian infrastructure projects. Metro relies on a population-based formula to distribute the local jurisdiction set asides, but this method severely limits the amount of funding available to the City of Irwindale.

More information is available at: https://www.metro.net/projects/measurer/

Measure M

Measure M is a voter-approved sales tax increase intended to provide additional funding for local and regional transportation improvements. The Metro program was approved in 2016 and raises LA County's sales tax by one-half of one percent (0.5%) until 2039. After 2039, the tax will increase to one percent and will remain at this rate in perpetuity. Like Measure R, Measure M funds are allocated according to an expenditure plan: the Transit Operation & Maintenance subfund receives 27-percent of total revenues; the Transit, First/Last Mile subfund receives 37-percent; the Highway Construction subfund receives 17-percent; the Active Transportation subfund receives 2-percent; and the Local Return subfund receives 17-percent (increases to 20-percent in 2039). Metro estimates that jurisdictions within the San Gabriel Valley Region will receive a total of $3.7 billion in Local Return funding over the first 40 years. Irwindale can reasonably anticipate receiving a total of approximately $2 million. Bicycle and pedestrian improvements, including complete streets, are again eligible discretionary expenses for Local Return revenue. A per capita formula is used to allocate Local Return funds and the 2-percent Active Transportation set aside is expected to be administered through Metro's various competitive programs (see Metro Open Streets Grant Program on the following page).

More information is available at: http://theplan.metro.net/#measurem

Metro Open Streets Grant Program

The Metro Board of Supervisors initiated the Open Streets Grant Program in 2013 to promote walking and bicycling in Los Angeles County communities. The program provides funding for cities and local jurisdictions to host events that encourage mode shift towards more sustainable transportation alternatives. Traditionally, these events involve a temporary road closure, so pedestrians and cyclists can walk and ride safely through the streets of their city. The program has sponsored Open Streets events throughout the greater Los Angeles Area including the "Pride of the Valley" event in the City of Baldwin Park and Irwindale on September 16, 2018. Event applications are evaluated using a 100-point rubric and a proposal must score at least 70 points to be considered for funding. Innovative and collaborative events are highly encouraged.

More information is available at: https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/

LA County Safe, Clean Neighborhood Parks and Beaches Measure of 2016 (Measure A)

Los Angeles County voters approved Measure A in 2016, increasing the amount of funding available to enhance and maintain neighborhood parks, open spaces, recreational trails, natural habitats, waterways, and beaches throughout the county. The measure comes in the waning years of the previous funding initiative, Proposition A, which expired in 2019. Measure A is expected to generate roughly $94 million each year through an additional parcel tax of 1.5 cents per square foot of development. Tax revenues will be distributed into five categories: Community-Based Park Investment (Category 1); Safe, Clean Neighborhood Parks, Healthy Communities and Urban Greening (Category 2); Natural Lands, Open Spaces and Local Beaches, Water Conservation, and Watershed Protection (Category 3); Regional Recreational Facilities, Multi-use Trails and Accessibility (Category 4); and Youth and Veteran Job Training and Placement Opportunities (Category 5). Funding for Categories 1 and 2 will be allocated annually based on a formula; Category 1 distributes funds to all areas and Category 2 focuses grant funding in areas identified as High and Very-High Need as designated by the Countywide Park and Recreation Needs Assessment. Categories 3, 4, and 5 will distribute funds through a competitive application process with mandatory set asides for High and Very-High Need areas as designated by the Countywide Park and Recreation Needs Assessment. The exact distribution schedules for Categories 3, 4, and 5 have not yet been finalized, but it is expected that they will be released in two- to four-year intervals. Categories 3 and 4 contain set asides specific to recreation accessibility, including bicycle and pedestrian infrastructure improvements, totaling approximately $3.8M annually. The initiative presents the opportunity to address many of the issues identified in the County's Parks and Recreation Needs Assessment. Irwindale is listed as a "Very Low Need" community and will not be prioritized for Category 2 formula funding. Categories 1, 3 and 4 provide the best opportunities for Irwindale to secure additional resources through this program.

More information is available at: http://rposd.lacounty.gov/2016-ballot-measure/

Air Pollution Control Projects that Reduce/Mitigate Emissions/Toxic Exposure

On a semi-regular basis, the South Coast Air Quality Management District (SCAQMD) releases a Request for Proposals (RFP) for projects that reduce emissions in the SCAQMD monitoring area. The RFP places no restrictions on project type, process, or methodology. The only requirement is that the proposed project results in a real reduction of emissions or develops a technology that aids in compliance with air quality standards. Multiple funds contributed to the $61 million available for the 2018 application cycle, although some sources were restricted to certain target areas. Active transportation projects that reduce congestion and promote walking and biking are eligible for roughly half of all available funding. Although this RFP is not released regularly, additional rounds of funding are likely to take place when funding sources are secured.

More information is available at: http://www.aqmd.gov/nav/grants-bids

RMC Grant Program

The San Gabriel and Lower Los Angeles Rivers and Mountain Conservancy (RMC) awards approximately $30 million each year to projects that protect open space, preserve or restore natural habitat, and encourage low-impact uses. Funded by the Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) and the Parks, Environment and Water Bond Act of 2018 (Proposition 68), the RMC Grant Program helps advance state and local environmental goals and objectives. Evaluation criteria focuses heavily on land and resource conservation, but points are also awarded for projects that support low-impact trail uses such as walking and bicycling. Cities, counties, public agencies, joint power agencies, and non-profit organizations are all eligible to apply for funding so long as they fall within the RMC jurisdictional boundary. RMC's jurisdiction includes eastern Los Angeles County and western Orange County. There are a total of 68 cit-

ies within the RMC jurisdiction, including the City of Irwindale. Application cycles typically occur during the latter half of the year, but RMC may release additional calls for projects if funds are available, including funds from the Proposition 68 regionwide grant program, which is anticipated for Spring 2020.

More information is available at: http://www.rmc.ca.gov/grants/intro.html

Funded active transportation-related projects through the RMC Grant Program include:

- Coyote Creek Bikeway Master Plan (2018), A feasibility assessment and implementation guide for a 15-mile section of multi-use trails between Brea and Long Beach.

LOCAL SOURCES/COMMUNITY ENDOWMENTS

An alternative to competitive grant funding at the Federal and State level is local funding to fund public infrastructure projects. Local funding opportunities are abundant within the City of Irwindale and surrounding San Gabriel Valley area and are offered by both public and private entities. Additionally, numerous for-profit and not-for-profit companies award grants for projects that promote healthy, active living in and around the City of Irwindale.

Fostering Healthy Environments Grants

Funded by the California Wellness Foundation (Cal Wellness), Fostering Healthy Environments grants are available to nonprofit organizations and public organizations interested in promoting environmental justice, equitable access to healthy food, and park equity for low-income communities. Although Cal Wellness does occasionally issue RFP's, most grants are awarded through a solicitation process. Previous grants have been awarded to projects that promote public outreach and participation in land use planning and policymaking processes, increase the availability of healthy food in disadvantaged neighborhoods, and provide training and technical assistance to communities and local governments to increase park access. Available grant information does not explicitly reference active transportation; however, a strong argument could be made that bike/pedestrian projects increase connectivity to healthy foods and parks.

More information is available at: https://www.calwellness.org/money/what-we-fund/healthy-and-safe-neighborhoods/fostering-healthy-environments/

Community Health Initiatives

Kaiser Permanente offers a variety of grant opportunities to non-profit organizations and government agencies alike. The Community Health Initiatives program provides funding to community-based projects that promote healthy lifestyles and disease prevention (including chronic diseases such as obesity). Active transportation projects could qualify for grant funding under several different focus areas, including but not limited to: policy and environmental change, smart growth/land use, multi-sector collaboration, parks and recreation, school wellness, worksite wellness, and health promotion and prevention. Applications are processed by the Regional Community Benefit department and grants may be awarded in excess of $25,000. In 2019, the regional grants program transitioned to an invitation-only grants process, with unsolicited letters of intent or proposals no longer accepted.

More information is available at: https://community.kp.org/be-involved/funding-opportunities

Pacific Life Foundation Grants

Over the past 32 years, the Pacific Life Foundation has provided more than $102 million in funding (primarily through grants) to support a wide range of social and environmental issues. Primary funding categories include "Health and Human Services" and "Civic, Community, and Environment" focus areas. In previous application cycles, "Health and Human Services" grants have been awarded to projects and programs that improve the quality of life and health of individuals in disadvantaged communities. "Civic, Community, and Environment" grants are available for projects that protect and preserve the natural environment, as well as young adult programs that promote leadership, civic responsibility, and diversity. Government agencies and non-profit organizations are eligible for funding.

More information is available at: https://www.pacificlife.com/home/corporate-responsibility.html

Healthy Living Grant Program

The Healthy Living Grant (HLG) is an annual program sponsored by City of Hope that provides funding to local community groups and organizations that promote healthy living throughout the Greater San Gabriel Valley. As one of the nation's premier health research institutions, City of Hope prioritizes innovate, sustainable, and collaborative projects that help prevent chronic illnesses, such as cancer and diabetes. Although no awardees from the 2018 cycle specifically focused on active transportation projects, the program identifies numerous project objectives that offer promising opportunities to secure funding for city-wide mobility improvements. The city should consider partnering with a local community organization to pursue grant funding, which provided $5,000 grants to each winning organization in the last funding cycle.

*More information is available at: https://www.pacificlife.com/home/corporate-responsibility.html*Community Grant Program

Since 1999, PeopleForBikes' Community Grant Program has awarded over $3.5 million to important and influential bicycle projects in local communities nationwide. The grant is open to non-profit organizations as well as agencies from all levels of government. Funds are prioritized for infrastructure projects such as bike paths/lanes/trails, mountain bike facilities, bike parks, and bike parking and repair stations, but previous grants have also been awarded to advocacy campaigns and Ciclavia/

Open Streets events. Calls for projects are released one or two times each year depending on available funding. The Spring 2019 cycle awarded 8 projects for a total of $45,000 for a variety of bike path and trail improvements.

More information is available at: https://peopleforbikes.org/our-work/community-grants/

California Endowment

The California Endowment's grantmaking is guided by their Building Healthy Communities (BHC) effort and by guidelines for each of the grant types. The California Endowment awards single- and multi-year grants and Direct Charitable Activity (DCA) contracts. Through the Program-Related Investment (PRI) program they provide financing that advances programmatic goals and their 2020 goals. The California Endowment has committed $100 million of their funds to Program-Related Investments (PRIs). PRIs are one tool in The California Endowment's continuum of philanthropic capital available for advancing its programmatic vision and supporting its current work through Building Healthy Communities (BHC). The California Endowment does not accept unsolicited letters of intent or proposals. Funding opportunities are by invitation only. Funding is provided to nonprofit organizations that are not classified as private foundations, California state and local government entities, and faith-based organizations that welcome and serve all members of the community.

More information is available at: http://www.calendow.org/funding-opportunities/

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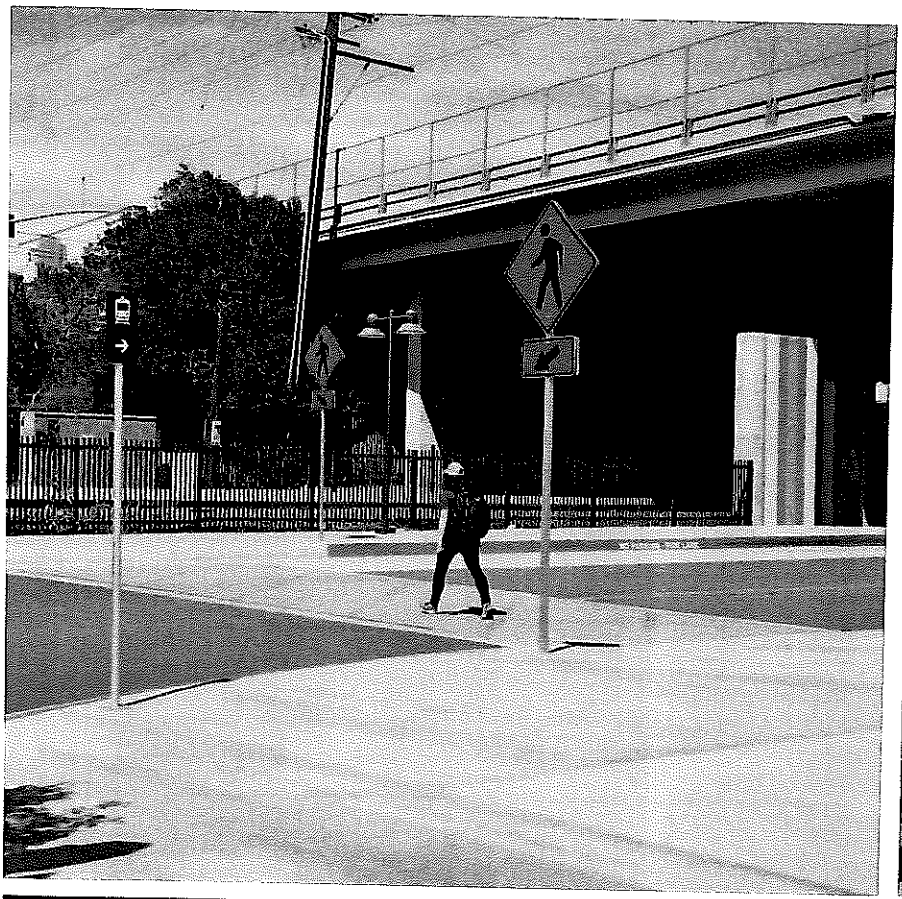
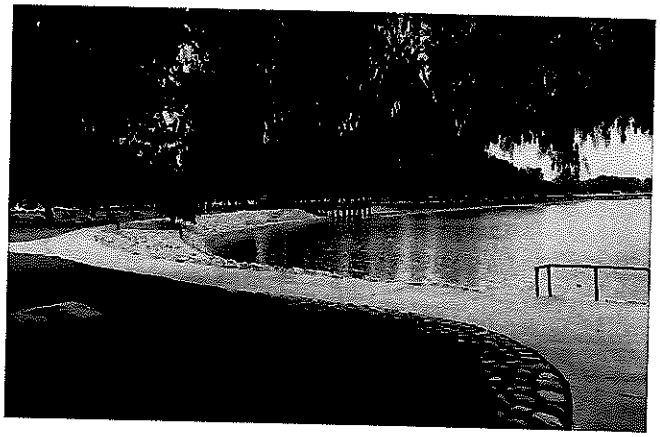
City of Irwindale

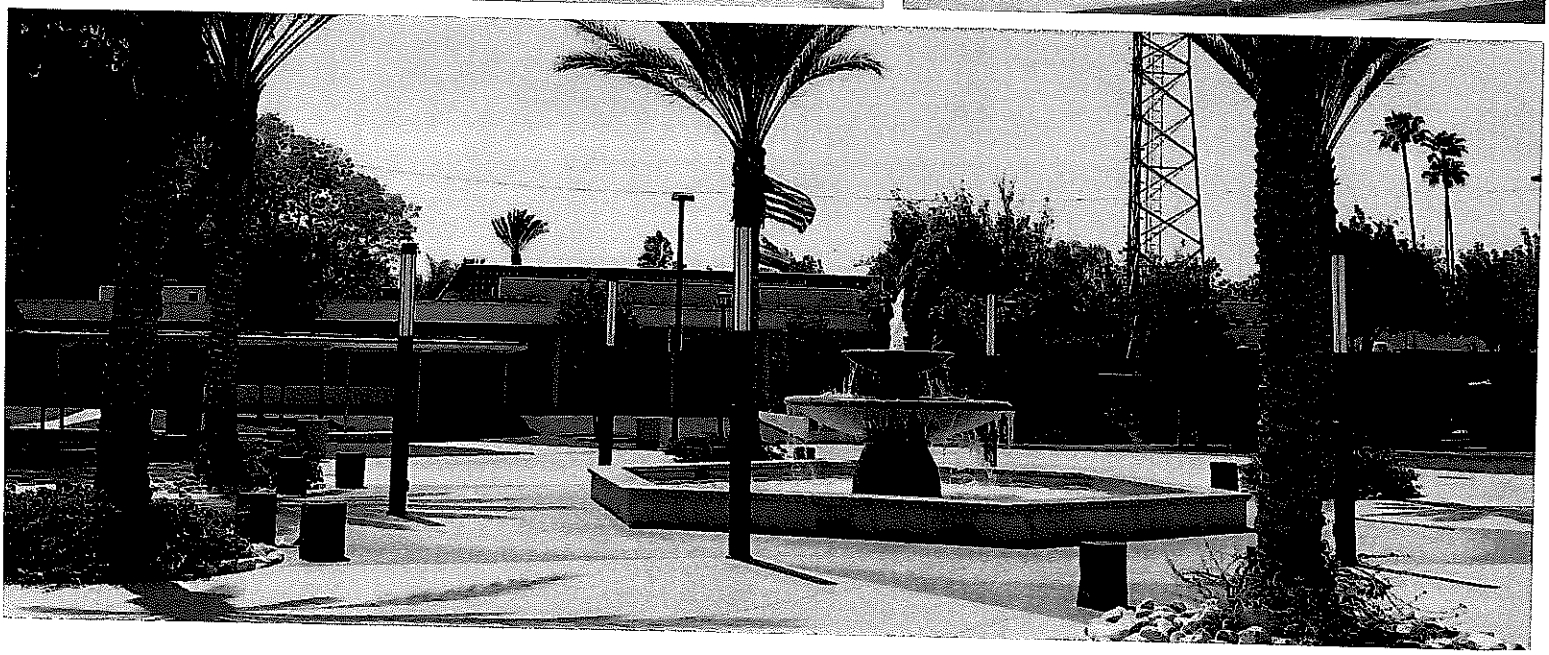
ACTIVE TRANSPORTATION PLAN

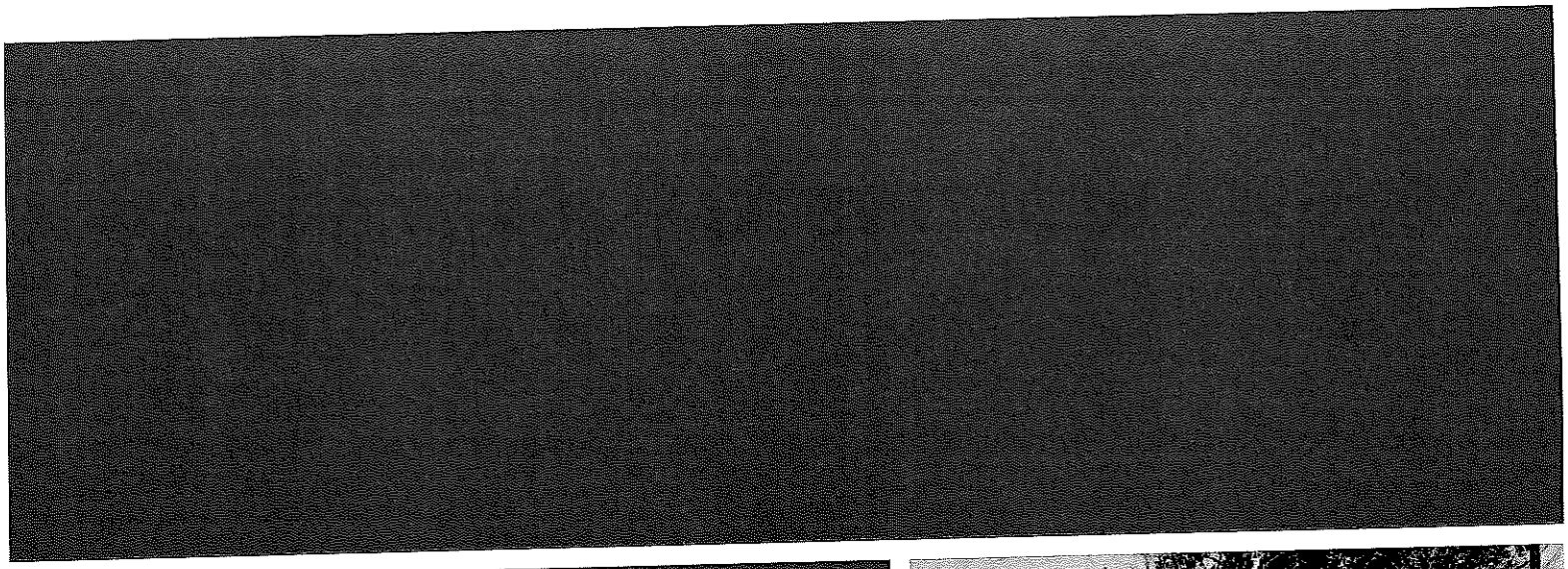
IRWINDALE ACTIVE TRANSPORTATION PLAN
APPENDICES

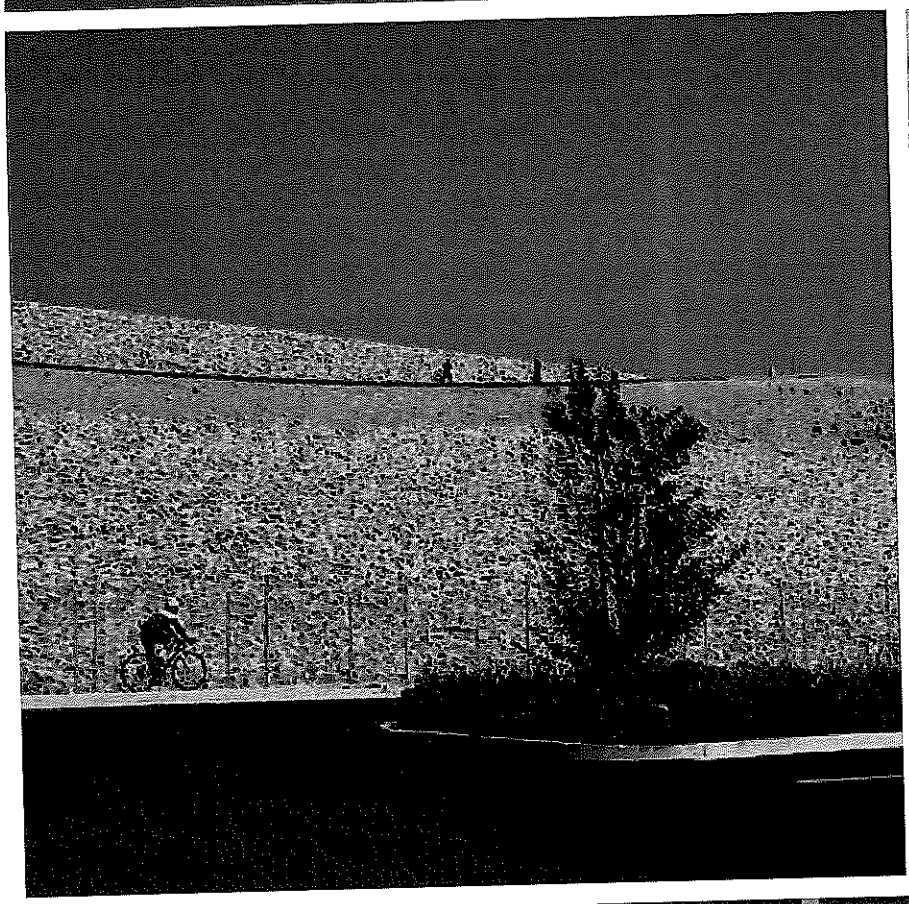
January 2021

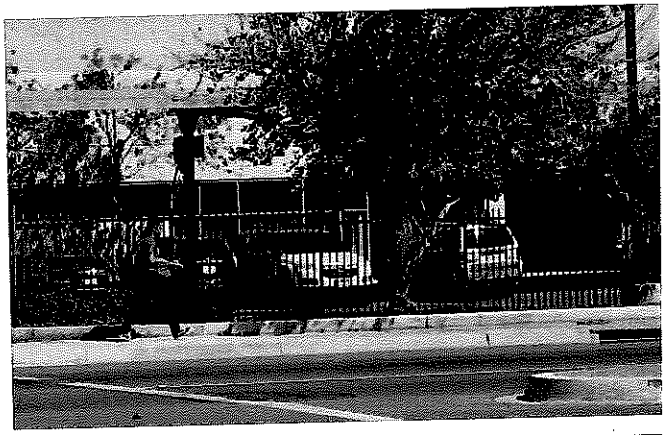


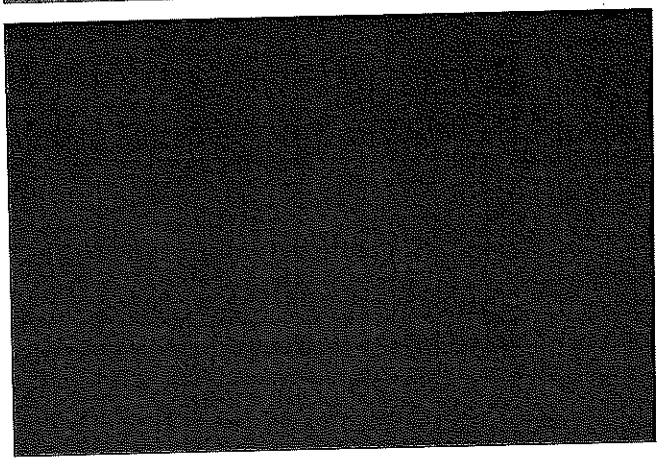












30.25
San Gabriel River Bikeway

Appendices

A. Count Summary Memorandum

B. Count Form Template

C. Paper Survey Forms

D. Bicycling Survey Summary

E. Walking Survey Summary

F. Outreach Event Summaries

G. Project Flyer

H. Caltrans Active Transportation Plan Checklist

I. Pedestrian Project Matrix

J. Bicycle Project Matrix

K. Design Guidelines

Appendix A

Count Summary Memorandum

PLACEWORKS

MEMORANDUM

DATE	March 5, 2019
TO	Marilyn Simpson, City of Irwindale
FROM	Michael Nilsson, PlaceWorks
SUBJECT	**Irwindale Non-Motorized Active Transportation Plan (ATP) and Design Guidelines – Pedestrian and Bicycle Counts Summary and Analysis**

Background on Pedestrian and Bicycle Counts

To better understand non-motorized users' travel behavior and how to prioritize recommendations for the bicycle and pedestrian network proposed for the Irwindale Non-Motorized Active Transportation Plan and Design Guidelines, count volumes were collected manually throughout Irwindale. Alta Planning and Design, the firm contracted by BikeSGV to develop the San Gabriel Valley Regional Pedestrian and Bicycle Master Plan (SGV Plan), conducted pedestrian and bicyclist counts within the region at key locations in various cities — including Irwindale. The bicycle and pedestrian counts collected for the SGV Plan were referenced in coordination with regional efforts to improve pedestrian and bicycle planning. PlaceWorks conducted counts at additional sites to supplement the data collected by Alta Planning and Design. The pedestrian and bicyclist data accounts for behavior and the direction traveled during peak travel times. The summary below evaluates the count data organized by the two firms.

Count Locations Within the City of Irwindale

A total of 14 sites throughout Irwindale are included in the analysis. The sites were selected due to their proximity to transit, local commerce/retail, or points of interest within Irwindale. Key corridors include Irwindale Avenue, Arrow Highway, San Gabriel River Trail connections, Live Oak Avenue, and other primary/secondary streets. Of these locations, the majority were included in Alta Planning and Design's analysis for the SGV Plan. PlaceWorks conducted additional counts at the Arrow Highway and Irwindale Avenue intersection and at the intersection of the San Gabriel River Trail & Azusa Canyon Road. The count analysis reflects data collected on Tuesday, Thursday, and Saturday during morning, midday, and evening peak travel times. The data spans from May 2014 through January 2019. The following locations were evaluated for pedestrian and bicyclist activity:

- Irwindale Avenue (between Adelante Street & West 1st Street)
- Arrow Highway and Irwindale Avenue
- Arrow Highway (between Avenida Barbosa & 605 Freeway)
- Arrow Highway (between Maine Avenue and Bleecker Street)
- San Gabriel River Trail and Azusa Canyon Road

- San Gabriel River Trail Feeder (between Encanto Parkway & San Gabriel River Trail)
- San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Road)
- San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)
- San Gabriel River Trail (between Arrow Highway and Live Oak Avenue)
- Live Oak Ave (between San Gabriel River Trail and Live Oak Lane)
- Live Oak Ave (between Arrow Highway and Speedway Drive)
- West Ramona Boulevard (between San Gabriel River Trail and the 605 Freeway)
- Buena Vista Street (between Village Road and Miguel Miranda Avenue)
- East Longden Avenue (between Peck Road & Myrtle Avenue)

Counts Methodology

The methodology used to collect bicycle and pedestrian count data for the City of Irwindale is based on protocols established by the Southern California Association of Governments (SCAG).

- Manual screenline counts, in which midblock locations are chosen to count pedestrians and bicyclists crossing an imaginary line across the street, were the primary method for conducting counts in Irwindale. SCAG considers this simpler and more reliable than conducting intersection counts. However, an intersection count was conducted at Irwindale Avenue and Arrow Highway in order to gather significant data for the City's primary intersection.
- Counts were taken at each location for a minimum of two days. SCAG recommends count durations on three consecutive weekdays (two minimum) from 7 am – 9 am and 4 am – 6 pm and one non-holiday weekend day from 11 am – 1 pm. Tuesday, Wednesday, Thursday and Saturday are the best days to conduct counts. In addition, counts were tabulated every 15 minutes.
- Count volumes were recorded utilizing count forms provided by SCAG.
- Behavioral characteristics to be counted for both pedestrian and bicycle counts were based on categories used during the SGV Plan count effort. The categories include riding on the sidewalk, wearing a bicycle helmet, females, children, people with disabilities, and riding in the wrong direction on the road. Pedestrian counts include most of the behavioral/demographic characteristics mentioned above.

Travel Volumes

After the counts were performed, the data was inputted into excel and separated by morning, midday, and evening peak periods and by the day of the week. Tables 1 and 2 present pedestrian and bicycle data count volumes from highest to lowest by site.

PEDESTRIANS

A total of 602 pedestrians were counted at the 14 locations. Overall, the Arrow Highway and Irwindale Avenue intersection and the San Gabriel River Trail & Azusa Canyon Road site accounted for approximately 64% of all pedestrian activity. Locations along the San Gabriel River Trail or sites in close proximity to the trail also accounted for high volumes of pedestrian activity. Aside from the San Gabriel River Trail sites, Irwindale Avenue (between Adelante Street & West 1st Street) and Arrow Highway

(between Maine Avenue & Bleecker Street) had high pedestrian volumes. Pedestrian volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

BICYCLISTS

The six sites at the San Gabriel River Trail, including the corridors leading up to the trail, had the highest bicyclist volume and account for 1,182 counts of the total of 1,347, or 87% of all bicycling activity. The site with the highest number of bicyclists was at the San Gabriel River Trail and Azusa Canyon Road site. Aside from the San Gabriel River Trail locations, the Irwindale Avenue and Arrow Highway intersection had high bicyclist volume. Bicyclist volumes were the highest during the weekend midday period, followed by the weekday evening and the weekday morning period.

Behavioral Characteristics

The data from sites at the San Gabriel River Trail are tabulated separately to better understand and analyze behavior. The distinction facilitated understanding of how behavior differs across the various sites. Pedestrian and bicycle behavior was analyzed by morning, midday, and evening peak periods – totals were tabulated for each behavior by period and by weekend or weekday.

PEDESTRIANS

For pedestrian behavior, special needs, skateboards, and children were counted and calculated by percentage. For the weekday morning period a total of 88 pedestrians were counted along primary and secondary streets, of this total 2.27% were children. Along the San Gabriel River Trail, during the weekday morning period, a total of 61 pedestrians were counted, of which 3.28% were special needs and 3.28% were children.

During the weekday evening period, a total of 126 pedestrians were counted along primary and secondary streets, of this total 1.59% utilized a skateboard. Along the San Gabriel River Trail sites, 60 pedestrians were counted, of which 16.67% used a skateboard and 5.00% were children.

During the weekend midday period, a total of 170 pedestrians were counted along primary and secondary streets. Approximately 0.59% used a skateboard and 1.18% were children. In the same period along the San Gabriel River Trail sites, 4.12% used a skateboard and 10.31% were children.

BICYCLISTS

For bicyclist behavior, females, sidewalk riding, wrong way riding, and whether bicyclists wore a helmet or not were counted and calculated by percentage. A total of 75 bicyclists were counted during the weekday morning period along primary and secondary roads; approximately 5.33% of riders were female, 58.67% rode on the sidewalk, 8.00% rode the wrong way, and 58.67% did not wear a helmet. Along the San Gabriel River Trail sites, a total of 166 bicyclists were counted in the same period. Of this total, approximately 7.83% were female, 1.20% rode the wrong way, and 24.70% did not wear a helmet.

During the weekday evening period, a total of 79 bicyclists were counted along primary and secondary roads. Of this total approximately 6.33% were female, 36.71% rode on the sidewalk, 10.13% rode the

wrong way, and 70.89% did not wear a helmet. Along the San Gabriel River Trail a total of 252 bicyclists were counted; 12.70% were female, 0.40% rode the wrong way, and 26.19% wore no helmet.

During the weekend midday period, a total of 115 bicyclists were counted along primary and secondary streets; of this total 6% were female, 33% rode on the sidewalk, 9% rode the wrong way, and 49% wore no helmet. In the same period, along the San Gabriel River Trail, a total of 16% or riders were female, 1% rode on the sidewalk, 1% rode the wrong way, and 12% did not wear a helmet.

Table 1: Pedestrian Counts By Location

Location	*Weekday Morning	*Weekday Evening	Weekend Midday	TOTAL
Arrow Hwy & Irwindale Ave	48	86	127	261
San Gabriel River Trail & Azusa Canyon	21	46	55	122
W Ramona Blvd (between San Gabriel River Trail & 605 Freeway)	14	19	16	49
San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Rd)	19	6	18	43
San Gabriel River Trail Feeder (between Encanto Pkwy & San Gabriel River Trail)	13	7	16	36
Irwindale Ave (between Adelante St & W 1st St)	7	11	6	24
Arrow Hwy (between Maine & Bleeker)	7	4	11	22
E Longden Ave (between Peck Rd & Myrtle Ave)	6	4	4	14
San Gabriel River Trail (between Arrow Hwy& Live Oak)	5	1	7	13
Buena Vista St (between Village Rd & Miguel Miranda)	4	2	5	11
San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)	3	0	1	4
Live Oak Ave (between San Gabriel River & Live Oak Ln)	1	0	1	2
Arrow Hwy (between Avenida Barbosa & 605 Fwy)	1	0	0	1
Live Oak Ave (between Arrow Hwy & Speedway Dr)	0	0	0	0
TOTAL	149	186	267	602

Table 2: Bicyclist Counts by Location

Location	*Weekday Morning	*Weekday Evening	Weekend Midday	TOTAL
San Gabriel River Trail & Azusa Canyon	23	75	316	414
San Gabriel River Trail (between San Gabriel Trail Feeder & San Gabriel Canyon Rd)	54	86	150	290
San Gabriel River Trail Feeder (between Encanto Pkwy & San Gabriel River Trail)	41	44	94	179
San Gabriel River Trail (between Arrow Hwy& Live Oak)	28	36	80	144
W Ramon Blvd (between San Gabriel River Trail & 605 Freeway)	35	34	35	104
San Gabriel River Trail Duarte Connection (between City of Hope Campus & San Gabriel River Trail)	20	11	20	51
Arrow Hwy & Irwindale Ave	7	14	18	39
Arrow Hwy (between Maine & Bleeker)	12	10	12	34
Irwindale Ave (between Adelante St & W 1st St)	5	10	5	20
Live Oak Ave (between San Gabriel River & Live Oak Ln)	7	1	11	19
Arrow Hwy (between Avenida Barbosa & 605 Fwy)	2	4	13	19
E Longden Ave (between Peck Rd & Myrtle Ave)	5	1	8	14
Buena Vista St (between Village Rd & Miguel Miranda)	0	2	9	11
Live Oak Ave (between Arrow Hwy & Speedway Dr)	2	3	4	9
TOTAL	241	331	775	1347

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Appendix B

Count Form Template

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

Date ____ DAY ____ MONTH 20____ YEAR

Location Irwindale/Arrow (STREET PATH)

BETWEEN _____ AND _____

Count Periods at This Location
① ____ : ____ AM PM START ____ : ____ AM PM END
② ____ : ____ AM PM START ____ : ____ AM PM END
③ ____ : ____ AM PM START ____ : ____ AM PM END

Pages ____ PAGE OF ____ TOTAL

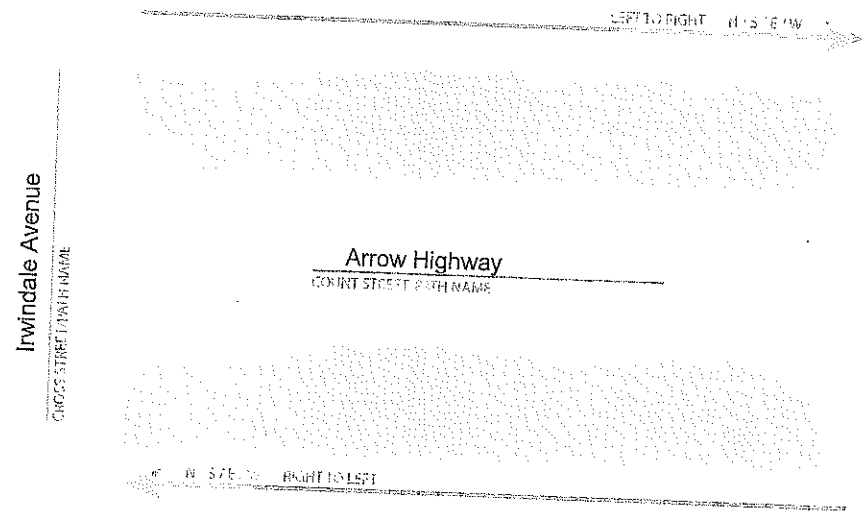
Show Them Where to Count...

Mark where the counter should be located with an "X" on the Count Location Schematic below. Then, draw in the counter's screenline.

Label the street the counter will be counting on, as well as the nearest cross streets, as they will appear from the count location.

Indicate which way will be "left to right" and "right to left" on the arrows below.
Also mark cardinal directions (N, S, E, or W. Note that NW, SE, etc. are not allowed) as they will appear to the counter.
If you are not sure which cardinal direction to assign because the street does not run exactly north-south or east-west, please consult any previous counts and be consistent with what has been chosen in the past.

Count Location Schematic



Bikeway Type at This Location

Record the bikeway type present at this location, if any, including sub-options.

☐ BIKE PATH ☐ BIKE LANE ☐ BUFFERED ☐ PROTECTED BUFFERS ☐ PHYSICAL BUFFERS ☐ BIKE ROUTE ☐ SHARROWS ☐ BIKE BOULEVARD ☐ SHARROWS ☒ NONE

Additional Variables to Count

Indicate any additional attributes the counter should count using the checkboxes below.

Bicycle ☒ FEMALE ☒ WRONG WAY RIDING ☒ SIDEWALK RIDING ☐ OTHER _____ ☐ OTHER _____

Pedestrian ☒ WHEELCHAIR/ SPECIAL NEEDS ☒ SKATEBOARD/ SCOOTER/SKATES ☒ CHILD ☐ OTHER _____ ☐ OTHER _____

Bicycle/Pedestrian Data Collection - Screenline Count Form

Date ____ DAY ____ MONTH 20 ____ YEAR

Location Irwindale/Arrow (CIRCLE PATH)

BETWEEN _____ AND _____

This Page : AM PM FROM : AM PM TO

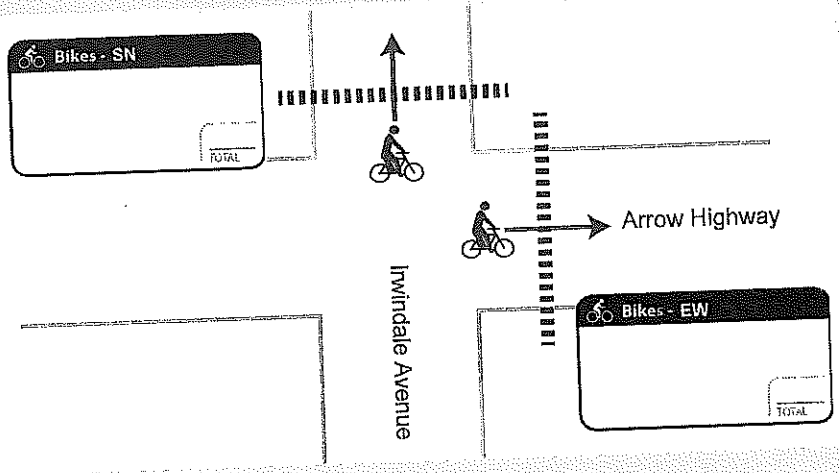
Count Period : AM PM START : AM PM END

Pages ____ OF ____ PAGE TOTAL

Rain ☐ YES ☐ NO

Bicyclists

Count cyclists when they cross the imaginary line



Make additional marks to count other characteristics

Female ____ TOTAL

Sidewalk Riding ____ TOTAL

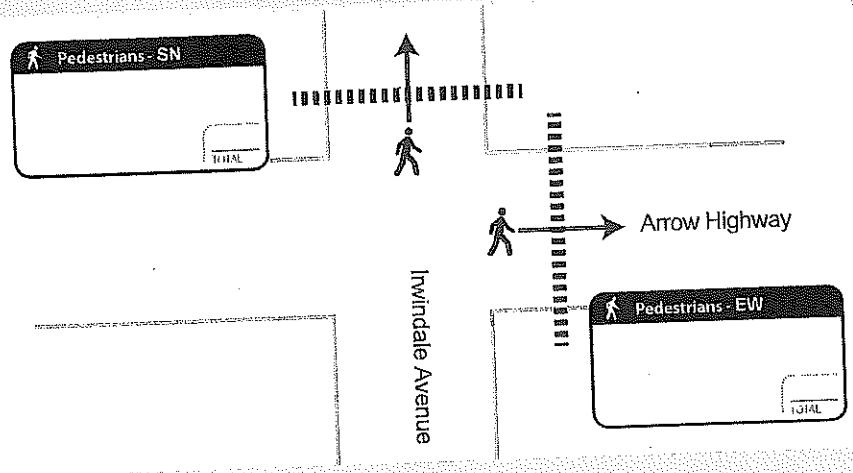
Wrong Way Riding ____ TOTAL

Other: No Helmet ____ TOTAL

Other: ____ TOTAL

Pedestrians

Count cyclists when they cross the imaginary line



Make additional marks to count other characteristics

Wheelchair/Special Needs ____ TOTAL

Skateboard/Scooter/Skates ____ TOTAL

Child ____ TOTAL

Other: ____ TOTAL

Other: ____ TOTAL

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

Date ____ ____ 20____
DAY MONTH YEAR

Location AzusaCyn/BikePath
STREET PATH

BETWEEN _____ AND _____

Count Periods at This Location
① ____ : ____ AM PM START — ____ : ____ AM PM END
② ____ : ____ AM PM START — ____ : ____ AM PM END
③ ____ : ____ AM PM START — ____ : ____ AM PM END

Pages 1 PAGE OF 9 TOTAL

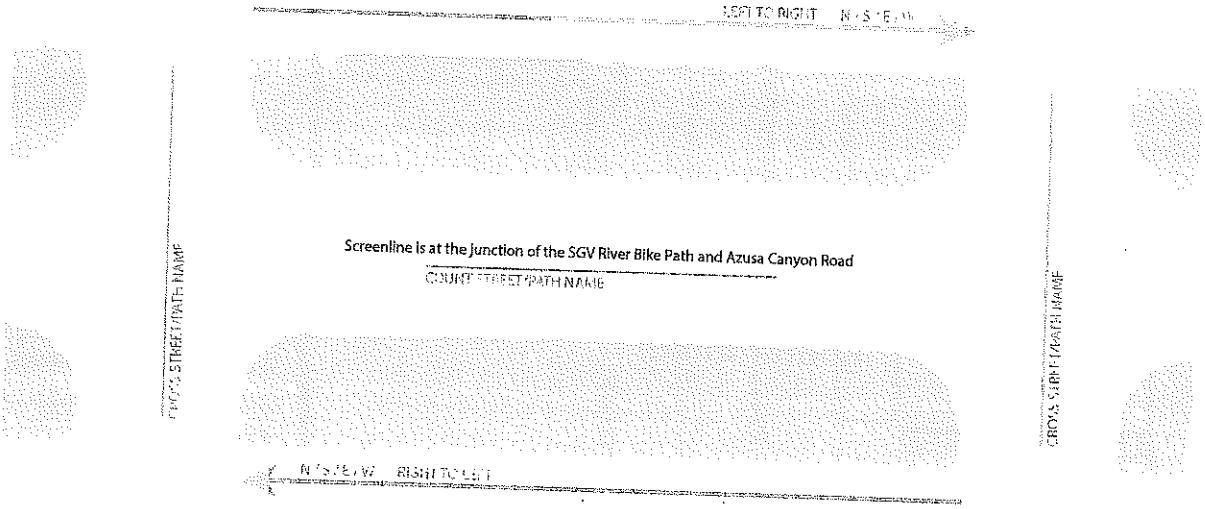
Show Them Where to Count...

Mark where the counter should be located with an "X" on the Count Location Schematic below. Then, draw in the counter's screenline.

Label the street the counter will be counting on, as well as the nearest cross streets, as they will appear from the count location.

Indicate which way will be "left to right" and "right to left" on the arrows below.
Also mark cardinal directions (N, S, E, or W. Note that NW, SE, etc. are not allowed) as they will appear to the counter.
If you are not sure which cardinal direction to assign because the street does not run exactly north-south or east-west, please consult any previous counts and be consistent with what has been chosen in the past.

Count Location Schematic



Bikeway Type at This Location

Record the bikeway type present at this location, if any, including sub-options.

☒ BIKE PATH ☐ BIKE LANE
☐ COLORED ☐ PAINTED BUFFER ☐ PHYSICAL BUFFER
☐ BIKE ROUTE
☐ SHARROWS
☐ BIKE BOULEVARD
☐ SHARROWS
☐ NONE

Additional Variables to Count

Indicate any additional attributes the counter should count using the checkboxes below.

Bicycle
☒ FEMALE ☒ WRONG WAY RIDING ☒ SIDEWALK RIDING ☒ OTHER: No Helmet ☐ OTHER: _____

Pedestrian
☒ WHEELCHAIR SPECIAL NEEDS ☒ SKATEBOARD SCOOTER/SKATES ☒ CHILD ☐ OTHER: _____ ☐ OTHER: _____

Bicycle/Pedestrian Data Collection - Screenline Count Form

Date ____ DAY ____ MONTH 20 ____ YEAR

Location AzusaCyn/BikePath STREET NAME

BETWEEN _____ AND _____

This Page ____ : ____ AM PM FROM ____ : ____ AM PM TO

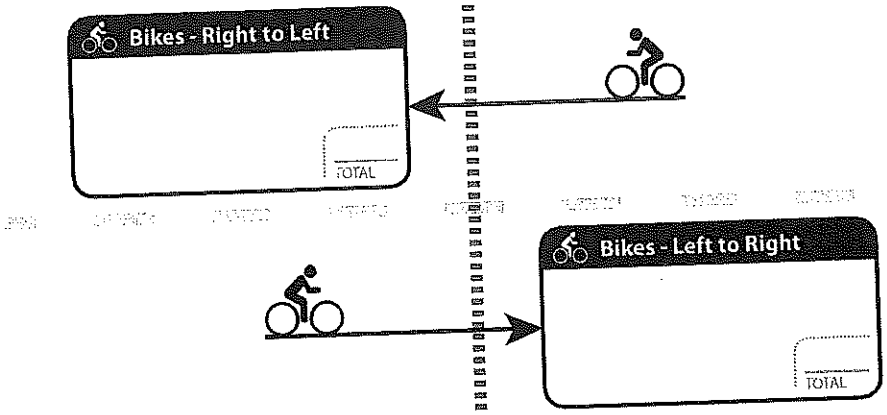
Count Period ____ : ____ AM PM START ____ : ____ AM PM END

Pages ____ PAGE OF ____ TOTAL

Rain ☐ YES ☐ NO

Bicyclists

Count bicyclists when they cross this imaginary line



Make additional marks to count other characteristics

Female ____ TOTAL

Sidewalk Riding ____ TOTAL

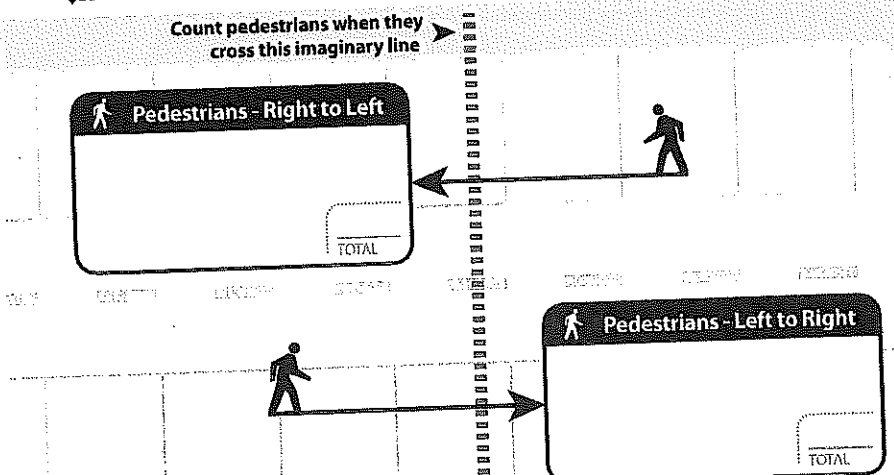
Wrong Way Riding ____ TOTAL

Other: No Helmet ____ TOTAL

Other: ____ TOTAL

Pedestrians

Count pedestrians when they cross this imaginary line



Make additional marks to count other characteristics

Wheelchair/Special Needs ____ TOTAL

Skateboard/Scooter/Skates ____ TOTAL

Child ____ TOTAL

Other: ____ TOTAL

Other: ____ TOTAL

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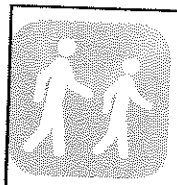
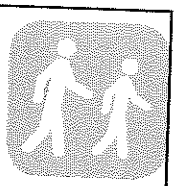
Appendix C

Paper Survey Forms



HELP IMPROVE WALKING IN IRWINDALE!
We need your input!



1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

☐ LIVE ☐ WORK ☐ SCHOOL

2 What is the location of your residence, workplace, and/or school? Fill in all that apply.

RESIDENCE _____ (City) _____ (Nearest Cross Streets)

WORKPLACE _____ (City) _____ (Nearest Cross Streets)

SCHOOL _____ (City) _____ (Nearest Cross Streets)

3 How frequently do you walk in Irwindale for the following purposes? Check one response that best applies for each trip type.

Trip Type	Multiple Times Per Week	About Once Per Week	Occasionally	Never
GOING TO/FROM WORK	☐	☐	☐	☐
GOING TO/FROM SCHOOL	☐	☐	☐	☐
SHOPPING/EATING/ERRANDS	☐	☐	☐	☐
SOCIAL/RECREATIONAL	☐	☐	☐	☐
CONNECT TO TRANSIT	☐	☐	☐	☐

4 In general, how easy/difficult do you feel it is to walk in Irwindale? Check one response.

☐ VERY EASY
☐ SOMEWHAT EASY
☐ NEUTRAL
☐ SOMEWHAT DIFFICULT
☐ VERY DIFFICULT

5 What are the biggest challenges for walking in Irwindale? Check all that apply.

☐ POOR SIDEWALK CONDITIONS OR MISSING SIDEWALKS - *If there are specific locations you'd like to point out, please list them here:* _____

☐ DIFFICULT CROSSINGS AND/OR LACK OF CROSSWALKS - *If there are specific locations you'd like to point out, please list them here:* _____

☐ VEHICLE TRAFFIC
☐ MOTORISTS DON'T FOLLOW RULES OF THE ROAD
☐ DISTANCES BETWEEN POINTS OF ORIGIN AND DESTINATIONS ARE TOO LONG
☐ LACK OF SHADE AND OTHER PEDESTRIAN AMENITIES
☐ OTHER: _____

Please continue the survey on the back

6 What improvements might make you more interested in walking in Irwindale? Some common types of improvements are listed (check all that apply). Please share any other ideas you have!

- ☐ IMPROVE/ADD/WIDEN CROSSWALKS
- ☐ ADD MIDBLOCK CROSSWALKS WITH FLASHING WARNING LIGHTS OR PEDESTRIAN SIGNALS
- ☐ ADD/IMPROVE SEPARATED PATHS AND TRAILS FOR PEOPLE WALKING AND BICYCLING
- ☐ ADD/INCREASE STREET LIGHTING
- ☐ ADD/IMPROVE LANDSCAPING
- ☐ ENFORCE TRAFFIC RULES
- ☐ DECREASE VEHICLE TRAFFIC SPEEDS
- ☐ OTHER: _____

_____

_____

7 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking?

☐ YES, I WALK IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

If you answered yes, how do you typically get to the Recreation Area or River Trail? Check all that apply.

- ☐ WALK
- ☐ BIKE
- ☐ BUS
- ☐ CAR
- ☐ LYFT/UBER/TAXI
- ☐ OTHER: _____

☐ NO, I DO NOT WALK IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

8 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

☐ YES ☐ NO

Would you be interested in using them if they were available in Irwindale?

☐ YES ☐ NO

9 Are you interested in attending future meetings/events related to the Irwindale Active Transportation Plan and Design Guidelines ? (Y/N)

☐ YES (PROVIDE YOUR EMAIL ADDRESS BELOW)

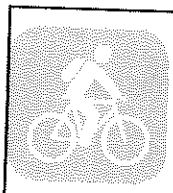
☐ NO

Please share your name and e-mail address if you'd like to receive updates and notifications!

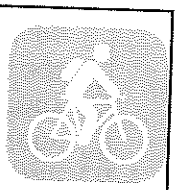
_____

(Name and Email Address)

Thank you for helping to improve walking in Irwindale!



HELP IMPROVE BICYCLING IN IRWINDALE!
We need your input!



1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

☐ LIVE ☐ WORK ☐ SCHOOL ☐ I DO NOT LIVE, WORK OR GO TO SCHOOL IN IRWINDALE

2 Where is your residence, workplace, and/or school? Fill in all that apply.

RESIDENCE _____ (City) _____ (Nearest Cross Streets)

WORKPLACE _____ (City) _____ (Nearest Cross Streets)

SCHOOL _____ (City) _____ (Nearest Cross Streets)

3 How frequently do you bike in Irwindale for the following purposes? Check one response that best applies for each trip type.

Trip Type	Multiple Times Per Week	About Once Per Week	Occasionally	Never
GOING TO/FROM WORK	☐	☐	☐	☐
GOING TO/FROM SCHOOL	☐	☐	☐	☐
SHOPPING/EATING/ERRANDS	☐	☐	☐	☐
SOCIAL/RECREATIONAL	☐	☐	☐	☐
CONNECT TO TRANSIT	☐	☐	☐	☐

4 In general, how easy/difficult do you feel it is to bike in Irwindale? Check one response.

☐ VERY EASY
☐ SOMEWHAT EASY
☐ NEUTRAL
☐ SOMEWHAT DIFFICULT
☐ VERY DIFFICULT

5 What are the biggest challenges for bicycling in Irwindale? Check all that apply.

☐ NOT ENOUGH BIKE LANES
☐ TOO MUCH TRAFFIC
☐ HIGH VEHICLE TRAFFIC SPEEDS
☐ MOTORISTS DON'T FOLLOW RULES OF THE ROAD
☐ POOR STREET LIGHTING - *If there are specific locations you'd like to point out, please list them here:*

_____

_____

☐ OTHER: _____

_____

_____

Please continue the survey on the back →

6 What improvements might make you more interested in bicycling in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

- ☐ BIKE PATHS SEPARATED FROM THE STREET
- ☐ ADD NEW BIKE LANES ON THE STREET
- ☐ ADD BUFFERED BIKE LANES/PATHS
- ☐ BIKE PARKING AT YOUR DESTINATION
- ☐ DECREASE VEHICLE TRAFFIC SPEEDS
- ☐ IMPROVED LIGHTING
- ☐ IMPROVE ENFORCEMENT OF TRAFFIC RULES
- ☐ OTHER: _____

_____

_____

7 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for bicycling?

☐ YES, I BIKE IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

If you answered yes, how do you typically get to the Recreation Area or River Trail? Check all that apply.

- ☐ BIKE
- ☐ BUS
- ☐ CAR
- ☐ LYFT/UBER/TAXI
- ☐ OTHER: _____

☐ NO, I DO NOT BIKE IN THE RECREATION AREA AND/OR ALONG THE RIVER TRAIL

8 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

☐ YES ☐ NO

Would you be interested in using them if they were available in Irwindale?

☐ YES ☐ NO

9 Are you interested in attending future meetings/events related to the Irwindale Active Transportation Plan and Design Guidelines ? (Y/N)

☐ YES (PROVIDE YOUR EMAIL ADDRESS BELOW)

☐ NO

Please share your name and e-mail address if you'd like to receive updates and notifications!

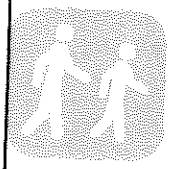
_____

(Name and Email Address)

Thank you for helping to improve bicycling in Irwindale!

To turn in your survey, please refer to the following submittal options:

- **Email** - Take a picture or scan your survey and email the image file(s) to John Larreta (jlarreta@IrwindaleCA.gov).
- **Drop off** - Drop off the survey at the Community Development Department located at 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. Please note the office hours of Monday - Thursday 8a-6p.
- **Mail** - Send the survey addressed to John Larreta, City of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.



¡AYUDE A MEJORAR EL ACCESSO PATEONAL EN IRWINDALE!
¡Necesitamos sus comentarios!

1 ¿Reside, trabaja, o/y atiende la escuela en Irwindale? Marque las opciones que aplican.

☐ Vivo ☐ Trabajo ☐ Voy a la escuela ☐ No vivo, trabajo, o voy a la escuela en Irwindale

2 ¿En donde está su residencia, empleo, y/o escuela? Llene las opciones que aplican.

Residencia _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Empleo _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Escuela _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

3 ¿Con que frecuencia camina en Irwindale? Marque una respuesta que mejor aplica por cada tipo de viaje.

Tipo de Viaje	Varias veces por semana	Una vez por semana	De vez en cuando	Nunca
Caminando a/de mi empleo	☐	☐	☐	☐
Caminando a/de mi escuela	☐	☐	☐	☐
Compras/Restaurantes/Mandados	☐	☐	☐	☐
Social/Recreativo	☐	☐	☐	☐
Conectando a tránsito	☐	☐	☐	☐

4 ¿En general, que tan fácil/difícil se le hace caminar en Irwindale? Marque una respuesta.

☐ Muy fácil
☐ Algo fácil
☐ Neutral
☐ Algo difícil
☐ Muy difícil

5 ¿Cuales son los impedimentos para caminar en Irwindale mas significantes? Marque las opciones que aplican.

☐ Condiciones pobre de aceras o falta de aceras - *Si hay ubicaciones específicas que quisiera identificar por favor apuntelas aquí:* _____

☐ Cruces peatonales dificiles y/o falta de cruces peatonales - *Si hay ubicaciones específicas que quisiera identificar por favor apuntelas aquí:* _____

☐ Tráfico vehícular
☐ Automovilistas no siguen las reglas de la carretera
☐ Distancias entre puntos de origen y destinos son muy largas
☐ Falta de sombra y otras comodidades para los peatones
☐ Otro: _____

Por favor continua la encuesta atras

6 ¿Que mejoramientos lo(a) harian mas interesado(a) en caminar en Irwindale? Alguno de los mejoramientos estan identificados. (Marque las opciones que aplican). ¡Por favor comparta sus ideas!

- ☐ Mejorar/añadir/ensanchar cruces peatonales
- ☐ Añadir cruces de peatones con luces de advertencia intermitentes o señal peatonal
- ☐ Mejorar/añadir caminos separados y senderos para gente caminando o en bicicleta
- ☐ Añadir/aumentar iluminación de las vías peatonales
- ☐ Mejorar/añadir elementos paisajísticos
- ☐ Hacer cumplir las leyes de tráfico
- ☐ Disminuir la velocidad de vehículo
- ☐ Otro: _____

_____

_____

7 ¿Usa el San Gabriel River Trail y/o el Santa Fe Dam Recreation Area para caminar?

☐ Sí, yo camino en el area recreativo y/o por el sendero del río

¿Si contestó "sí", como llega a el area recreativo o a el sendero del río? Marque las opciones que aplican.

- ☐ Caminando
- ☐ Bicicleta
- ☐ Autobús
- ☐ Carro
- ☐ Lyft/Uber/Taxi
- ☐ Otro: _____

☐ No, yo no camino en el area recreativo y/o por el sendero del río

8 ¿Ha usado un sistema de bicicletas compartidas o scooter (como Metro bike share, LimeBike or Bird)?

☐ Sí ☐ No

¿Estaría interesado(a) si estuvieran disponible en Irwindale?

☐ Sí ☐ No

9 ¿Esta interesado(a) en atender juntas y eventos relacionados a el Plan de Transportación Activo y Guía de Diseño de Irwindale ? (Sí/No)

☐ Sí (por favor escriba su dirección de correo electrónico abajo)

☐ No

¡Por favor comparte su nombre y dirección de correo electrónico si quisiera recibir actualizaciones y notificaciones!

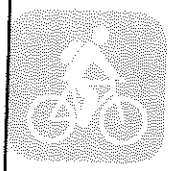
_____

(Nombre y Correo Electrónico)

¡Gracias por ayudar a mejorar el accesso peatonal en Irwindale!

Para entregar la encuesta, por favor refierese a las siguentes opciones y siga las instrucciones:

- **Correo electrónico** - Tome foto o escanee su encuesta y mande las imagenes a John Larreta (jlarreta@IrwindaleCA.gov).
- **Dejar** - Deje su encuesta en el Departamento de Community Development localizado en: 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. (La oficina esta abierta Lunes-Jueves, entre 8a-6p)
- **Correo** - Mande la encuesta a: John Larreta, Clty of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.



¡AYUDE A MEJORAR PASEAR EN BICICLETA EN IRWINDALE!
¡Necesitamos sus comentarios!

1 ¿Reside, trabaja, o/y atiende la escuela en Irwindale? Marque las opciones que aplican.

☐ Vivo ☐ Trabajo ☐ Voy a la escuela ☐ No vivo, trabajo, o voy a la escuela en Irwindale

2 ¿En donde está su residencia, empleo, y/o escuela? Llene las opciones que aplican.

Residencia _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Empleo _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

Escuela _____ (Ciudad) _____ (Indique el cruce de calles más cercanas)

3 ¿Con que frecuencia se pasea en bicicleta en Irwindale? Marque una respuesta que mejor aplica por cada tipo de viaje.

Tipo de Viaje	Varias veces por semana	Una vez por semana	De vez en cuando	Nunca
Caminando a/de mi empleo	☐	☐	☐	☐
Caminando a/de mi escuela	☐	☐	☐	☐
Compras/Restaurantes/Mandados	☐	☐	☐	☐
Social/Recreativo	☐	☐	☐	☐
Conectando a tránsito	☐	☐	☐	☐

4 ¿En general, que tan fácil/difícil se le hace pasearse en bicicleta en Irwindale? Marque una respuesta.

☐ Muy fácil
☐ Algo fácil
☐ Neutral
☐ Algo difícil
☐ Muy difícil

5 ¿Cuales son los impedimentos para paseos en bicicleta en Irwindale mas significantes? Marque las opciones que aplican.

☐ No hay suficiente carriles de bicicletas
☐ Demasiado tráfico
☐ Altas velocidades de tráfico
☐ Automovilistas no siguen las reglas de la carretera
☐ Iluminación pobre - *Si hay ubicaciones específicas que quisiera identificar por favor apuntelas aquí:*

_____

_____

☐ Otro: _____

_____

Por favor continua la encuesta atras

6 ¿Que mejoramientos lo(a) harian mas interesado(a) en pasearse en bicicleta en Irwindale? Alguno de los mejoramientos estan identificados. (Marque las opciones que aplican). ¡Por favor comparta sus ideas!

- ☐ Carriles de bicicletas separados de calles
- ☐ Añadir nuevos carriles de bicicletas por las calles
- ☐ Añadir lineas de separación en carriles de bicicletas
- ☐ Estacionamiento para bicicletas en mi destino
- ☐ Disminuir la velocidad de vehículo
- ☐ Mejor iluminación
- ☐ Hacer cumplir las leyes de tráfico
- ☐ Otro: _____

_____

_____

7 ¿Usa el San Gabriel River Trail y/o el Santa Fe Dam Recreation Area para pasear en bicicleta?

☐ Sí, yo me paseo en bicicleta en el area recreativo y/o por el sendero del río

¿Si contestó "sí", como llega a el area recreativo o a el sendero del río? Marque las opciones que aplican.

- ☐ Caminando
- ☐ Bicicleta
- ☐ Autobús
- ☐ Carro
- ☐ Lyft/Uber/Taxi
- ☐ Otro: _____

☐ No, yo no me paseo en bicicleta en el area recreativo y/o por el sendero del río

8 ¿Ha usado un sistema de bicicletas compartidas o scooter (como Metro bike share, LimeBike or Bird)?

☐ Sí ☐ No

¿Estaría interesado(a) si estuvieran disponible en Irwindale?

☐ Sí ☐ No

9 ¿Esta interesado(a) en atender juntas y eventos relacionados a el Plan de Transportación Activo y Guía de Diseño de Irwindale ? (Sí/No)

☐ Sí (por favor escriba su dirección de correo electrónico abajo)

☐ No

¡Por favor comparte su nombre y dirección de correo electrónico si quisiera recibir actualizaciones y notificaciones!

_____

(Nombre y Correo Electrónico)

¡Gracias por ayudar a mejorar pasearse en bicicleta en Irwindale!

Para entregar la encuesta, por favor refierese a las siguentes opciones y siga las instrucciones:

- **Correo electrónico** - Tome foto o escanee su encuesta y mande las imagenes a John Larreta (jlarreta@IrwindaleCA.gov).
- **Dejar** - Deje su encuesta en el Departamento de Community Development localizado en: 16102 Arrow Highway, Second Floor, Irwindale, CA 91706. (La oficina esta abierta Lunes-Jueves, entre 8a-6p)
- **Correo** - Mande la encuesta a: John Larreta, City of Irwindale City Hall, 5050 N. Irwindale Ave, Irwindale, CA 91706.

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Appendix D

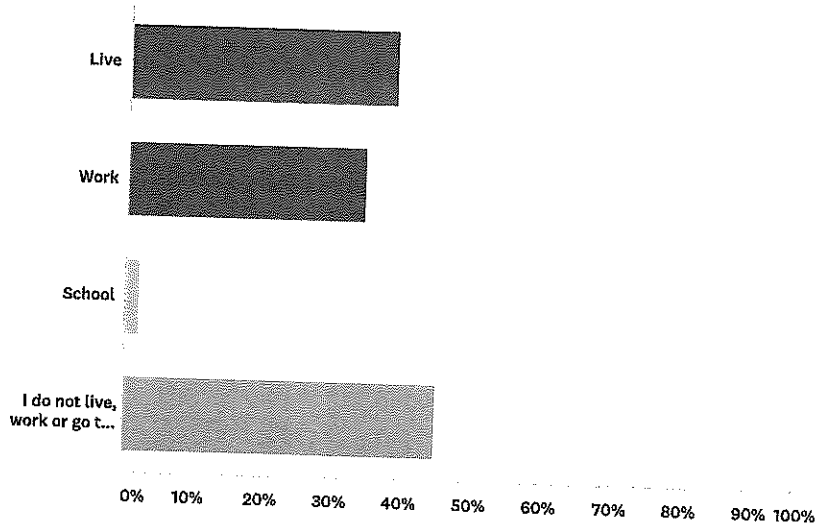
Bicycling Survey Summary

Note: Summaries include English and Spanish responses combined

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

Answered: 47 Skipped: 1



ANSWER CHOICES	RESPONSES	
Live	38.30%	18
Work	34.04%	16
School	2.13%	1
I do not live, work or go to school in Irwindale	44.68%	21

Total Respondents: 47

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q2 Where is your residence, workplace, and/or school? Please list the city and nearest cross streets.

Answered: 42 Skipped: 6

ANSWER CHOICES	RESPONSES	
Residence	92.86%	39
School (If applicable)	14.29%	6
Work (If applicable)	59.52%	25

#	RESIDENCE	DATE
1	Covina	6/24/2019 12:14 PM
2	Covina	6/24/2019 12:09 PM
3	Irwindale; Irwindale Ave	4/5/2019 10:52 AM
4	La Puente	4/5/2019 10:51 AM
5	Irwindale	4/5/2019 10:42 AM
6	Irwindale; Irwindale Ave/Martinez St.	4/5/2019 10:34 AM
7	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:42 PM
8	Irwindale, Meridian St.	3/7/2019 6:40 PM
9	Irwindale, Meridian St.	3/7/2019 6:38 PM
10	Irwindale, Cypress	3/7/2019 6:36 PM
11	Irwindale, Arrow Hwy	3/7/2019 6:34 PM
12	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:33 PM
13	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:31 PM
14	Rancho Cucamonga	10/18/2018 10:41 AM
15	Baldwin Park	10/15/2018 11:59 AM
16	baldwin park, elton and nubia	10/12/2018 12:17 PM
17	Hope x Fremont Ave, South Pasadena	10/10/2018 10:05 AM
18	LA	9/17/2018 2:36 PM
19	West Covina; Larkalion & Vine	9/17/2018 2:31 PM
20	14123 Dillerdale/Puente	9/17/2018 2:26 PM
21	14126 Ohio St; Ohio Baldwin Park Blvd	9/17/2018 2:24 PM
22	Azusa; 9th & Azusa Veterans	9/17/2018 2:22 PM
23	Azusa; APU/Citrus Station Gold Line	9/17/2018 2:20 PM
24	San Gabriel	9/17/2018 2:15 PM
25	Baldwin Park; Arrow Hwy/Azusa Cyn Rd	9/17/2018 2:14 PM
26	Duarte; Huntington/Highland	9/17/2018 2:11 PM
27	Pasadena; Sierra Madre	9/17/2018 2:07 PM
28	Glendale	9/17/2018 2:02 PM
29	Baldwin Park; Los Angeles/BP Blvd	9/17/2018 1:59 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

30	La Puente; Francisquito	9/17/2018 1:57 PM
31	Maywood; Slauson	9/17/2018 1:55 PM
32	Baldwin Park; Syracuse/Torch	9/17/2018 1:53 PM
33	Asuza	9/17/2018 1:51 PM
34	Asuza	9/17/2018 1:49 PM
35	El Monte; Mulhall/Pal Mal	9/17/2018 1:46 PM
36	Baldwin Park; Arrow Hwy	9/17/2018 1:44 PM
37	Pasadena; Altadena Dr/Cooley	9/17/2018 1:42 PM
38	Irwindale; Martinez/Tapia	9/17/2018 1:36 PM
39	Los Angeles; 120th	9/17/2018 1:34 PM
#	**WORK (IF APPLICABLE)**	**DATE**
1	Irwindale; Irwindale Ave/Calle de Paseo	4/5/2019 10:34 AM
2	5517 Ayon Ave Irwindale Ca 91706	3/11/2019 1:34 PM
3	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:42 PM
4	Irwindale, Arrow Hwy	3/7/2019 6:38 PM
5	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:34 PM
6	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:33 PM
7	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:31 PM
8	4900 Rivergrade Road, Irwindale, Ca	12/13/2018 5:06 PM
9	Irwindale	10/18/2018 10:41 AM
10	El Monte	10/15/2018 11:59 AM
11	Fremont Ave x Orange St, Alhambra	10/10/2018 10:05 AM
12	LA	9/17/2018 2:36 PM
13	Los Angeles; Santa Fe & 3rd St	9/17/2018 2:31 PM
14	Pasadena; Memorial Park Gold Line Station	9/17/2018 2:20 PM
15	Irwindale	9/17/2018 2:15 PM
16	Pasadena	9/17/2018 2:11 PM
17	El Monte; Santa Anita/Lower Azuza	9/17/2018 2:07 PM
18	Duarte/Irwindale; 1500 Duarte/Huntington	9/17/2018 2:04 PM
19	Glendale	9/17/2018 2:02 PM
20	Retired	9/17/2018 1:59 PM
21	Irwindale; Arrow Hwy	9/17/2018 1:55 PM
22	Los Angeles; Huntington/Alpha	9/17/2018 1:46 PM
23	Baldwin Park; Arrow Hwy	9/17/2018 1:44 PM
24	Irwindale; Irwindale Av/Arrow Hwy	9/17/2018 1:42 PM
25	West Hollywood	9/17/2018 1:34 PM
#	**SCHOOL (IF APPLICABLE)**	**DATE**
1	N/A	4/5/2019 10:34 AM
2	LA	9/17/2018 2:36 PM
3	Sci-Arc; Santa Fe & 3rd St	9/17/2018 2:31 PM
4	Geddes School; Main St	9/17/2018 2:24 PM

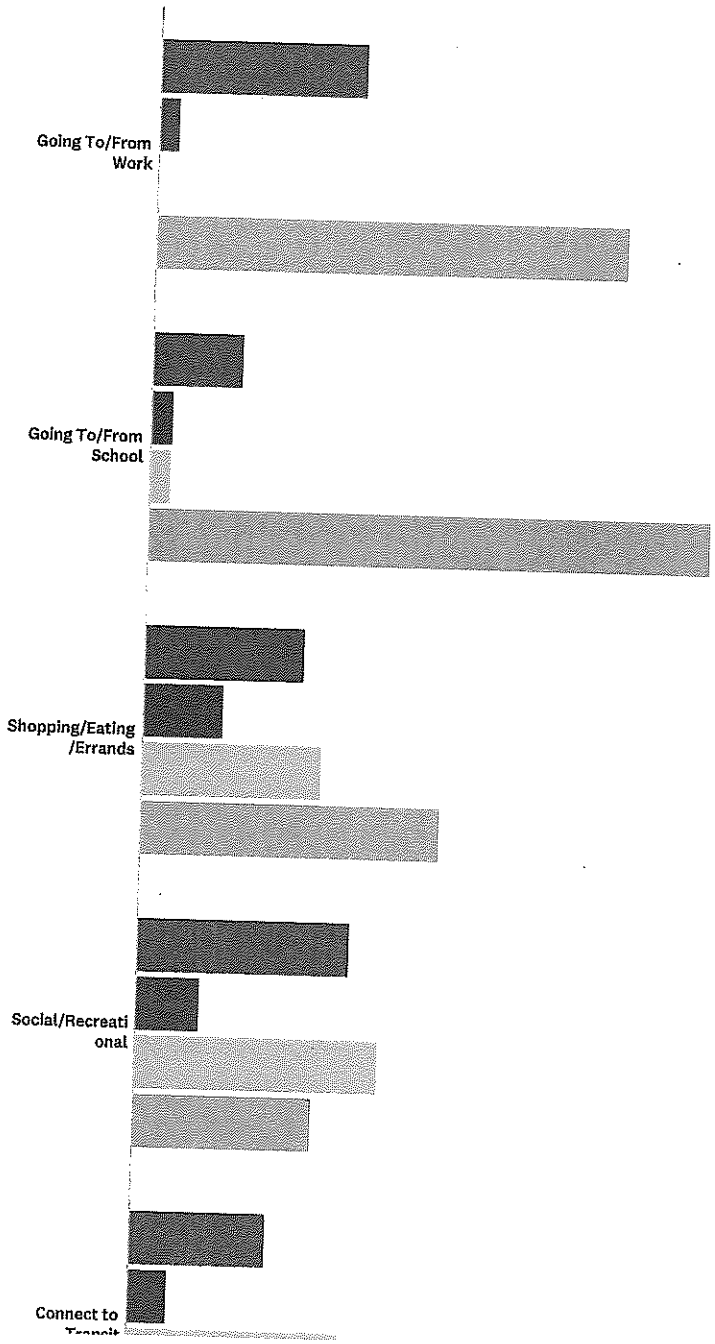
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

5	Glendale	9/17/2018 2:02 PM
6	Sierra Vista	9/17/2018 1:53 PM

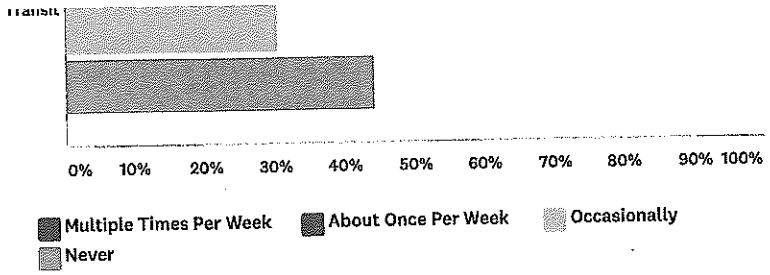
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q3 How frequently do you bike in Irwindale for the following purposes? Check one response that best applies for each trip type.

Answered: 45 Skipped: 3



IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

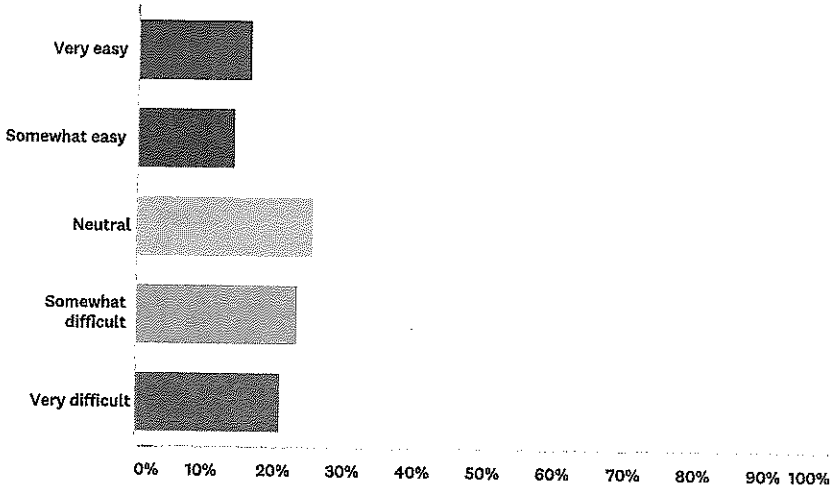


	MULTIPLE TIMES PER WEEK	ABOUT ONCE PER WEEK	OCCASIONALLY	NEVER	TOTAL RESPONDENTS
Going To/From Work	29.41% 10	2.94% 1	0.00% 0	67.65% 23	34
Going To/From School	12.90% 4	3.23% 1	3.23% 1	80.65% 25	31
Shopping/Eating/Errands	22.86% 8	11.43% 4	25.71% 9	42.86% 15	35
Social/Recreational	30.23% 13	9.30% 4	34.88% 15	25.58% 11	43
Connect to Transit	19.44% 7	5.56% 2	30.56% 11	44.44% 16	36

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q4 In general, how easy/difficult do you feel it is to bike in Irwindale? Check one response.

Answered: 43 Skipped: 5

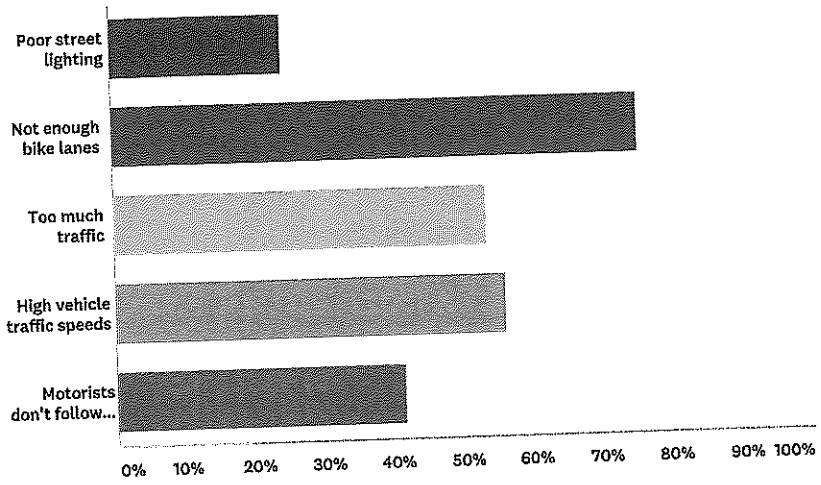


ANSWER CHOICES	RESPONSES	
Very easy	16.28%	7
Somewhat easy	13.95%	6
Neutral	25.58%	11
Somewhat difficult	23.26%	10
Very difficult	20.93%	9
TOTAL		43

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q5 What are the biggest challenges for bicycling in Irwindale? Check all that apply.

Answered: 41 Skipped: 7



ANSWER CHOICES	RESPONSES	
Poor street lighting	24.39%	10
Not enough bike lanes	75.61%	31
Too much traffic	53.66%	22
High vehicle traffic speeds	56.10%	23
Motorists don't follow the rules of the road	41.46%	17

Total Respondents: 41

#	OTHER	DATE
1	No bike lanes. Too much traffic. Not enough police presence during times of heavy traffic hours.	4/5/2019 10:53 AM
2	where it is impossible to ride in the street because of proximity to traffic the sidewalks are in bad repair.	10/12/2018 12:18 PM
3	no bike infrastructure, period	10/11/2018 10:51 PM
4	the streets are full of debris	9/17/2018 2:32 PM
5	when park closes due to max capacity, bicyclist can join up to the bike path and have to travel an extra mile and a half just to join up to the bike path	9/17/2018 1:56 PM
6	cyclist don't follow the rules of the road	9/17/2018 1:51 PM
7	There are places where it's hard to cross a major street. You have to get off the path and get back on once you cross.	9/17/2018 1:47 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q6 Are there specific locations with poor street lighting you'd like to point out? If yes, please list them here.

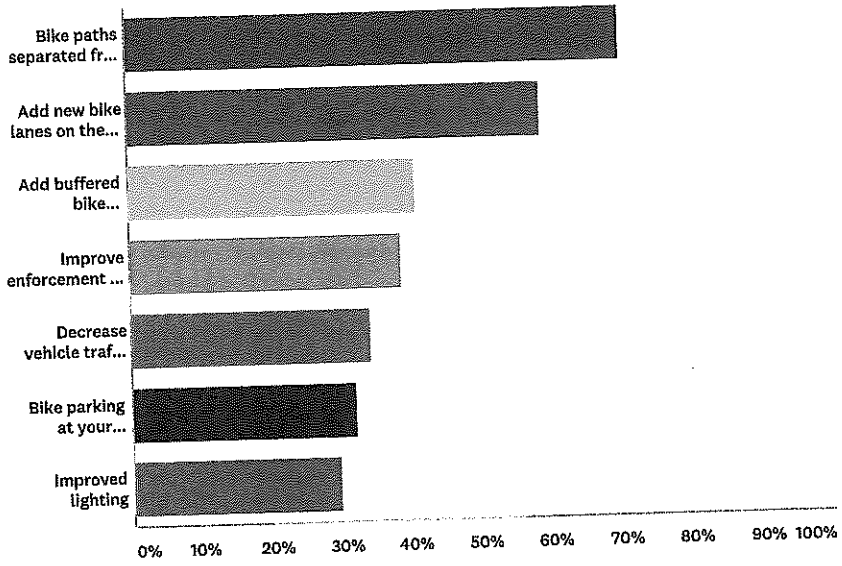
Answered: 2 Skipped: 46

#	RESPONSES	DATE
1	Ramona St	9/17/2018 2:34 PM
2	need well lit bicycle lanes for safe night use	9/17/2018 2:16 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q7 What improvements might make you more interested in bicycling in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

Answered: 44 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bike paths separated from the street	70.45%	31
Add new bike lanes on the street	59.09%	26
Add buffered bike lanes/paths	40.91%	18
Improve enforcement of traffic rules	38.64%	17
Decrease vehicle traffic speeds	34.09%	15
Bike parking at your destination	31.82%	14
Improved lighting	29.55%	13

Total Respondents: 44

#	OTHER (PLEASE SPECIFY)	DATE
1	Improve lighting on Arrow Hwy	3/7/2019 6:39 PM
2	Bike racks - most city facilities don't have bike racks.	3/7/2019 6:35 PM
3	Traffic speeds should decrease on large streets, there was an opportunity to create great connectivity on Live Oak but instead the city create 3 driving lanes instead of wider sidewalks and bike lane. Azusa Cyn Rod, Irwindale and Cypress are great opportunities for improvement.	10/15/2018 12:02 PM
4	sidewalks on busy highways should be wider as an alternative to competing with buses and trucks.	10/12/2018 12:20 PM

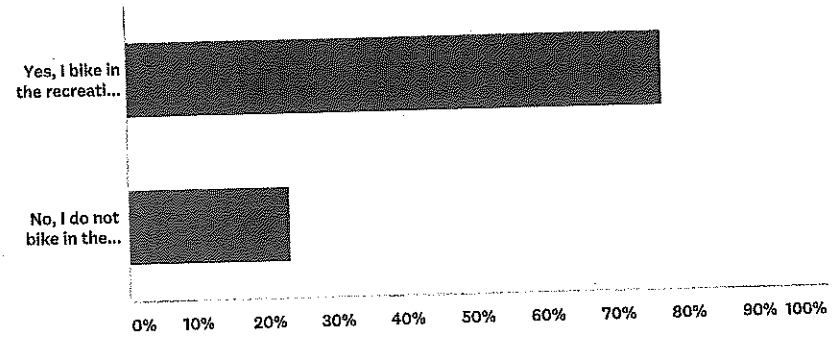
IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

5	Improved cycle recognition at stop lights as required by law	9/17/2018 2:17 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q8 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for bicycling?

Answered: 43 Skipped: 5

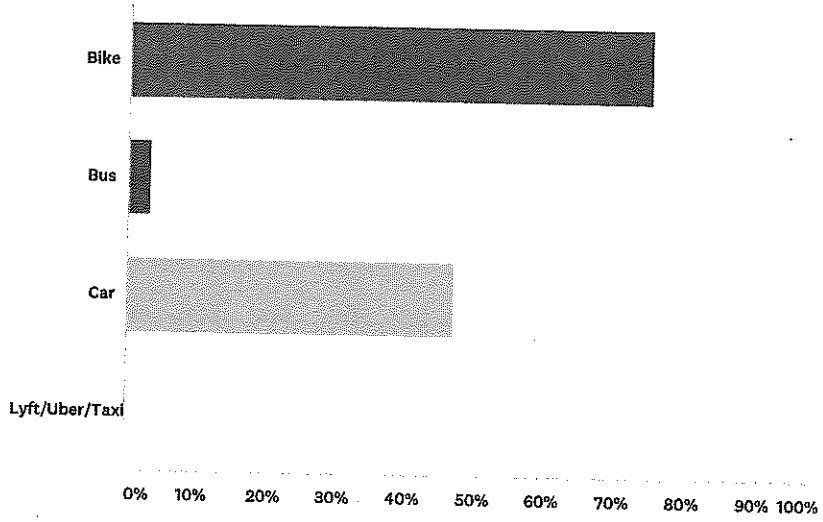


ANSWER CHOICES	RESPONSES	
Yes, I bike in the recreation area and/or along the river trail	76.74%	33
No, I do not bike in the recreation area and/or along the river trail	23.26%	10
TOTAL		43

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q9 How do you typically get to the Recreation Area or River Trail? Check all that apply.

Answered: 32 Skipped: 16



ANSWER CHOICES	RESPONSES	
Bike	75.00%	24
Bus	3.13%	1
Car	46.88%	15
Lyft/Uber/Taxi	0.00%	0

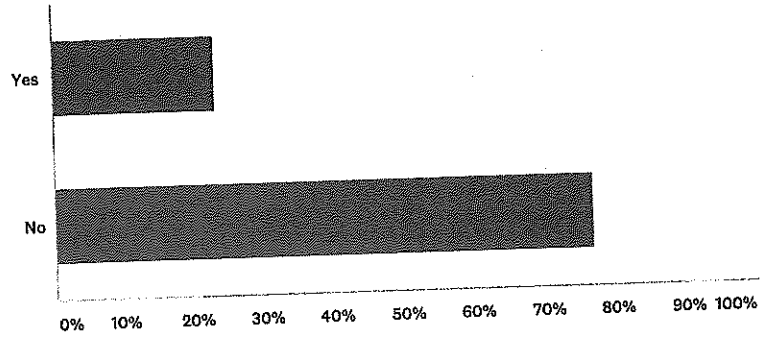
Total Respondents: 32

#	OTHER (PLEASE SPECIFY)	DATE
1	I bike or walk there (1.5 mile distance)	10/15/2018 12:02 PM
2	Gold Line	10/11/2018 10:51 PM
3	Metro	10/10/2018 10:07 AM
4	Gold Line	9/17/2018 2:39 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q10 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

Answered: 43 Skipped: 5

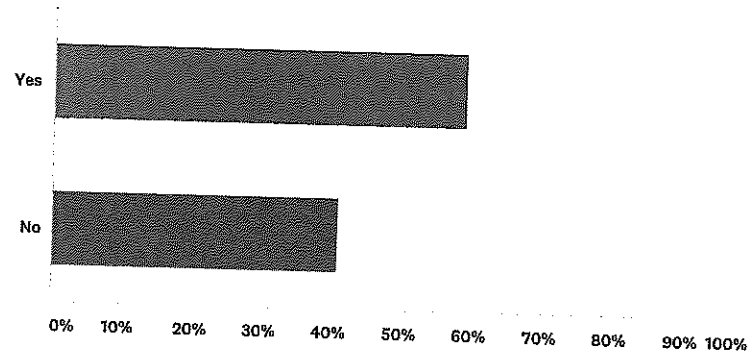


ANSWER CHOICES	RESPONSES	
Yes	23.26%	10
No	76.74%	33
TOTAL		43

IRWINDALE ACTIVE TRANSPORTATION PLAN - BICYCLING SURVEY

Q11 Would you be interested in using a docked/dockless bike or scooter if they were available in Irwindale?

Answered: 44 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	59.09%	26
No	40.91%	18
TOTAL		44

Appendix E

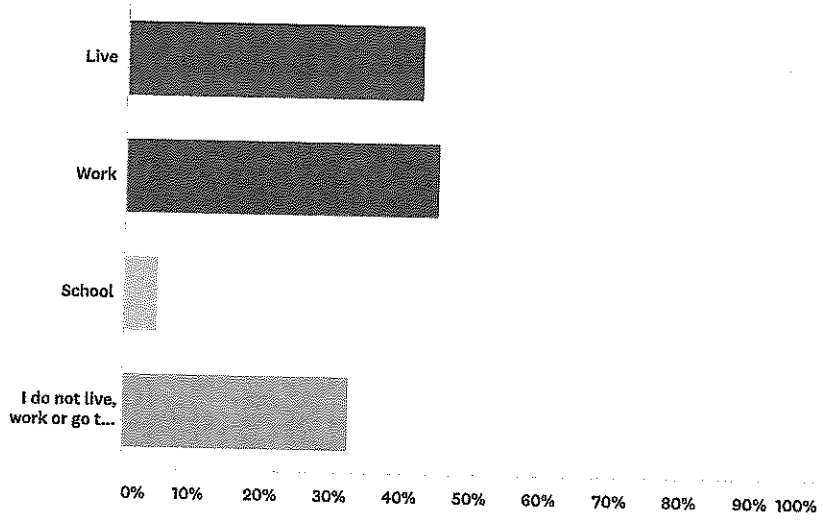
Walking Survey Summary

Pedestrian Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q1 Do you live, work, and/or go to school in Irwindale? Check all that apply.

Answered: 40 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live	42.50%	17
Work	45.00%	18
School	5.00%	2
I do not live, work or go to school in Irwindale	32.50%	13

Total Respondents: 40

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q2 Where is your residence, workplace, and/or school? Please list the city and nearest cross streets.

Answered: 35 Skipped: 5

ANSWER CHOICES	RESPONSES	
Residence	88.57%	31
Work (If applicable)	45.71%	16
School (If applicable)	8.57%	3

#	RESIDENCE	DATE
1	Glendora; Nearglen	4/5/2019 10:58 AM
2	Covina; Grand	4/5/2019 10:56 AM
3	West Covina; Azusa Blvd.	4/5/2019 10:55 AM
4	La Puente; Azusa	4/5/2019 10:49 AM
5	Irwindale; Irwindale Ave./Martinez St.	4/5/2019 10:38 AM
6	4822 N. Fircroft Ave Irwindale Ca 91722	3/11/2019 1:31 PM
7	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:57 PM
8	Irwindale, Meridian St	3/7/2019 6:56 PM
9	Irwindale, Meridian St	3/7/2019 6:54 PM
10	Irwindale, Cypress	3/7/2019 6:53 PM
11	Irwindale, Arrow Hwy	3/7/2019 6:52 PM
12	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:50 PM
13	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:49 PM
14	Hidalgo st and irwindale	3/6/2019 1:16 PM
15	Baldwin park	10/15/2018 12:03 PM
16	Hope street x Fremont Ave, South Pasadena	10/10/2018 10:03 AM
17	Cypress/ Irwindale	10/10/2018 9:56 AM
18	Sabre Lane	10/9/2018 8:36 PM
19	Baldwin Park; Stewart/Arrow	9/17/2018 12:23 PM
20	Baldwin Park	9/17/2018 12:20 PM
21	Baldwin Park; Olive St	9/17/2018 12:17 PM
22	Asuza	9/17/2018 12:15 PM
23	Irwindale; Central St/Irwindale Ave	9/17/2018 12:14 PM
24	Covina; Arrow Hwy	9/17/2018 12:12 PM
25	Azusa	9/17/2018 11:56 AM
26	Bell Gardens	9/17/2018 11:55 AM
27	Baldwin Park; Arrow Hwy	9/17/2018 11:53 AM
28	Pasadena; Altadena Dr/Cooley	9/17/2018 11:51 AM
29	Irwindale; Martinez/Tapia St	9/17/2018 11:48 AM

Pedestrian Survey Summary

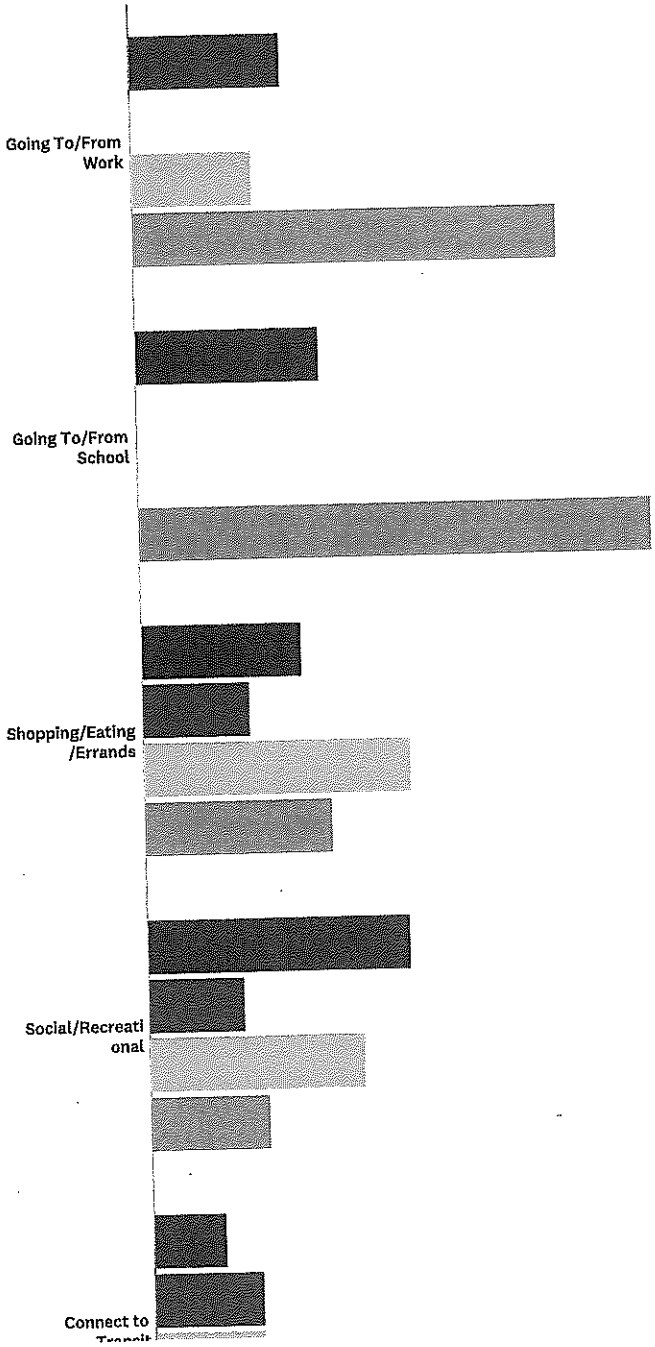
IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

30	Baldwin Park; Romona & Puente	9/17/2018 11:43 AM
31	La Puente	9/17/2018 11:40 AM
#	**WORK (IF APPLICABLE)**	**DATE**
1	Irwinalde; Irwindale Ave./Calle de Paseo	4/5/2019 10:38 AM
2	5360 N. Irwindale Ave., Irwindale, Ca. 91706	3/11/2019 1:45 PM
3	Irwindale Ave. & Foot Hills	3/11/2019 1:34 PM
4	2310 E. Central Ave	3/11/2019 1:22 PM
5	Irwindale, Irwindale Ave/Juarez St	3/7/2019 6:57 PM
6	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:52 PM
7	Irwindale, Arrow Hwy/Irwindale Ave	3/7/2019 6:50 PM
8	Irwindale, Irwindale Ave/Arrow Hwy	3/7/2019 6:49 PM
9	Irwindale, Rivergrade Rd.	12/13/2018 5:06 PM
10	El Monte	10/15/2018 12:03 PM
11	Fremont Ave x Orange St., Alhambra	10/10/2018 10:03 AM
12	Foothill/Irwindale	10/10/2018 9:56 AM
13	Los Angeles	9/17/2018 12:20 PM
14	Baldwin Park; Arrow Hwy	9/17/2018 11:53 AM
15	Irwindale; Irwindale/Arrow Hwy	9/17/2018 11:51 AM
16	Irwindale	9/17/2018 11:40 AM
#	**SCHOOL (IF APPLICABLE)**	**DATE**
1	Merwin Elementary	10/10/2018 9:56 AM
2	Cypress st	10/9/2018 8:36 PM
3	Sierra Vista	9/17/2018 11:43 AM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

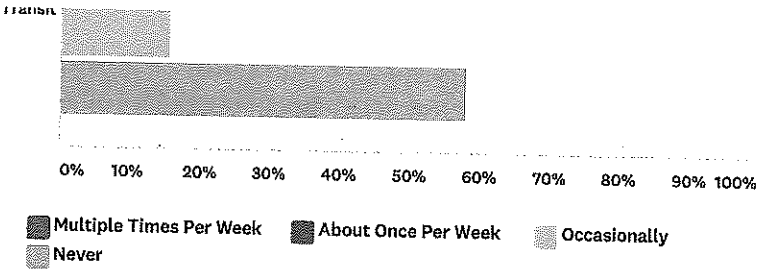
Q3 How frequently do you walk in Irwindale for the following purposes? Check one response that best applies for each trip type.

Answered: 36 Skipped: 4



Pedestrian Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

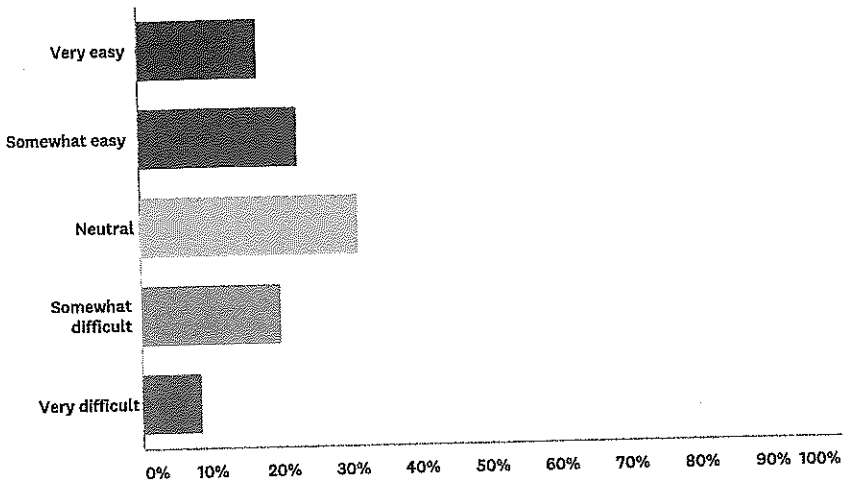


	MULTIPLE TIMES PER WEEK	ABOUT ONCE PER WEEK	OCCASIONALLY	NEVER	TOTAL RESPONDENTS
Going To/From Work	21.74% 5	0.00% 0	17.39% 4	60.87% 14	23
Going To/From School	26.32% 5	0.00% 0	0.00% 0	73.68% 14	19
Shopping/Eating/Errands	23.08% 6	15.38% 4	38.46% 10	26.92% 7	26
Social/Recreational	37.93% 11	13.79% 4	31.03% 9	17.24% 5	29
Connect to Transit	10.53% 2	15.79% 3	15.79% 3	57.89% 11	19

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q4 In general, how easy/difficult do you feel it is to walk in Irwindale? Check one response.

Answered: 35 Skipped: 5

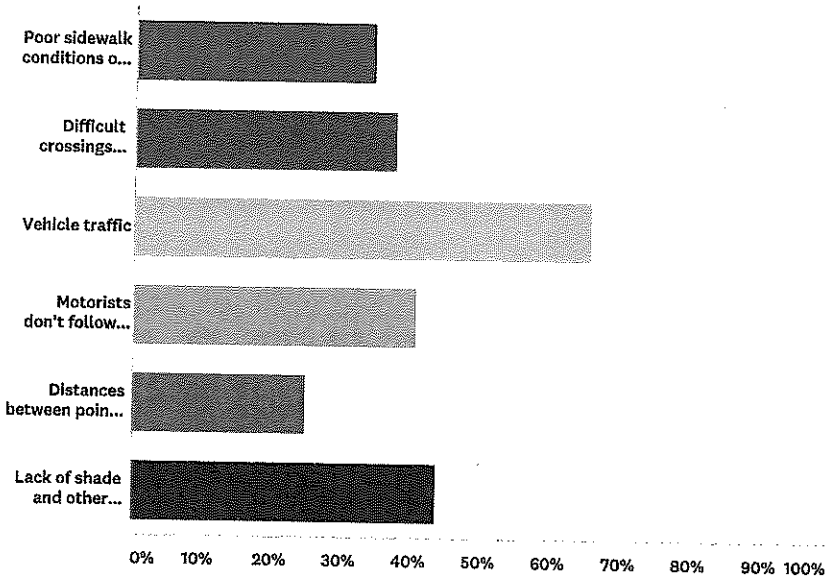


ANSWER CHOICES	RESPONSES	
Very easy	17.14%	6
Somewhat easy	22.86%	8
Neutral	31.43%	11
Somewhat difficult	20.00%	7
Very difficult	8.57%	3
TOTAL		35

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q5 What are the biggest challenges for walking in Irwindale? Check all that apply.

Answered: 32 Skipped: 8



ANSWER CHOICES	RESPONSES	
Poor sidewalk conditions or missing sidewalks	34.38%	11
Difficult crossings and/or lack of crosswalks	37.50%	12
Vehicle traffic	65.63%	21
Motorists don't follow rules of the road	40.63%	13
Distances between points of origin and destinations are too long	25.00%	8
Lack of shade and other pedestrian amenities	43.75%	14
Total Respondents: 32		

#	OTHER	DATE
1	some sidewalks are not even	3/7/2019 6:52 PM
2	Create a walking group along Irwindale so that you can activate space and create a healthy community	10/15/2018 12:08 PM
3	Skateboarders n bkike riding on sidewalks	10/10/2018 9:58 AM
4	Lighting	9/17/2018 12:14 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q6 Are there specific locations with either poor sidewalks or crossing conditions that you'd like to point out? If yes, please list them here.

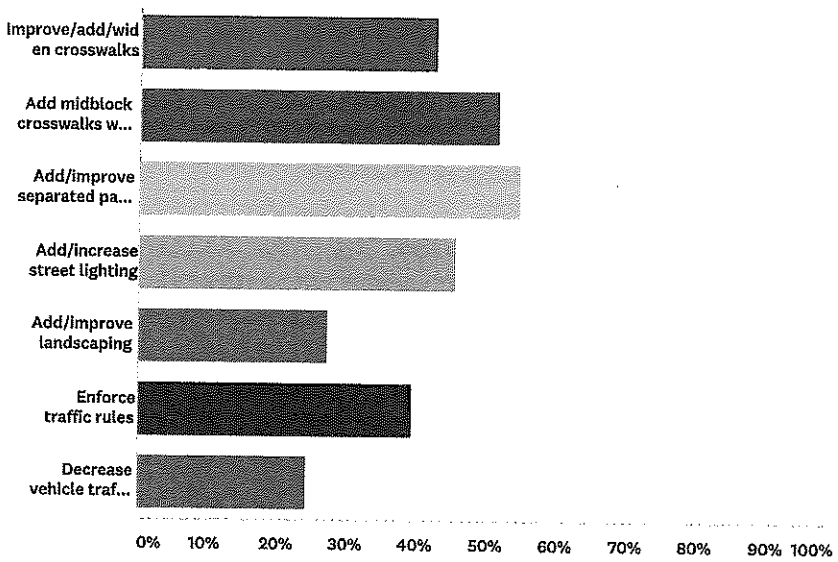
Answered: 9 Skipped: 31

#	RESPONSES	DATE
1	Arrow and Irwindale Ave.	3/11/2019 1:47 PM
2	In front of spectrum and the other business park the trees drop fruit in the ground smells and stains sidewalk also has many cracks from the trees roots	3/6/2019 1:18 PM
3	Rivergrade Rd - no sidewalks	12/13/2018 5:08 PM
4	Cypress and Irwindale is a little scary with high speeds, possible to brighten up intersection with colors, city theme. 210 freeway entrances and Gold Line neighboring streets can improve with more crossing time and signage.	10/15/2018 12:10 PM
5	Nora/Cyress Calle de Norte/ Irwindale	10/10/2018 9:59 AM
6	Crossing Irwindale Ave from Calle Breceda. There's no crosswalk. There should be a stop sign for safety for pedestrians and cars. No walking area from Calle Breceda to Merwin Elementary. A huge amount of residents walk their kuds to that school. It's not kid friendly.	10/9/2018 8:41 PM
7	Behind Arrow Hwy	9/17/2018 12:26 PM
8	lack of light working in the night and tree branches not cut down	9/17/2018 12:18 PM
9	People don't stop	9/17/2018 11:44 AM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q7 What improvements might make you more interested in walking in Irwindale? Some common types of improvements are listed (check all that apply). Please also share any other ideas you have in the space below.

Answered: 33 Skipped: 7



ANSWER CHOICES	RESPONSES	
Improve/add/widen crosswalks	42.42%	14
Add midblock crosswalks with flashing warning lights or pedestrian signals	51.52%	17
Add/improve separated paths and trails for people walking and bicycling	54.55%	18
Add/increase street lighting	45.45%	15
Add/improve landscaping	27.27%	9
Enforce traffic rules	39.39%	13
Decrease vehicle traffic speeds	24.24%	8

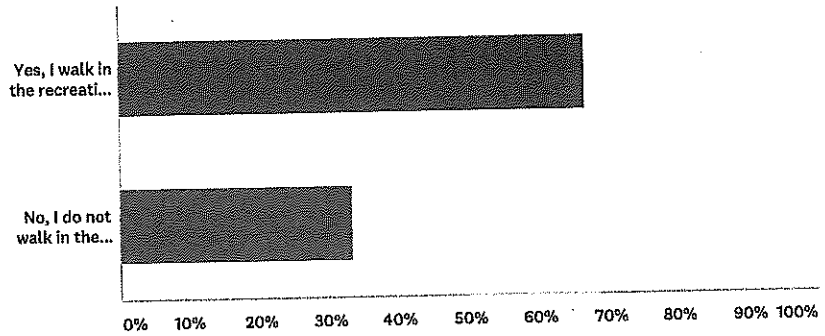
Total Respondents: 33

#	OTHER (PLEASE SPECIFY)	DATE
1	N/A	3/11/2019 1:33 PM
2	Street lights take too long	3/7/2019 6:58 PM
3	Speed is a big problem around Residential Area...	10/10/2018 10:01 AM
4	Restroom	9/17/2018 12:18 PM

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q8 Do you use the San Gabriel River Trail and/or the Santa Fe Dam Recreation Area for walking?

Answered: 33 Skipped: 7



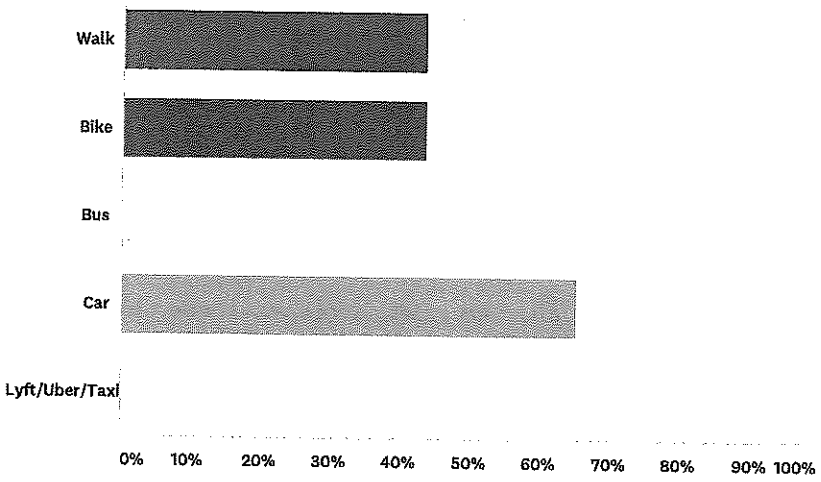
ANSWER CHOICES	RESPONSES	
Yes, I walk in the recreation area and/or along the river trail	66.67%	22
No, I do not walk in the recreation area and/or along the river trail	33.33%	11
TOTAL		33

Pedestrian Survey Summary

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q9 How do you typically get to the Recreation Area or River Trail? Check all that apply.

Answered: 23 Skipped: 17



ANSWER CHOICES	RESPONSES	
Walk	43.48%	10
Bike	43.48%	10
Bus	0.00%	0
Car	65.22%	15
Lyft/Uber/Taxi	0.00%	0

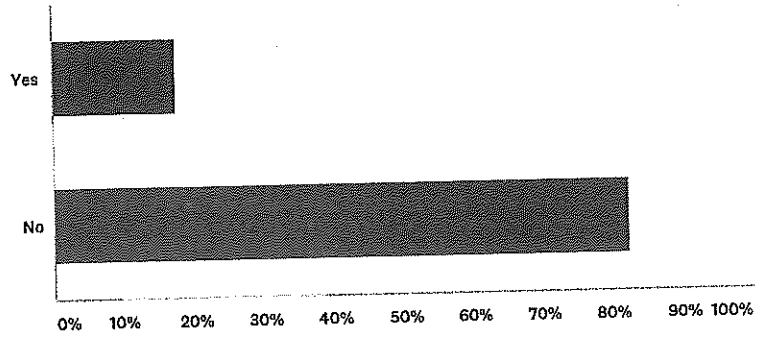
Total Respondents: 23

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q10 Have you ever used a docked/dockless bike or scooter (such as Metro bike share, LimeBike or Bird)?

Answered: 34 Skipped: 6

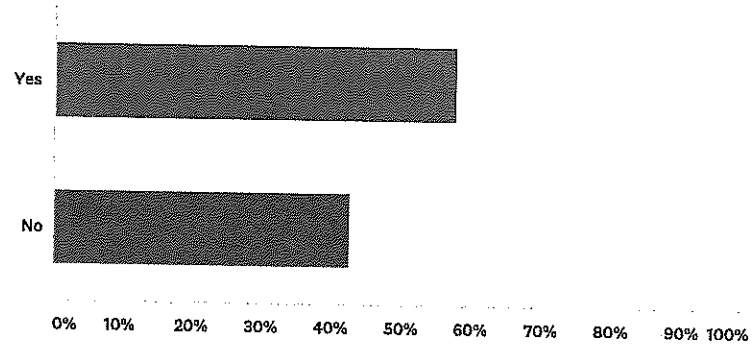


ANSWER CHOICES	RESPONSES	
Yes	17.65%	6
No	82.35%	28
TOTAL		34

IRWINDALE ACTIVE TRANSPORTATION PLAN - WALKING SURVEY

Q11 Would you be interested in using a docked/dockless bike or scooter if they were available in Irwindale?

Answered: 33 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	57.58%	19
No	42.42%	14
TOTAL		33

Appendix F

Outreach Pop-up Event Summaries

PLACEWORKS

MEMORANDUM

TO	City of Irwindale
FROM	Michael Nilsson, PlaceWorks
DATE	December 13, 2018
SUBJECT	**Summary of the Music in the Park Event on August 9, 2018**

The following memorandum summarizes the outcome of the Music in the Park event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the Music in the Park event.

OUTCOME OF EVENT

Overall, the Music in the Park event was successful and well attended by local Irwindale residents and visitors from neighboring cities. The booth had a steady stream of people visiting it through the duration of the event. We estimate that 75 people stopped by the booth, with 15 people signing-up for event and project notifications (see page 5 for sign-up sheet). At the booth, the consultant team created awareness of the Active Transportation Plan and Design Guidelines, the process, the types of potential improvements, and mentioned the development of the survey. The consultant team encouraged the attendees that signed the sign-up sheet to be aware of the survey release to provide feedback. The intention of this event was to introduce the community to the project and encourage participation.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and the booth's activities:

- The consultant team distributed an informational flyer, detailing the plan's goals, elements, and potential opportunities for the community's involvement.
- Event attendees mentioned the potential of Arrow Highway as a principal corridor for bikeway and pedestrian improvements.
- Participants also identified Irwindale Avenue as a corridor with businesses, restaurants, retail, and schools that could be improved with pedestrian and bicycle-friendly infrastructure treatments.

PHOTOS OF THE MUSIC IN THE PARK EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN–UP SHEET

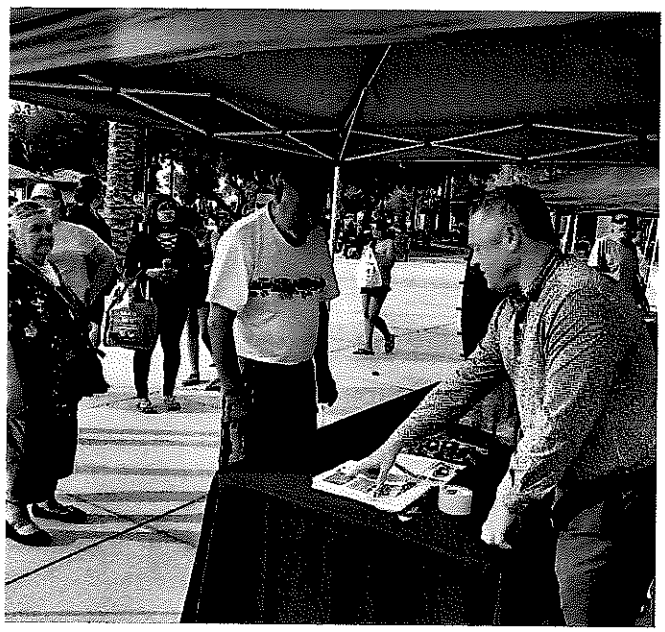
Page 5 of this memorandum displays the sign-up sheet.

750 B Street, Suite 1620 | San Diego, California 92101 | 619.299.2700 | PlaceWorks.com

PLACEWORKS

Outreach Summary, August 9, 2018 – Music in the Park Event – Page 2

PLACEWORKS



PLACEWORKS

PLACEWORKS

MEMORANDUM

TO	City of Irwindale
FROM	Michael Nilsson, PlaceWorks
DATE	December 13, 2018
SUBJECT	**Summary of the Mi Fiesta Event on September 14, 2018**

The following memorandum summarizes the outcome of the Mi Fiesta event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the event.

OUTCOME OF EVENT

Overall, the event celebrating Mexican Independence Day was successful and well attended by a largely local Irwindale resident population. The booth had a steady stream of people visiting it through the duration of the event. We estimate that 25 people stopped by the booth, with 7 people signing-up for event and project notifications (see page 5 for sign-up sheet). Several surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback. By the end of the weekend, through September 16th, a total of 24 biking and 13 walking surveys were completed. The survey total includes Pride of the Valley participants, an event that took place 09/16/18.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and via the surveys.

- Participants expressed concern about some of the city's major cross streets and that they are difficult to cross due to traffic volumes.
- One surveyed participant mentioned cyclists sometimes do not follow the rules of the road.
- Multiple residents mentioned well-lighted pedestrian paths and bikeways are needed for night use.
- One event attendee commented the streets are full of debris, creating unappealing conditions for pedestrians.
- Multiple surveys mentioned that motorists do not follow the rules of the road, and that additional enforcement may be needed.

PHOTOS OF THE MI FIESTA EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN–UP SHEET

Page 5 of this memorandum displays the sign-up sheet.

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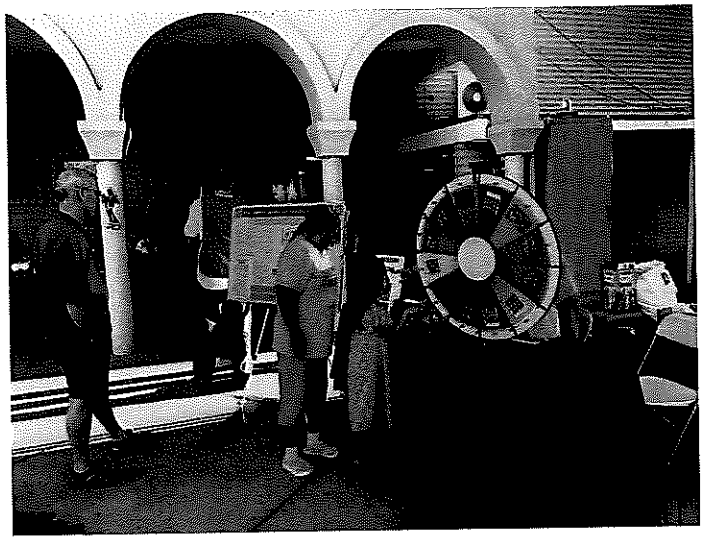
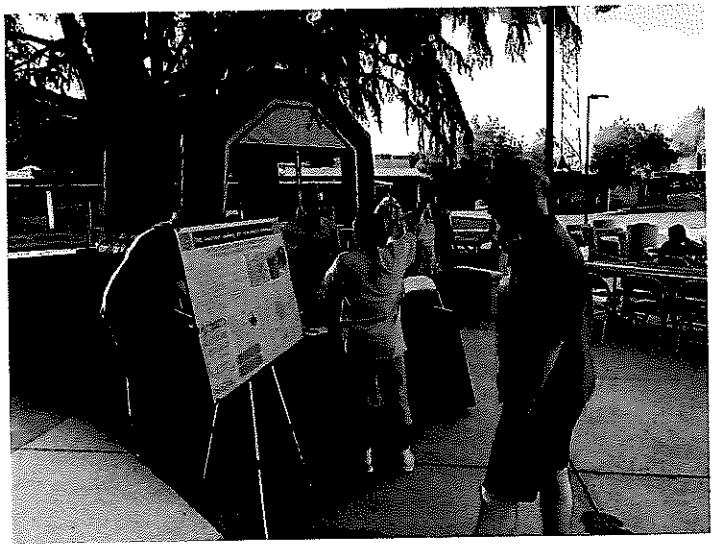
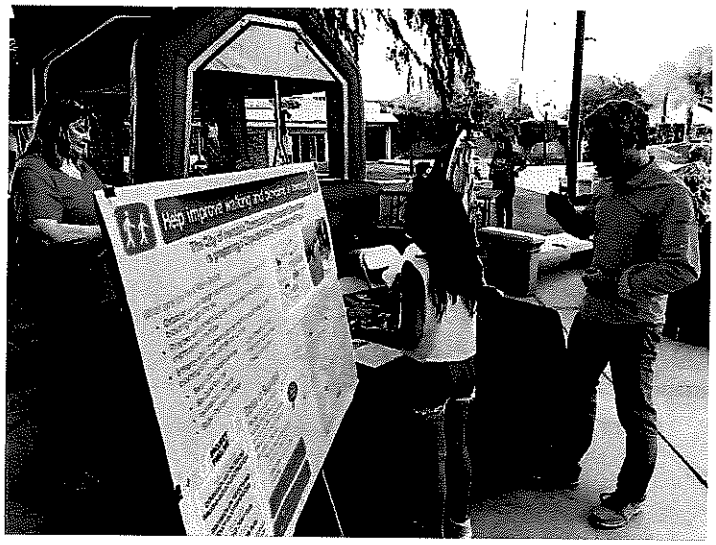




PLACEWORKS



PLACEWORKS

MEMORANDUM

TO City of Irwindale

FROM Michael Nilsson, PlaceWorks

DATE December 13, 2018

SUBJECT **Summary of the Pride of the Valley Event on September 16, 2018**

The following memorandum summarizes the outcome of the Pride of the Valley event. It includes the sign-up sheet of community members enrolling for notifications and photos that highlight the booth at the Pride of the Valley event.

OUTCOME OF EVENT

Overall, the Pride of the Valley (open streets) event was successful and well attended by a regional San Gabriel Valley population, participants included stakeholders from Azusa, El Monte, and Baldwin Park. The booth had a steady stream of people visiting it through the duration of the event. We estimate that over 100 people stopped by the booth, with 40 people signing-up for event and project notifications (see page 5 for sign-up sheet). An additional 13 participants provided contact information and requested to be informed of the project via the surveys. Surveys were distributed at the event, and some of the participants took both the walking and biking surveys to offer feedback. By the end of the weekend, through September 16th, a total of 24 biking and 13 walking surveys were completed. The survey total includes Mi Fiesta participants, an event that took place 09/14/18.

SUMMARY OF COMMENTS RECEIVED AT THE BOOTH

The summary below itemizes some of the comments received at the booth and via the surveys:

- Most surveys filled out at the Pride of the Valley event were from regional stakeholders who reside in cities neighboring Irwindale. Some of the participants reside in other cities but work in Irwindale.
- The top three major concerns expressed were related to vehicular traffic, lack of pedestrian amenities, and lack of bikeways.
- One participant suggested specific pedestrian crossing and signage improvements at the Metro Gold Line Station located in Irwindale.

PHOTOS OF THE MUSIC IN THE PARK EVENT AND THE CITY OF IRWINDALE ATP BOOTH

Pages 2-4 of this memorandum show photos highlighting the event.

EVENT SIGN–UP SHEET

Pages 5-7 of this memorandum display the sign-up sheet.

750 B Street, Suite 1620 | San Diego, California 92101 | 619.299.2700 | PlaceWorks.com

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Appendix G

Project Flyer

Project Flyer Version 1 - July 2018

CITY OF IRWINDALE
ACTIVE TRANSPORTATION PLAN AND DESIGN GUIDELINES

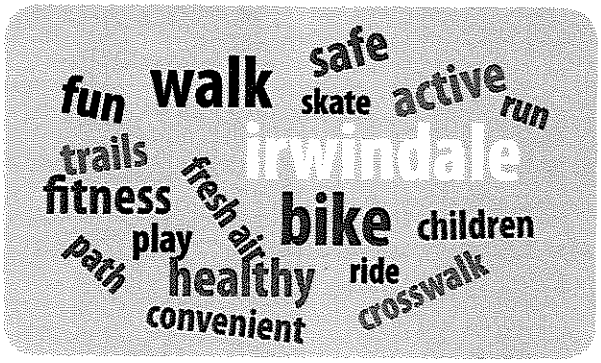
Help improve walking and bicycling in Irwindale!

What is the Plan?

The City of Irwindale Community Development Department is preparing a Citywide Active Transportation Plan!

The Plan's main goals are to:

- **Establish policy and design recommendations to improve walking and bicycling throughout the City**
- **Propose specific projects to guide future pedestrian and bicycle improvements in Irwindale**
- **Enhance safety, convenience and comfort for people walking and bicycling to/from local destinations such as:**
  - **Santa Fe Dam Recreational Area**
  - **San Gabriel River Trail**
  - **Irwindale Gold Line Station**
  - **Baldwin Park Metrolink Station**
  - **Local parks and schools**
  - **Residential neighborhoods**
  - **Places of employment**



Get Involved!

Provide your input on walking and bicycling conditions and give us your ideas for pedestrian and bicycle infrastructure and programs in Irwindale.

- **Provide input at interactive community workshops**
- **Participate in open-house meetings**
- **Submit feedback and ideas through online surveys**

Add your name to our contact list to receive updates and learn about community events related to the Active Transportation Plan!

Please contact John Larreta at the City of Irwindale Community Development Department:

(626) 430-2246 or jlarreta@IrwindaleCA.gov

Or sign up for updates on the City's website:

http://www.irwindaleca.gov

Caltrans

IRWINDALE

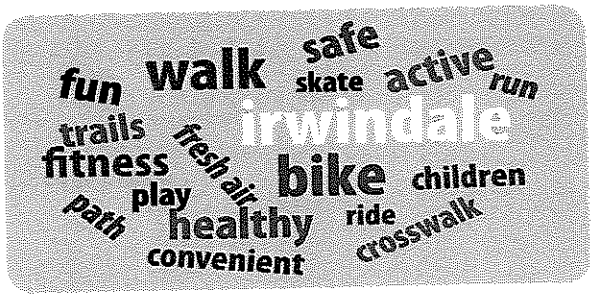
PLACEWORKS

Help improve walking and bicycling in Irwindale!

THE CITY OF IRWINDALE IS PREPARING A CITYWIDE ACTIVE TRANSPORTATION PLAN!

What are the Plan's Main Goals?

- Establish policy and design recommendations to improve walking and bicycling throughout the City
- Propose specific projects to guide future pedestrian and bicycle improvements in Irwindale
- Enhance safety, convenience and comfort for people walking and bicycling to/from local destinations such as:
  - Santa Fe Dam Recreational Area
  - San Gabriel River Trail
  - Irwindale Gold Line Station
  - Baldwin Park Metrolink Station
  - Local parks and schools
  - Residential neighborhoods
  - Places of employment



Take a Survey!

Provide your input on walking and bicycling conditions and give us your ideas!

WALKING SURVEY
www.surveymonkey.com/r/walkirwindale

BICYCLING SURVEY
www.surveymonkey.com/r/bikeirwindale

¡TOME UN PEQUEÑO CUESTIONARIO!

CUESTIONARIO DE CAMINAR
www.surveymonkey.com/r/caminarirwindale

CUESTIONARIO DE BICICLETA
www.surveymonkey.com/r/bicicletairwindale

PROJECT TIMELINE

Spring 2019
COMMUNITY INPUT AND PROJECT RECOMMENDATIONS

Summer 2019
RELEASE OF DRAFT PLAN

Fall 2019
ADOPTION OF FINAL PLAN

Specific dates regarding upcoming community meetings and surveys will be posted in the City's monthly newsletter and on the City's website:
irwindaleca.gov

Sign up for Plan updates on the City's website:
http://www.irwindaleca.gov

Questions/Comments?

Please contact Marilyn Simpson at the City of Irwindale Community Development Department:
(626) 430-2209 or msimpson@IrwindaleCA.gov

PLACEWORKS

IRWINDALE

Caltrans

Appendix H

Caltrans Active Transportation Plan Checklist

Caltrans Active Transportation Plan Checklist
City of Irwindale Active Transportation Plan & Design Guidelines

CTC ATP REQUIREMENT	EXHIBIT(S) / PAGE AND FIGURE NUMBER
Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	• Percent of pedestrian/bicycle trips = Page 2-6 • Table 2.1 = Commute Patterns, Mode Share, 2016 ACS 5-year estimates (Page 2-6) • Text on walking/biking survey and results on mode share= Page 2-25, Appendix D-6, D-7, D-13, and D-14 and Appendix E-5, E-6, E-11 and E-12 • Text on pedestrian/bicycle counts and summary of analysis = Page 2-27 to 2-28, Appendix A (Page A-2 to Page A-7)
Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	• Description text on existing land use = Page 2-2 • Figure 2.2. = Existing Land Use (Page 2-4) • Figure 2.3 = General Plan Land Use (Page 2-5) • Text and exhibit on Activity Generators = Page 2-11, Figure 2.6 (Page 2-12)
Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	• Description text on existing and proposed pedestrian facilities = Page 2-16, Page 2-17, and Page 2-20 • Maps of existing pedestrian facilities = Figure 2.9 (Crosswalks), and Figure 2.10 (Sidewalks) • Specific policies/actions for pedestrian facilities = Action A.1.1 (Page 3-3), and Action A.4.1 and Action A.4.2 (Page 3-4)
Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	• Description text and exhibit on existing and proposed bicycle facilities = Page 2-13 and Page 2-14, Figure 2.8 (Page 2-15) • Specific policies/actions for bicycle facilities = Action A.1.2 (Page 3-3) • Figure 2.5 = Transit Connectivity (Page 2-9)
Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and	• Description text on bicycle parking = Page 2-14 • Specific policies/actions for bicycle parking = Policy A.6 (Page 3-5)

description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	
Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	• Description text on existing wayfinding to locate transit = Page 2-16 • Description text on proposed wayfinding = Page 2-20 • Specific policies/actions on wayfinding = Action A.5.1, Action A.5.2 and Action A.5.3 (Page 3-4)
Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	• Specific policies/actions for safety education = Policy B.1 and Action B.1.1 to Action B.1.4 (Page 3-5), Policy B.2 and Action B.2.1 to Action B.2.4 (Page 3-5) • Specific policies/actions for enforcement = Policy C.1 and Action C.1.1 and Action C.1.2 (Page 3-6) • Specific policies/actions for evaluation = Action E.1.1 (Page 3-9)
Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	• Text and exhibit on bicycle collisions, serious injuries, and fatalities = Page 2-20, Figure 2.11 (Page 2-22) • Figure 2.13 = Bicycle Collisions as a percentage of total collisions (Page 2-24) • Text and exhibit on pedestrian collisions, serious injuries, and fatalities = Page 2-20, Figure 2.12 (Page 2-23) • Figure 2.14 = Pedestrian collisions as a percentage of total collisions (Page 2-24) • Text describing bicycle and pedestrian collision types and locations = Page 2-21 • Text describing goals for collision reduction = Page 2-21
Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	• Text describing equity analysis = Page 2-7 • Figure 2.4 = CalEnviroScreen Results for the City of Irwindale and Environs (Page 2-7)

Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	• Summary on community engagement efforts, surveys, and events = Page 2-24 to Page 2-27 • Summary of outreach events = Appendix F (Page F-2, Page F-6, and Page F-10)
Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	• Text describing stakeholder engagement = Page 2-24 • Text describing coordination with local, regional, state and federal policies = Page 2-28 to Page 2-31
Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	• Methodology for goals and policies = Page 3-2 • Criteria for plan and program recommendations = Page 4-2 to Page 4-3 • Exhibit on Timeline = Table 4.1, Project Prioritization (Page 4-3) • Table 4.3 = Phased list of proposed pedestrian/bicycle programs (Page 4-14 to Page 4-16) • Description and exhibits on pedestrian infrastructure improvements = Page 4-3, Figure 4.1, Proposed Pedestrian Improvements (Page 4-4), and Table 4.1, Proposed Pedestrian Facilities (Page 4-4 to 4-10) • Description and exhibits on bicycle infrastructure improvements = Page 4-4, Figure 4.2, Proposed Bicycle Improvements (Page 4-11), and Table 4.2, Proposed Bicycle Facilities (Page 4-12 to 4-13) • Pedestrian Project Matrix = Appendix I (Page I-3 and Page I-5) • Bicycle Project Matrix = Appendix J (Page J-3)
Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	• List and description of funding sources = Federal (Page 6-4 to Page 6-6), State (Page 6-7 to Page 6-11), Regional (Page 6-12 to 6-14), and Local (Page 6-15 to Page 6-16) • Specific policies/actions for funding = Policy E.4 and Action E.4.1 (Page 3-10), and Policy E.5 (Page 3-10) • Pedestrian project matrix with cost estimates = Appendix I (Page I-3 and Page I-5)

	• Bicycle project matrix with cost estimates = Appendix J (Page J-3)
Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	• Text describing implementation process and strategies (Page 6-2) • Specific policies/actions for plan implementation = Policy E.6 and Actions E.6.1 to E.6.4 (Page 3-10)
Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	• Specific policies/actions for maintenance = Policy E.1 and Action E.1.1 (Page 3-9)
Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	The Irwindale Active Transportation Plan and Design Guidelines will be adopted by City Council Resolution.

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Appendix I

Pedestrian Project Matrix

Proposed Pedestrian Facilities

NEW PROJECT #	Project Location	Description of Improvement	PRIORITY CRITERIA: Pedestrian Priority Area Qualifications: Direct Access to Key Destinations in Irwindale	Implements Recommendations in Adjacent and/or Regional Plans	Improves Safety and Access for All (High Pedestrian Volumes or Collisions)	Incorporates Multi-Modal Infrastructure in Growth Areas	In Pedestrian Priority Area	Total Criteria Satisfied	Criteria Score	Types of Pedestrian Improvements: Sidewalk	Crosswalk	SECONDARY CRITERIA: Project Cost: Preliminary Cost Estimate	Project Costs At or Less than $100k	Project Coordination: Coordination with Outside Agency(s)	Overall Coordination Required	Construction Coordination: Requires Removal of Vegetation/ Travel Lanes, ROW/Curb Adjustments, Signalization or Easements Granted	CRITERIA SCORING	IMPLEMENTATION PHASE
1	New path to the bridge across San Gabriel River Trail (adjacent to Santa Fe Avenue)	Add new sidewalk path	YES	NO	NO	YES	YES	4 of 5	8 pts	YES	NO	$4,000,000	NO	Cities of Duarte and Azusa, San Gabriel River Trail	HIGH	YES	8 pts	Phase 2
2	Foothill Boulevard - San Gabriel River Trail Bridge to Irwindale Avenue	Add sidewalk on south side (0.7 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$350,000	NO	None	MEDIUM	YES	8 pts	Phase 2
3	Irwindale Avenue at Foothill Blvd (west)	Restripe crosswalks as continental (north, west and south legs), add continental crosswalk (west leg), median refuge island (all legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$470,000	NO	None	LOW	YES	23 pts	Phase 2
4	Foothill Boulevard - Irwindale Avenue to eastern city limits	Add sidewalk on north side (0.9 miles)	NO	NO	YES	YES	YES	5 of 5	8 pts	YES	NO	$1,140,000	YES	City of Azusa	MEDIUM	YES	8 pts	Phase 2
5	Irwindale Avenue (SR 39) over Overholt	Add sidewalk on west side of roadway connecting existing bridge (0.1 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$1,375,000	NO	Caltrans	HIGH	YES	8 pts	Phase 2
6	Irwindale Avenue from Miami Shadow	Add stairs up to Irwindale Avenue along west side of existing embankment	YES	NO	YES	YES	YES	4 of 5	8 pts	NO	YES	$5,000	YES	Metro	MEDIUM	YES	10 pts	Phase 2
7	Irwindale Avenue at Jardin de Roxy/Irwindale Road	Restripe crosswalks as continental (east leg), add continental crosswalk (north, west and south legs)	YES	NO	YES	YES	YES	4 of 5	8 pts	NO	YES	$30,000	YES	Metro	MEDIUM	NO	13 pts	Phase 1
8	Irwindale Road (offramp by the Metro station) - Avenida Padilla to Alabama St	Add sidewalk to east side of street (0.3 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$50,000	YES	None	LOW	YES	33 pts	Phase 2
9	Avenida Padilla - Irwindale Avenue to east city limits	Add sidewalks to north and south sides of street (0.4 miles total)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$100,000	NO	None	LOW	YES	20 pts	Phase 2
10	Alabama St - Irwindale Ave to east city limit	Add sidewalks to north and south sides of street (0.4 miles total)	YES	NO	YES	YES	YES	3 of 5	8 pts	YES	NO	$700,000	NO	None	LOW	YES	10 pts	Phase 2
11	Irwindale Avenue - South of 210 Freeway to Gateway Bus Drive	Add sidewalk on west side of roadway from just south of 210 Freeway to Gateway Bus Drive (0.3 miles)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$150,000	NO	Metro Gateway	MEDIUM	YES	9 pts	Phase 2
12	Irwindale Avenue at Gateway Bus Dr	Restripe crosswalk as continental (south and east legs). Extend median to create refuge island (south leg)	YES	NO	NO	YES	YES	4 of 5	10 pts	NO	YES	$25,000	YES	None	LOW	YES	14 pts	Phase 1
13	Arrow Highway (SR 66)	Add sidewalks to north and east sides of street (0.65 miles total)	NO	NO	NO	YES	YES	3 of 5	6 pts	YES	NO	$150,000	YES	None	LOW	YES	8 pts	Phase 2
14	Vincent Avenue (SR 39)	Add sidewalks to west and east sides of street (0.25 miles total)	NO	NO	NO	YES	YES	3 of 5	6 pts	YES	NO	$100,000	YES	None	LOW	YES	8 pts	Phase 2
15	San Gabriel River Trail Entrance Road on Arrow Highway/Azusa Canyon Road	Add sidewalk on south side (0.1 miles) just west of Peckham Road to Gabriel Road, add sidewalk on north side of street from Mission Road to Azusa Pkwy (0.4 miles)	NO	NO	NO	YES	YES	3 of 5	6 pts	YES	NO	$125,000	NO	City of Azusa	MEDIUM	YES	9 pts	Phase 2
16	Irwindale Avenue at First Street	Restripe crosswalks as continental (slip lane, west, south and east legs); add continental crosswalk (north leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$12,500	YES	None	LOW	NO	18 pts	Phase 1
17	Raymond Center Drive - west of Irwindale Ave, 2nd Street from Raymond Center Drive, San Gabriel River Trail Bridge, Canal Street	Add sidewalks on north and south sides of street on Raymond Center Drive, add sidewalks (one west and one east side of street) and San Gabriel River Trail Bridge (0.2 miles total)	NO	NO	NO	YES	NO	2 of 5	4 pts	YES	NO	$425,000	NO	None	LOW	YES	9 pts	Phase 2
18	Irwindale Avenue at Citrus Street (North leg)	Restripe as continental crosswalk (east and south legs), add continental crosswalk (north leg), extend median to create median refuge island (north leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$67,500	YES	None	LOW	YES	14 pts	Phase 1
19	Citrus Street (north leg) - Irwindale Avenue to Park Avenue	Add sidewalks to north side of street (0.3 miles)	NO	YES	NO	YES	YES	3 of 5	6 pts	YES	NO	$120,000	NO	None	LOW	NO	8 pts	Phase 2
20	San Gabriel River Trail Entrance Road on Arrow Highway/Azusa Canyon Road	Add sidewalk to west and east sides of street (0.8 miles total)	YES	NO	YES	YES	YES	4 of 5	8 pts	YES	NO	$240,000	NO	Los Angeles County	MEDIUM	YES	8 pts	Phase 2
21	3rd Street from Irwindale Avenue	Add sidewalks to north and east sides of street (0.05 miles total)	NO	NO	NO	YES	NO	2 of 5	4 pts	YES	NO	$15,000	YES	None	LOW	YES	4 pts	Phase 3
22	2nd Street - Granby Street to Irwindale Avenue	Add sidewalks on west and east sides of street (0.2 miles total)	YES	NO	NO	YES	YES	3 of 5	6 pts	YES	NO	$180,000	YES	None	LOW	YES	6 pts	Phase 2
23	Citrus Street (very north part) - Irwindale Avenue to 2nd Street	Add sidewalks on south side (excluding sidewalks on north side of Santa Fe Avenue east of 2nd Street) (0.2 miles total)	NO	NO	NO	YES	YES	3 of 5	6 pts	YES	NO	$180,000	YES	None	LOW	YES	6 pts	Phase 2
24	Sycamore Street - 2nd Street to 3rd Street	Add sidewalk on north side, including sidewalks on north side of Santa Fe Avenue east of 3rd Street (0.05 miles)	NO	NO	NO	YES	YES	3 of 5	6 pts	NO	YES	$1,000	YES	None	LOW	YES	8 pts	Phase 3
25	Irwindale Avenue at Citrus Street (South leg)	Add continental crosswalk (west leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$43,500	YES	None	LOW	NO	14 pts	Phase 1
26	Irwindale Avenue at Sycamore Street	Add continental crosswalks (north and west legs), extend median to create refuge island (north leg), install rectangular rapid flashing beacons (north leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$80,000	YES	None	LOW	YES	14 pts	Phase 1
27	Arrow Highway at Azusa Canyon Road	Add continental crosswalk (west leg), extend medians to create refuge islands (west and east legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$122,500	NO	City of Baldwin Park	MEDIUM	YES	11 pts	Phase 2

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Proposed Pedestrian Facilities

NEW PROJECT #	Project Location	Description of Improvement	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Direct Access to Key Destinations in Irvindale	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Implements Recommendations in Adjacent and/or Regional Plans	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Improves Safety and Access for All (High Pedestrian Volumes or Collisions)	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Incorporates Multi-Modal Infrastructure in Growth Areas	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: in Pedestrian Priority Area	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Total Criteria Satisfied	PRIORITY CRITERIA: Pedestrian Priority Area Qualification: Criteria Score	SECONDARY CRITERIA: Types of Pedestrian Improvements: Sidewalk	SECONDARY CRITERIA: Types of Pedestrian Improvements: Crossing	SECONDARY CRITERIA: Project Cost: Preliminary Cost Estimate	SECONDARY CRITERIA: Project Cost: Project Costs At or Less than $100k	SECONDARY CRITERIA: Project Coordination: Coordination with Outside Agencies	SECONDARY CRITERIA: Project Coordination: Overall Coordination Required	SECONDARY CRITERIA: Construction Coordination: Requires Removal of Vehicular Travel Lanes, ROW/Curb Adjustments, Signalization or Easements Granted	CRITERIA SCORING: (1) Satisfies PPA Criteria - 0-10 pts. (2) Cost - < $100k (2 pts), > than $100k (0 pts) (3) Project Coordination - Low (2 pts), Medium (1pt), High (0 pts) (4) Construction Coordination - No (2 pts), Yes (0 pts)	IMPLEMENTATION PHASE: Implementation Phase - Phase 1 (13-16 points) - Phase 2 (9-12 points) - Phase 3 (5-8 points)
30	Arrow Highway at 4th Street	Enhance existing: High visibility decorative crosswalks (all legs); extend sidewalk to create refuge islands (east and west legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$40,000	YES	None	LOW	YES	14 pts.	Phase 1
29	Irwindale Avenue at Arrow Highway	High-visibility decorative crosswalks; refuge medians (east and south legs only)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$450,000	NO	None	LOW	YES	13 pts.	Phase 2
30	Arrow Highway at Barranca Ave	Add high visibility decorative crosswalk with RRFB on west leg; extend medians to create pedestrian refuge island, add high visibility decorative crossing on south leg	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	$45,000	YES	None	LOW	NO	14 pts.	Phase 1
31	Arrow Highway at Irwindale Dr.	Enhance existing crosswalk to a continental crossing with median refuge island	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	$22,500	YES	None	LOW	YES	15 pts.	Phase 1
32	4th Street / Arrow Highway to Trade St	Add sidewalk to west side of street, since sidewalk currently exist on east side only (0.3 miles long)	NO	NO	YES	YES	YES	5 of 5	10 pts	YES	NO	$130,000	NO	None	LOW	NO	10 pts.	Phase 2
33	Irwindale Avenue at Michigan Street	Stripe high-visibility decorative crosswalk (west leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$2,500	YES	None	LOW	NO	16 pts.	Phase 1
34	Irwindale Avenue at Calle Del Norte	Add high visibility decorative crosswalk (all legs)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	NO	$20,000	YES	None	LOW	NO	14 pts.	Phase 1
35	Allen Drive at Calle De Pasco	Add transverse crossing on west leg of intersection	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	$1,200	YES	None	LOW	NO	14 pts.	Phase 1
36	Irwindale Avenue at Calle De Pasco	Stripe continental crosswalks (all legs), install curb extensions (SE corner), modify signals to include leading pedestrian interval	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$260,000	NO	None	LOW	NO	11 pts.	Phase 2
37	Allen Drive at Progress Lane	Move stop/limit line back on west leg of intersection	YES	NO	NO	YES	YES	3 of 5	6 pts.	NO	YES	$500	YES	None	LOW	NO	13 pts.	Phase 3
38	Allen Drive at Central Street	Add transverse crossing and move stop/limit line back on west leg of intersection	YES	NO	NO	YES	YES	3 of 5	6 pts.	NO	YES	$1,000	YES	None	LOW	NO	13 pts.	Phase 3
39	Tapia Street - 4th Street to Irwindale Ave	Add sidewalk to south side of street, since sidewalk currently exist on north side only (0.2 miles long)	NO	NO	YES	YES	YES	3 of 5	6 pts.	YES	NO	$190,000	YES	None	LOW	NO	16 pts.	Phase 1
40	Irwindale Avenue at Central Street	Stripe continental crosswalk (east leg)	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$1,500	YES	None	LOW	YES	14 pts.	Phase 1
41	Irwindale Avenue at Peppertree Lane	Stripe continental crosswalk (east leg), install ramp	YES	YES	YES	YES	YES	5 of 5	10 pts	NO	YES	$10,000	YES	None	LOW	YES	13 pts.	Phase 2
42	Irwindale Avenue at Manton Street	Enhance existing crosswalk to be high visibility decorative crosswalk	YES	NO	YES	YES	YES	4 of 5	8 pts.	NO	YES	$1,500	YES	None	LOW	NO	13 pts.	Phase 2
43	Sabre Lane at Mahoney Street	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	$500	YES	None	LOW	NO	10 pts.	Phase 2
44	Sabre Lane at Calle Rapado	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	$500	YES	None	LOW	NO	10 pts.	Phase 2
45	Cypress Street at Enola Avenue	Move stop/limit line back on north leg of intersection	NO	NO	NO	YES	YES	2 of 5	4 pts.	NO	YES	$500	YES	None	LOW	NO	10 pts.	Phase 2
46	Cypress Street at Rhea Avenue																	

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Appendix J

Bicycle Project Matrix

Proposed Bicycle Facilities

				PRIORITY CRITERIA									SECONDARY CRITERIA						CRITERIA SCORING	IMPLEMENTATION PHASE
				Bicycle Priority Corridor Criteria									Regional ATP Phasing	Project Cost		Project Coordination		Construction Coordination		
Project #	Project Start/End	Facility Description	Length (Miles)	Direct Access to Key Destinations in Irwindale	Implements Recommendations in Adjacent and/or Regional Plans	Improves Safety for All (High Volumes and Collisions)	Incorporates Multi-Modal Infrastructure in Growth Areas	Directly Connects to Existing or Local Residential Areas	Directly Connects to Regional Infrastructure or Proposed Bikeways in Adjacent Jurisdictions	Along a Bicycle Priority Corridor	Total Criteria Satisfied	Majority of Criteria Satisfied?	Project Phase in Regional ATP Plan	Preliminary Cost Estimate	Project Cost Less than $1.00K	Coordination with Outside Agencies	Overall Coordination Required	Requires Removal of Vehicular Travel Lanes, ROW/Curb Adjustments or Easements Granted	[1] Satisfies Majority of BPC Criteria - Y [10 pts] N [5 pts], [2] Cost - < $100k [2 pts], > than $100k [0 pts] [3] Project Coordination - Low [2 pts], Medium [1pt], High [0 pts] [4] Construction Coordination - No [2 pts], Yes [0 pts]	Phase 1 [13-18 points] Phase 2 [9-12 points] Phase 3 [5-8 points]
1	Foothill Boulevard - Starts at 5th Side of River Trail, Ends at Eastern City Limit of City of Irwindale	Class IV Separated Bikeway	0.8	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Long Term Tier 2 Projects	$600,000	NO	Adjacent Businesses	MEDIUM	YES	9 points	2
2	Irwindale Avenue - Starts at Foothill Boulevard, Ends at I-210 Freeway	Class IV Separated Bikeway	0.3	NO	YES	YES	YES	NO	NO	NO	3 out of 7	NO	Long Term Tier 2 Projects	$90,000	YES	Adjacent Businesses	MEDIUM	YES	9 points	2
3	Irwindale Avenue - Starts at I-210 Freeway, Ends at 1st Street	Class IV Separated Bikeway	0.6	YES	YES	YES	YES	YES	YES	YES	7 out of 7	YES	Long Term Tier 1 Projects	$180,000	NO	None	LOW	NO	14 points	1
4	1st Street - starts at entrance to Santa Fe Dam, ends at San Gabriel River Path	Class I Shared-Use Path	0.4	YES	NO	N/A	NO	YES	YES	YES	5 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	$120,000	NO	None	LOW	YES	9 points	2
5	1st Street - starts west of Peckham Rd to beginning of Class I Shared-Use Path (Project 25)	Class IV Separated Bikeway	0.3	YES	NO	YES	NO	YES	NO	YES	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	$60,000	YES	None	LOW	YES	14 points	1
6	1st Street from Peckham Rd to Irwindale Ave	Class IV Separated Bikeway	0.2	YES	NO	YES	NO	YES	NO	YES	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	$60,000	YES	None	LOW	YES	14 points	1
7	Charlotte Street from Irwindale Avenue to Railway Right-of-Way	Class I Shared-Use Path	0.3	NO	NO	NO	YES	NO	NO	NO	1 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	$180,000	NO	Adjacent Businesses	HIGH	YES	5 points	3
8	Railway and Power Right-of-Way between Arrow Highway and 1st St	Class I Shared-Use Path	0.8	YES	NO	N/A	NO	YES	NO	NO	2 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	$1,200,000	NO	Power Plants, Railroad	HIGH	YES	5 points	3
9	Power line right-of-way between 1st Street and Arrow Highway (Project 24)	Class I Shared-Use Path	0.6	YES	YES	N/A	NO	YES	NO	NO	5 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	$900,000	NO	SAGEN	HIGH	YES	9 points	2
10	Santa Fe Dam Access Road - Starts at 450' North of Arrow Highway, Ends at Arrow Highway (Azusa Canyon Road)	Class II Bike Lane	0.1	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Early Action Projects	$15,000	YES	Los Angeles County	MEDIUM	NO	13 points	1
11	4th Street West of Azusa Highway (3 blocks) Project Removed from Plan	Class I Shared-Use Path	0.5	NO	NO	NO	YES	NO	NO	NO	1 out of 7	NO	NOT IN REGIONAL SGV ATP PLAN	$1,500,000	NO	Adjacent Businesses	HIGH	YES	5 points	3
12	Azusa Canyon Road - Starts at Arrow Highway, Ends at Los Angeles Street	Class IV Separated Bikeway	1.0	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Long Term Tier 1 Projects	$300,000	NO	None	LOW	YES	13 points	2
13	4th St and Tapia St from Arrow Hwy to Irwindale Ave	Class II Neighborhood Greenway	0.3	YES	NO	YES	YES	YES	NO	NO	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	$15,000	YES	None	LOW	NO	14 points	1
14	Calle Del Norte and Ayon Avenue - Starts at Irwindale Avenue, Ends at Arrow Highway	Neighborhood Greenway	0.3	YES	YES	YES	YES	YES	NO	NO	5 out of 7	YES	Early Action Projects	$15,000	YES	None	LOW	NO	16 points	1
15	Peppertree Ln and Allen Dr from Irwindale Ave to Arrow Highway	Class II Neighborhood Greenway	0.8	YES	NO	YES	YES	YES	NO	NO	4 out of 7	YES	NOT IN REGIONAL SGV ATP PLAN	$70,000	YES	None	LOW	NO	14 points	1
16	Irwindale Avenue - Starts at Gladstone Street, Ends at Cypress Street	Class I Shared-Use Path (west Side)	1.3	NO	YES	YES	NO	NO	YES	YES	4 out of 7	YES	Long Term Tier 2 Projects	$780,000	NO	Los Angeles County, Adjacent Businesses	HIGH	YES	10 points	3
17	Big Dalton Wash - Starts at Irwindale Avenue, Ends at Vincent Avenue	Class I Shared-Use Path	0.5	NO	YES	N/A	YES	YES	YES	NO	4 out of 7	YES	Early Action Projects	Funded	FUNDED [0 pts]	Los Angeles County	MEDIUM	YES	15 points	1
18	Big Dalton Wash - Starts at Los Angeles Street, Ends at Irwindale Avenue	Class I Shared-Use Path	0.7	YES	YES	N/A	YES	YES	YES	NO	5 out of 7	YES	Long Term Tier 1 Projects	$1,200,000	NO	City of Baldwin Park	MEDIUM	NO	13 points	1
19	Los Angeles Street - Starts at Azusa Canyon Road, Ends at Park Avenue	Class IV Separated Bikeway	0.6	NO	YES	NO	YES	YES	YES	YES	5 out of 7	YES	Early Action Projects	$150,000	NO	None	LOW	NO	14 points	1
20	Arrow Highway Sidepath - Starts at Irwindale Avenue, Ends at San Gabriel River Path	Class I Shared-Use Path (North Side)	1.6	YES	YES	YES	NO	YES	NO	YES	6 out of 7	YES	Long Term Tier 2 Projects	$3,200,000	NO	Adjacent Businesses	MEDIUM	YES	13 points	2
21	Rivergrade Road - Starts at Arrow Highway, Ends at Live Oak Avenue	Class II Bike Lane	0.5	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	$50,000	YES	None	LOW	NO	11 points	2
22	Commerce Drive - Starts at Rivergrade Road, Ends at Baldwin Park City Limit	Class II Bike Lane	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	$10,000	YES	City of Baldwin Park	MEDIUM	NO	10 points	3
23	Rivergrade Road - Starts at 670' North of Commerce Drive (CHANGE TO START AT LIVE OAK AVENUE), Ends at Brooks Drive	Class II Bike Lane	0.8	NO	YES	NO	YES	YES	NO	NO	5 out of 7	NO	Early Action Projects	$80,000	YES	None	LOW	YES	9 points	3
24	Live Oak Ave - Starts at Myrtle Ave and ends at Arrow Hwy	Change of from Class I Buffered Bike Lane to Class IV Separated Bikeway	1.4	YES	YES	YES	YES	YES	NO	YES	6 out of 7	YES	Early Action Projects	$750,000	NO	None	LOW	YES	13 points	2
25	Peck Road - Starts at Sawpit Wash, Ends at 700' South of Sawpit Wash	Class IV Separated Bikeway	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Long Term Tier 2 Projects	$30,000	YES	City of Arcadia, City of Monrovia	HIGH	NO	9 points	3
26	Sawpit Wash - Starts at Buena Vista Channel, Ends at 360' South of Live Oak Avenue	Class I Shared-Use Path	0.8	YES	YES	N/A	NO	YES	YES	NO	4 out of 7	YES	Long Term Tier 1 Projects	$1,200,000	NO	Los Angeles County	MEDIUM	YES	11 points	2
27	Peck Road - Starts at Longden Avenue, Ends at Myrtle Avenue	Class II Neighborhood Greenway	0.3	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	$15,000	YES	Los Angeles County	MEDIUM	NO	10 points	2
28	Longden Avenue - Starts at Myrtle Avenue, Ends at Live Oak Avenue	Class II Bike Lane	0.3	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Long Term Tier 2 Projects	$45,000	YES	None	LOW	NO	11 points	2
29	Longden Avenue - Starts at Peck Road, Ends at Myrtle Avenue	Class II Bike Lane	0.1	NO	YES	NO	YES	NO	YES	NO	3 out of 7	NO	Early Action Projects	$60,000	YES	Los Angeles County	MEDIUM	NO	10 points	2
30	S Citronia Avenue - Starts at North City Limit of City of Irwindale, Ends at Myrtle Avenue	Class II Bike Lane	0.3	NO	YES	NO	NO	NO	YES	NO	2 out of 7	NO	Long Term Tier 2 Projects	$45,000	YES	City of Duarte	MEDIUM	NO	10 points	2
31	Myrtle Avenue - Starts at Northern City of Irwindale City Limit, Ends at Live Oak Avenue	Class IV Separated Bikeway	0.3	NO	YES	NO	YES	YES	YES	NO	4 out of 7	YES	Early Action Projects	$75,000	YES	City of Monrovia, City of El Monte	HIGH	NO	14 points	1
32	Buena Vista Channel - Starts at Sawpit Wash, Ends at San Gabriel River Trail	Class I Shared-Use Path	1.8	YES	YES	N/A	NO	YES	YES	NO	4 out of 7	YES	Long Term Tier 1 Projects	$1,800,000	NO	Los Angeles County	MEDIUM	YES	11 points	2
33	Meridian Street - Starts at Western City of Irwindale City Limit, Ends at Bateman Avenue	Class II Neighborhood Greenway	0.2	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	$10,000	YES	City of Duarte	MEDIUM	NO	10 points	3
34	Bateman Avenue - Starts at Meridian Street, Ends at Buena Vista Avenue	Class II Bike Lane	0.2	NO	YES	NO	YES	YES	NO	NO	3 out of 7	NO	Early Action Projects	$10,000	YES	None	LOW	NO	11 points	2

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DESIGN GUIDELINES

Appendix K

INTRODUCTION

This chapter presents best practice strategies for the types of pedestrian and bicycle facilities recommended as part of the Plan's recommended projects and programs. The guidelines in this chapter focus on topics that are especially relevant to the City of Irwindale in promoting active transportation. These topics include:

- Use of development standards to integrate new infrastructure into existing developed areas (e.g., business parks and residential neighborhoods) lacking basic infrastructure such as sidewalks, marked crosswalks, and street lighting;
- Guidance for future transit-oriented development projects of all scales to ensure they support multi-modal travel and quality first/last mile connections; and
- Strategic approaches to provide enhanced pedestrian facilities and amenities within limited right-of-ways along high-traffic arterial routes.

This chapter will also outline cutting-edge practices and recent trends in bicycle and pedestrian infrastructure design while ensuring consistency with existing City plans and policies such as the Irwindale Commercial and Industrial Design Guidelines. If necessary, we will note when design guidelines presented in this Plan supersede existing guidelines from the Commercial and Industrial Design Guidelines. Additionally, the guidelines in this chapter will promote Irwindale-specific treatments such as the city's unique sidewalks composed of curvilinear pathways between decorative rock surfaces, and will investigate ways to further incorporate place-specific treatments into other pedestrian and bicycle facilities.

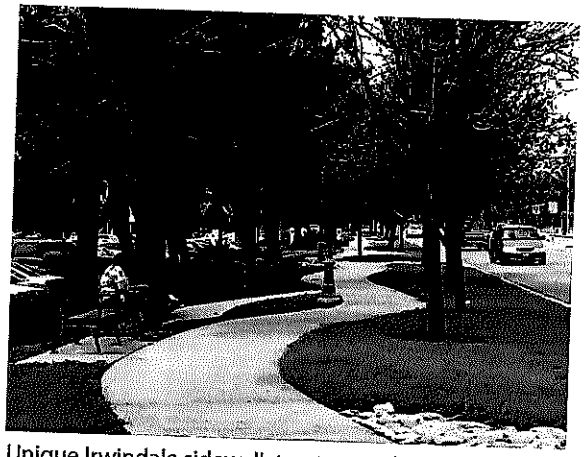
COMPLETE STREETS

In September of 2008, the California Complete Streets Act of 2008 was signed into law. Complete streets are roads designed to accommodate all users, including pedestrians, bicyclists, children, senior citizens, persons with disabilities, transit riders, and motorists. The legislation requires that cities and counties include complete streets policies as part of their General Plans so that roadways are designed to safely accommodate all users. In 2016, the City of Irwindale adopted a Complete Streets Policy further supporting the development of Complete Streets in Irwindale. The guidelines in this chapter support pedestrian and bicycle improvements that follow Complete Streets principles and provide accessibility for pedestrians of all mobility abilities.

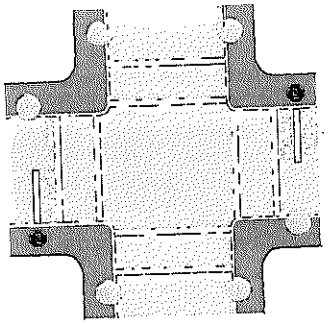
PEDESTRIAN GUIDELINES

The Pedestrian Design Guidelines are based upon the federal and State (California Title 24) accessibility standards. The Americans with Disabilities Act (ADA) of 1990 prohibits public agencies from discriminating against individuals with disabilities. All public facilities in Irwindale must comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the State of California Code of Regulations Title 24. The California Disabled Accessibility Guidebook (CalDAG) synthesizes the recommendations from both sources and is the basis for many of the following guidelines. Similarly, the pedestrian network is influenced by State and national standards for transportation design set by the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities.

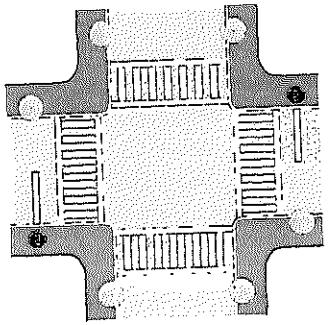
Decorative crosswalk and lighting on Irwindale Avenue near City Hall.



Unique Irwindale sidewalk treatment along Irwindale Avenue with meandering sidewalks, seating, pedestrian scale lighting, landscaping, and shade-providing landscaping



Transverse crosswalk striping



Ladder-type crosswalk striping

Continental crosswalk with advance stop line

CROSSINGS

Pedestrian crossings benefit both pedestrians and drivers in a number of ways. They guide pedestrians to safe crossing locations, provide important links for pedestrian connectivity, and prepare drivers for the potential of encountering a pedestrian. Well-designed pedestrian crossings are useful, compact, and visible.

- **Useful:** Pedestrian crossings should be useful in that they are placed in response to pedestrian need or desire. The usefulness of crosswalks should be carefully considered based upon the surrounding land uses and the safety of preferred crossing locations.
- **Compact:** The more compact a pedestrian crossing is, the less time a pedestrian is in potential conflict with vehicles. Keeping pedestrian crossing distances compact by incorporating narrow turning radii, discouraging free right turns, and narrowing roadway width with curb extensions (also known as bulb outs) which extend the sidewalk into the adjacent parking lane, are all methods of reducing the crossing distance.
- **Visible:** The pedestrian crossing should be clearly marked, and pedestrians in crossings and waiting to use crossings should be clearly visible. Motorists' visibility of pedestrians is generally described as sight distance; as a general rule, pedestrians should be clearly visible by motorists for at least 250 feet.

Crosswalk Markings

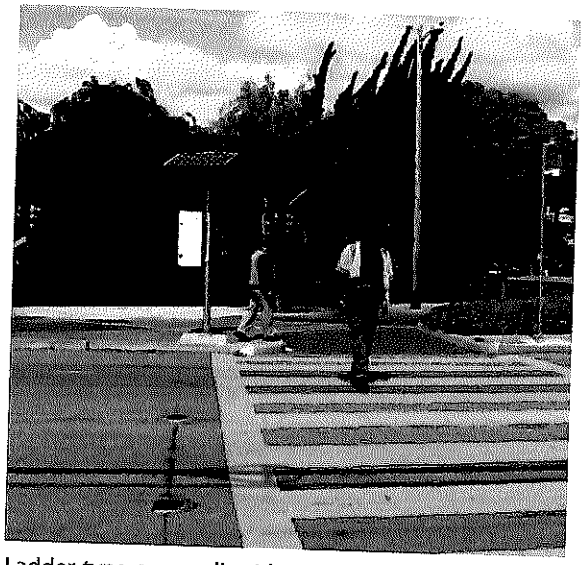
Crosswalk markings can be either painted or thermoplastic, which is a plastic-based material applied to the road surface. Thermoplastic markings are generally a preferred option because of their increased durability, reflectivity, and lack of toxic solvents.

Transverse Striping: Transverse striping is the conventional type of crosswalk marking and the most commonly used crosswalk type in the City of Irwindale.

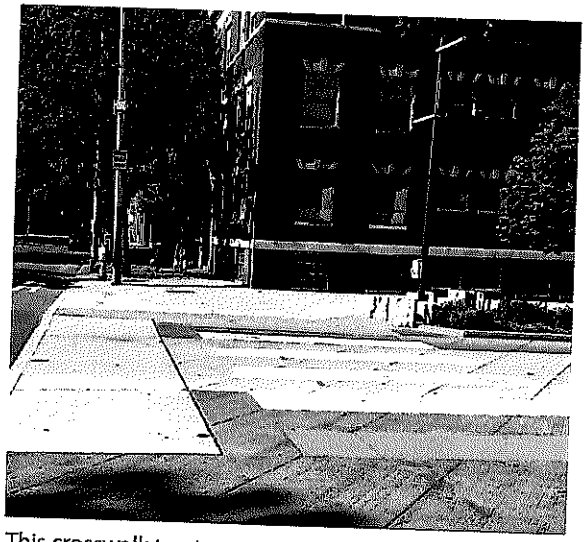
Ladder and Continental Striping: To enhance motorists' visibility of the crosswalks and to support yielding to pedestrians, the use of high-visibility crosswalks such as ladder or continental types is recommended for most locations. Ladder-type crosswalk markings consist of two parallel lines with ladder bars striped across the width of the crosswalks. Continental crosswalk markings consist of wide (typically 24") bars and lack the "rails" of ladder crossings. Ladder or continental striping is especially useful to enhance crossings at uncontrolled intersections and midblock locations, including those in commercial corridors, near transit stops and stations, and near schools and parks. High-visibility crosswalk treatments are recommended at all uncontrolled crossing locations within ¼ mile of a school.

Decorative Pavement: Decorative pavement materials utilize color, textures and patterns to distinguish crosswalks, enhance the pedestrian experience, and provide "placemaking" opportunities. Several intersections in Irwindale currently utilize decorative treatments, including the busy intersection of Irwindale Avenue and Arrow Highway. At crossing locations with decorative treatments, white striping should also be used to delineate the crosswalk and enhance visibility of the crosswalk. In general, decorative crosswalks should be considered secondarily to treatments such as ladder or continental striping. Where decorative treatments are used, they should provide a high color contrast with the surrounding pavement.

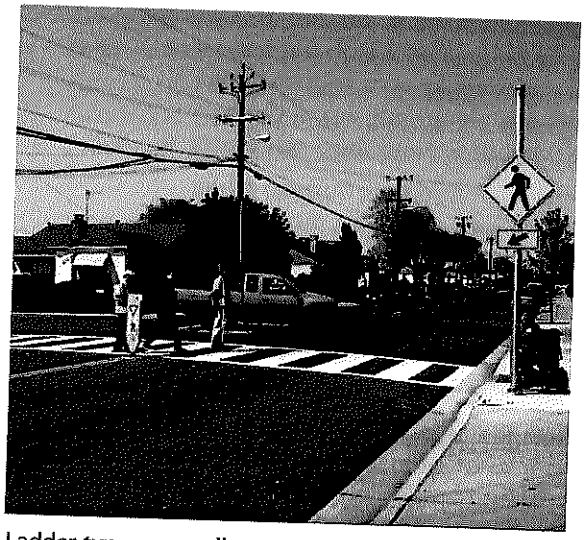
Stop-controlled crossing with continental crosswalk markings



Ladder-type crosswalk with in-pavement flashing lights in a school zone



This crosswalk treatment using white paint on light gray pavement results in insufficient visibility due to low contrast between the materials.



Ladder-type crosswalk

High-visibility crosswalks at controlled intersections can be paired with advance stop bars , which provides a cue for drivers to stop well in front the crosswalk, keeping the crosswalk clear and providing some buffer between vehicles and pedestrians in the crosswalks.

Crossings at Controlled Intersections or Midblock Locations

The following are recommendations for treatments at crossing locations where vehicle movement is controlled by signalization or stop signs.

- Signalized Intersections: Standard crosswalk markings (two white lines) should be installed on all approaches of the intersection. Advance stop bars should be included in advance of the crosswalk. Advance stop bars are 12-inch white lines generally installed 7 feet prior to a crosswalk. The stop bars help to prevent drivers from stopping and/or encroaching on the crosswalk.
- Stop-Controlled Intersections: Standard crosswalk markings should be installed at all controlled approaches. Enhanced visibility measures (high-visibility crosswalks) should be located at locations adjacent to major destinations, schools, and in locations with potential pedestrian safety concerns.

Crossings at Uncontrolled Intersections

The California Vehicle Code states that the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or at any unmarked (not striped) crossing at an intersection, except if directed otherwise. The crossings discussed in this section are located at intersections without traffic controls (uncontrolled intersections), including both marked and unmarked crossings, and at marked mid-block crossings.

It is recommended that marked crosswalks be included at any uncontrolled intersection if the location is farther than 300 feet from a controlled crossing location with a marked crosswalk, and if the location has the required 250-foot sight distance and has no other safety concerns for a crosswalk. Additionally, pedestrian demand can identify the need for a marked crosswalk.

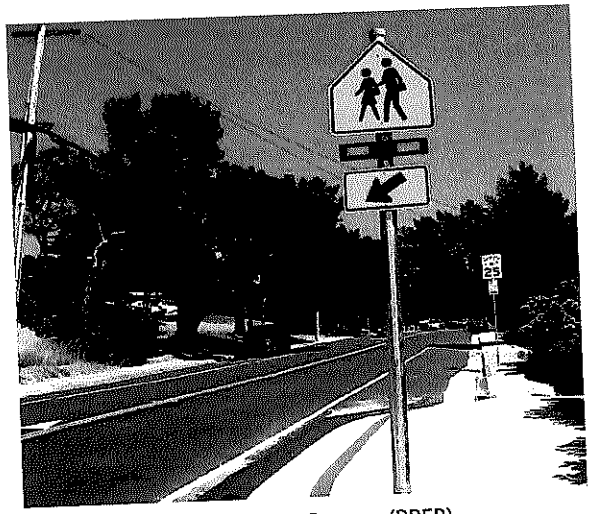
In addition, the following enhancements are appropriate at uncontrolled intersections that need additional safety improvements.

- Curb extensions at locations where increasing pedestrian visibility will improve the safety of the crosswalk. Curb extensions are further described below.
- Overhead signs and flashing beacons showing the universal pedestrian symbol, including both standard yellow, fluorescent yellow, and LED displays, that hang from a mast arm that extends over the street. Flashing red or yellow beacons enhance overhead signs.
- Raised crosswalks, which have the dual purpose of slowing traffic (similar to a speed table, which is a long speed hump with center flat section) and improving visibility of pedestrians. Since the crosswalk is at the same level as the sidewalk, there is no additional need for curb ramps.
- Pedestrian activated in-pavement lighted crosswalks accompanied by a flashing sign at the crosswalk and advanced flashing sign increase the number of vehicles yielding to pedestrians.
- Pedestrian-actuated signals at uncontrolled intersection crossings or in areas where pedestrians need greater visibility at a crosswalk. Pedestrian actuated signals are pedestrian push buttons which activate a crosswalk light or traffic signal to turn.

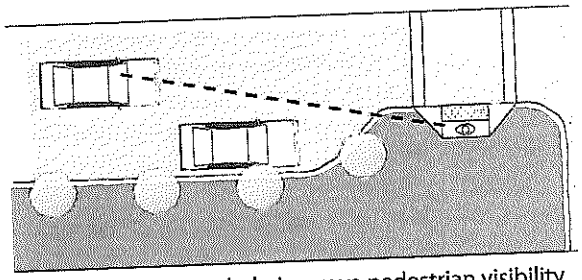
Visibility at Crossings

Visibility of pedestrians at intersection crossings is important for the safety of all roadway users. Visibility is a great concern at crossing locations where parked cars, street furnishings, utilities and landscaping can potentially obstruct the line of sight for pedestrians and motorists. Pedestrians should have an unobstructed view of oncoming vehicles, and vehicles need to easily see pedestrians approaching or waiting at a crossing. Because of their lower height, pedestrians in wheelchairs and small children are especially difficult for drivers to see at an intersection. The following recommendations will improve the visibility of pedestrians at an intersection.

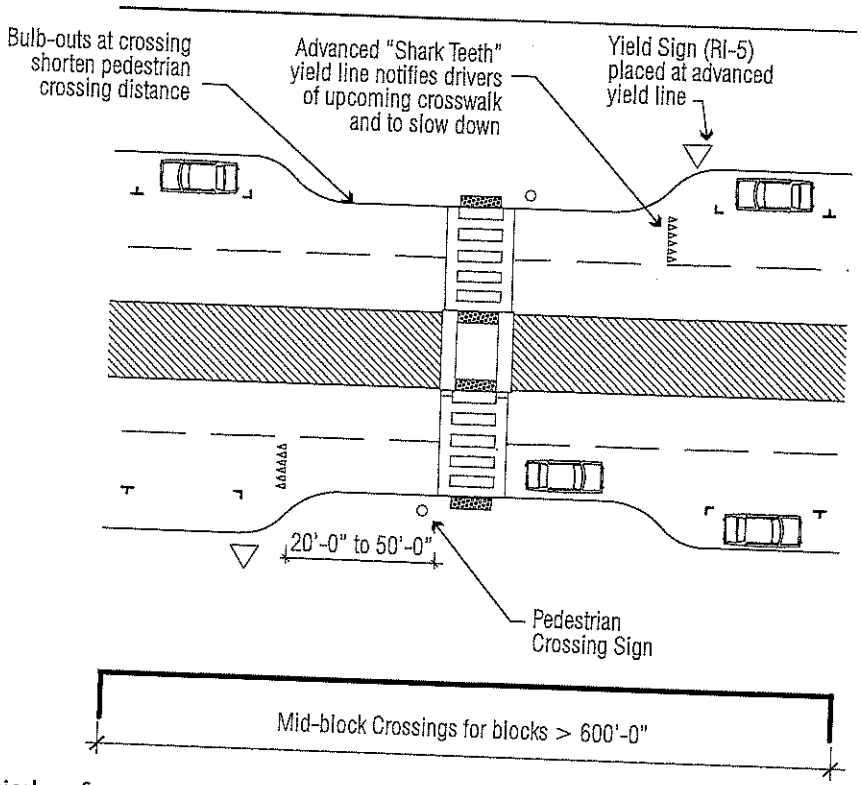
- Parking adjacent to intersections and crosswalks should be prohibited for a minimum of 20 feet from the crosswalk. On streets with higher speeds and at locations with previous collision history or noted visibility issues, this distance should be increased. The CA MUTCD defines stopping sight distance requirements based on the approaching speed of vehicles.
- Street furniture, utility boxes and poles, signal poles, signage, trees, and newspaper racks all have the potential to reduce visibility at corners. It is recommended that no solid opaque object that is taller than 32 inches be allowed within 10 feet of a crosswalk or 20 feet of an unmarked intersection. Utility poles, street trees, or signs should not be allowed within 5 feet of a crosswalk or 10 feet of an unmarked intersection.
- Street trees to be planted adjacent to an intersection should be chosen based upon their characteristics. They should be fast growing, upward branching, and a minimum of 30 feet tall at mature height. All street trees should be maintained and pruned to provide adequate visibility.
- Curb extensions can be used at corners to widen the sidewalk and allow the pedestrian to safely get closer to cars to improve their visibility, as shown in the image below. When street amenities or other objects might obstruct the visibility at a corner, curb extensions should be considered.



Rectangular Rapid Flashing Beacon (RRFB)



Curb extensions can help improve pedestrian visibility to motorists.



Typical configuration of a mid-block crossing

CURB RAMPS

Curb ramps are an important link in providing accessibility and creating connectivity throughout the pedestrian network. Curb ramps are required wherever a pedestrian path crosses a curb, typically at every corner of an intersection. Without curb ramps, curbs can create barriers for people with many types of mobility limitations. However, people with visibility limitations often rely on the curb for navigation and to identify the transition between the sidewalk and street; curb ramps can obscure this information. Given these conflicting interests, specific design strategies should be followed to ensure a safe and accessible environment for all users. The design of curb ramps is limited by site constraints, and it may not be possible to incorporate the ideal design in every situation. The following section presents best practice design strategies and options for creating suitable design when an optimal design cannot be accommodated.

The type of curb ramp used is dependent upon the location. The most common types of curb ramps are perpendicular curb ramps, returned-curb curb ramps, and diagonal curb ramps, as shown in the images on page 5-7.

Perpendicular Curb Ramps

- The most common type of curb ramp is a perpendicular curb ramp, which is designed so that the ramp is perpendicular to the curb and directly in line with the crosswalk. Perpendicular curb ramps require the sidewalk to be wide enough to accommodate the width of the ramp and the minimum 4-foot landing area. The minimum width of the sidewalk required to accommodate a perpendicular curb ramp is dependent upon the height of the curb. The slope requirements for the flared sides depend on the width of the sidewalk at the top of the ramp. If the landing area is 4 feet or more, then the flared sides may slope up to 10 percent (1:10) but not more. Perpendicular curb ramps without sufficient landings create barriers because they force individuals to travel over the ramp flare, which is inaccessible.

Returned-Curb Curb Ramps

- Returned-curb curb ramps are perpendicular curb ramps that are used when pedestrians are not required to walk across the ramp, such as when the curb ramp is within a landscaped zone adjacent to the sidewalk. Returned-curb curb ramps have returned curbs, rather than flared curbs, on one or either side of the ramp. Returned curbs are the vertical sides to the ramp, continuing the street curb up onto the sidewalk and ending at the landing. Returned curb ramps are favorable for pedestrians with vision impairments because the curbs provide informative cues.

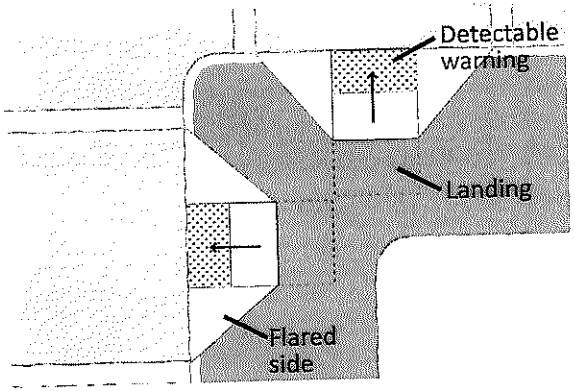
Diagonal (Bidirectional) Curb Ramps

A diagonal curb ramp is a single curb ramp that is located at the apex of the corner radii at an intersection. Diagonal curb ramps are aligned so that the pedestrian traveling down the ramp will be diagonally facing the intersection and will need to maneuver to the right or left to travel within the crosswalk. Similar to parallel curb ramps, diagonal curb ramps require a level landing at the top of the ramp and can include returned curbs. Diagonal curb ramps require a minimum of 2 feet of straight curb located on each side of the curb ramp and within the marked crossing. Diagonal curb ramps require that both crosswalks direct pedestrians to the landing below the curb ramp. It is necessary that the crosswalk stripes meet and delineate a 4-foot clear space at the base of the curb ramp.

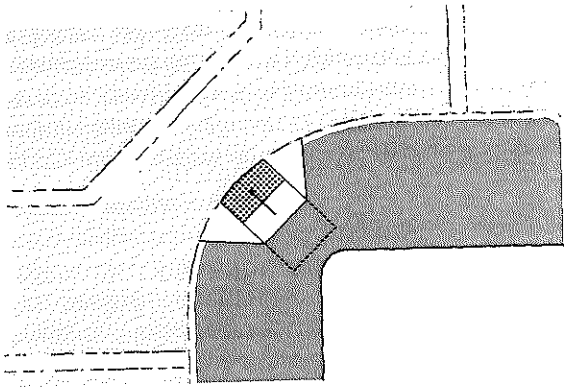
Best Practices

The best practice for pedestrians is to have perpendicular curb ramps with either a flared sidewalk or returned curbs. Perpendicular curb ramps require wide enough sidewalks to provide a top landing, which allows pedestrians not using the curb ramps to continuously walk across a level surface. Additionally, perpendicular curb ramps position users on a direct path along a crosswalk and are positioned within the center of a crosswalk. Perpendicular curb ramps should be used at all locations within Irwindale that have wide enough sidewalks to accommodate the minimum design requirements. If a location does not have the space to accommodate the minimum design requirements, the use of curb extensions or widening the sidewalk at the back of the walk should be considered before utilizing another form of curb ramp.

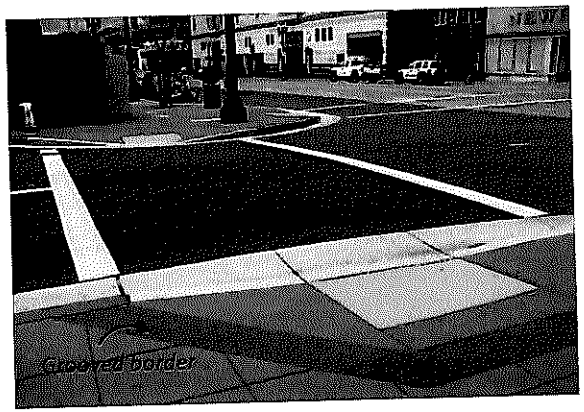
Diagonal curb ramps are not recommended because they direct pedestrians into the street at a diagonal orientation, requiring the pedestrian to enter the street and be exposed to traffic before turning to proceed within the crosswalk. Additionally, diagonal curb ramps make it more difficult for pedestrians with limited visibility to orient to the path of the crosswalk. Diagonal curb ramps should only be designed when the limitations of the location demands, such as areas with a narrow turning radius. Diagonal curb ramps may be acceptable as retrofits in residential areas where traffic volumes are very low.



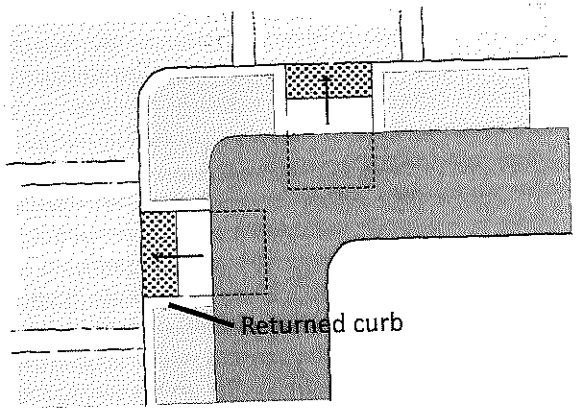
Perpendicular curb ramps - preferred



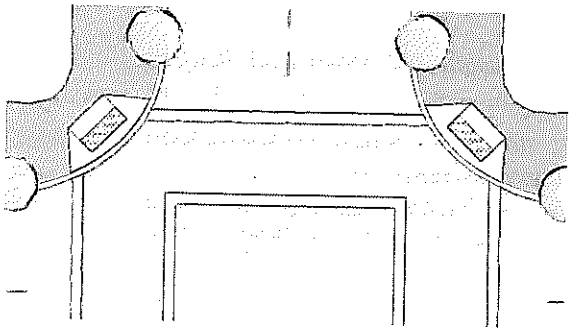
Diagonal curb ramp



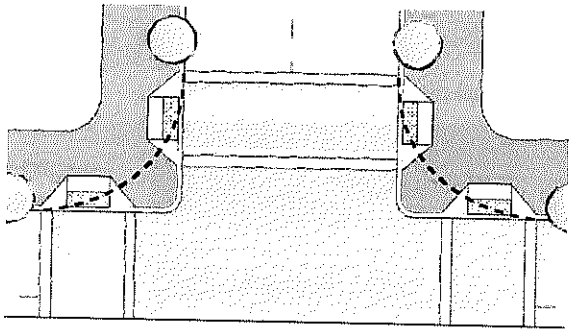
Perpendicular curb ramp and grooved border at a crosswalk (preferred)



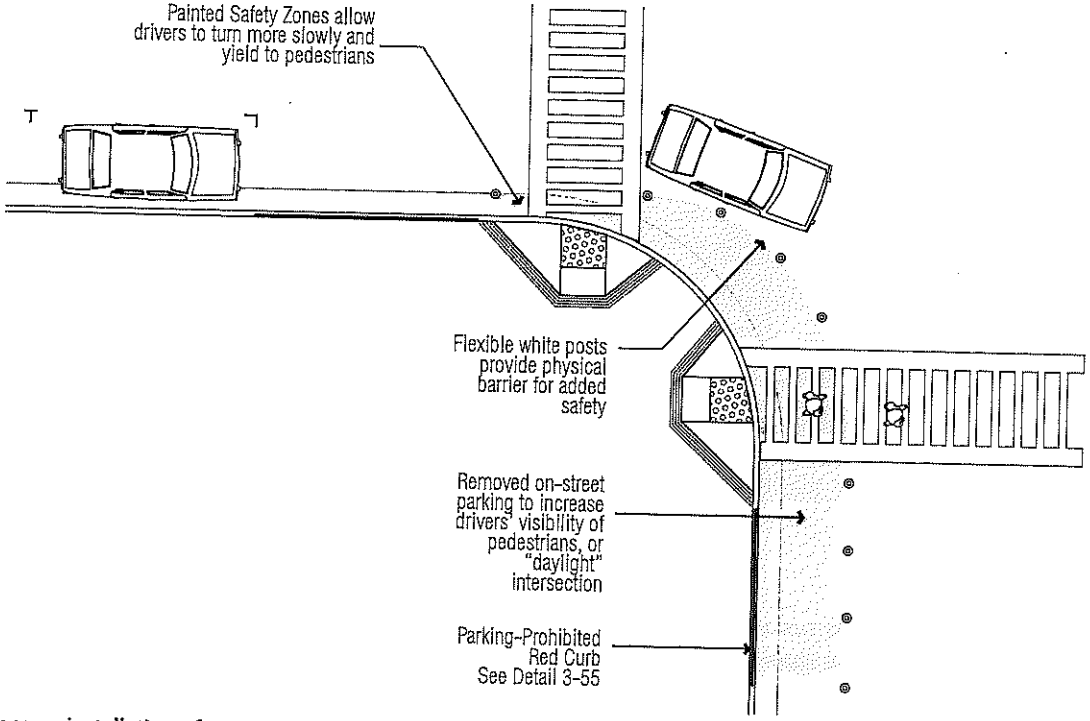
Returned-curb ramps



Larger turning radii widen pedestrian crossing and can make it difficult to add perpindicular curb ramps rather than diagonal curb ramps (shown above).



Smaller turning radii reduce the pedestrian crossing distance and create more sidewalk room for perpendicular curb ramps.



Temporary installation of an extended curb using flexible white posts, reducing crossing distance and curb radius.

TURNING RADIUS

The size of a corner turning radius has a significant effect on the operation and safety of an intersection, as shown on the images on this page. Areas with high volumes of truck traffic, such as Irwindale, often require larger turning radii to accommodate turning movements for long vehicles. However, as the curb radius increases, drivers are able to make right turns at higher speeds and incomplete stops become more frequent. A larger curb radius also widens the walking distance for pedestrians. Intersections with smaller turning radii promote slower traffic speeds, shorten the pedestrian walking distance, and provide for more sidewalk space at corners. The additional sidewalk space at corners allows for perpendicular curb ramps to be used.

The general rule for choosing a corner turning radius should be to choose the smallest possible, acknowledging that each location has a unique set of factors – including the need to accommodate truck turning movements – that determine the appropriate radius. The turning radius should accommodate the expected amount and type of traffic for safe turning speeds.

Turning radius recommendations are provided in *A Policy on Geometric Design of Highways and Streets (AASHTO)*. Historically, these minimum turning radii have been exceeded in order to facilitate the efficient movement of larger vehicles. However, recent interest in balancing the needs of pedestrians and bicyclists highlight the need to adhere to minimum turning radii standards and consider alternative ways to accommodate vehicles with larger turning radii. The following are recommendations for the design of curb radii on residential and commercial streets:

- At locations with curbside parking a 10-foot radius is recommended.
- At locations with no parking lane, a maximum 20-foot radius is recommended.

Potential alternatives to accommodate vehicles with larger turning radii are:

- Move stop lines back from the intersection.
- Allow vehicles that cannot navigate a tight turning radius to turn into the out-of-lane roadway.
- Add a parking lane adjacent to the corner to increase the relative turning radius.

CURB EXTENSIONS AND PEDESTRIAN SAFETY ISLANDS

Curb extensions extend the sidewalk into the roadway, effectively narrowing the roadway and widening the pedestrian zone. They can occur at intersections (called bulb-outs) or at mid-block locations.

Curb Extensions at Intersections (Corner Bulb-Outs)

Curb extensions at intersections are beneficial because they increase motorists' visibility of pedestrians, reduce the distance pedestrians have to walk across an intersection, provide space for perpendicular curb ramps, reduce corner turning radii, and provide extra sidewalk space for street furnishings or landscaping. Corner curb extensions (bulb-outs) also reduce the capacity to park illegally at corners and crosswalks. Curb extensions should be considered for implementation at any pedestrian crossing location where they would help to improve pedestrian safety or provide extra room to allow for the construction of an accessible curb ramp that otherwise could not be implemented.

Curb Extensions at Mid-Block Locations

Curb extensions at mid-block pedestrian crossings, like corner curb extensions, improve visibility of pedestrians and reduce crossing distances. They are also used as a traffic calming measure to narrow the street.

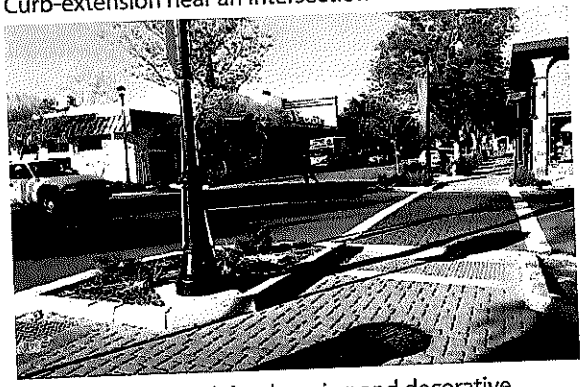
The design of mid-block curb extensions should adhere to the following guidelines:

- Curb extensions should extend the existing sidewalk for a maximum of 6 feet into the street adjacent to parallel parking, or 12 feet adjacent to diagonal parking.
- Curb extensions should be designed to exercise special care not to create conflicts between bicyclists and pedestrians. Where bike lanes exist adjacent to a curb extension, the bike lane should be painted continuously adjacent to the curb extension.
- The return of the curb extension to the existing curb should be designed as a concave return with a radius of approximately 12 to16 feet. This curve in the return will facilitate easier street sweeping and prevent the corner from accumulating large amounts of trash. The minimum radius possible should be considered during design to reduce impacts to parking.

When planning for corner or mid-block curb extensions, it is important to consider the existing curb, gutter, and drainage. Relocating on-street storm drains may be required when implementing curb extensions, which can significantly increase construction costs. An alternative, less expensive design would be to construct the curb extension as an island and span the sidewalk to the island with a grate. This may initially be a cost saving device, but it can increase the cost of future maintenance.

Corner bulbout with landscaping.

Curb-extension near an intersection



Corner bulbout with landscaping and decorative pavement

Pedestrian safety island at a midblock crossing

Pedestrian safety island at signalized intersection

Pedestrian Safety Island

A pedestrian safety island provides a safe space in the middle of the street at pedestrian crossings. They are especially useful on streets with higher traffic speeds and volumes, and larger roadway widths. They are typically a roadway-level "cut through" between sections of a raised center median.

- A safety island should be at least 6 feet wide, but preferred width is 8-10 feet.
- The cut-through should equal the width of the crosswalk.
- Medians at intersections should have a "nose" extending past the crosswalk toward the inter-section

PEDESTRIAN SIGNALS

Signal Timing

The CA MUTCD recommends that controlled crossings should be timed for a walking speed of 3.5 feet per second, measured from the top of the curb ramp on one side of the street to the top of the curb ramp on the opposite side of the street. However, a pedestrian's walking speed is dependent upon many factors, including age and mobility. Pedestrian signal crossing times should be adjusted accordingly near major activity destinations, at intersections that are unusually long or difficult to navigate, and adjacent to any location that might have a higher proportion of pedestrians with slower walking speeds, such as senior centers. At all signalized crossing locations, countdown signals should be used as a default.

Accessible Pedestrian Signals

The CA MUTCD defines an Accessible Pedestrian Signal (APS) as "providing in non-visual format (such as audible tones, verbal messages, and/or vibrating surfaces)." They are used to help guide pedestrians with impaired vision and/or hearing. Most pedestrian crossings in the City of Irwindale lack these features. The following Accessible Pedestrian Signal guidelines are based upon the National Highway Research Program's Guidelines for Accessible Pedestrian Signals.

The recommended features for an APS include:

- Push Button Locator Tone: The tones are intended to notify pedestrians approaching the crosswalk that they need to press the button to get a WALK indication. CA MUTCD recommends locator tones that sound at one second intervals.
- Tactile Arrow: Tactile arrows are required to indicate which crosswalk is controlled by which push button. The arrow should be aligned in the direction of travel on the crosswalk.
- Actuation Indication: Actuation indication allows the pedestrian to know that they have activated the push button. This may be in the form of either a tone or speech message.
- Audible WALK Indication: Audible WALK indication tone should be activated for duration of the walk interval. It is recommended to repeat ten times per second and differ from locator tone in its repetition rate.
- Vibrotactile WALK indication: The vibrotactile arrow indicates the WALK interval to persons who have both vision and hearing limitations. The push button or raised arrow on the APS vibrates during the WALK interval.
- Response to Ambient Sound: It is recommended that all APS are responsive to ambient sound by increasing the volume to be heard above ambient noise levels.

- Push Button Information Message: Push button information messages provide users with the name of the street controlled by the signal.
- Louder Signal (Beaconing Signal): A louder signal is to assist pedestrians who have vision and hearing impairments. A louder signal is typically activated by an extended button press.

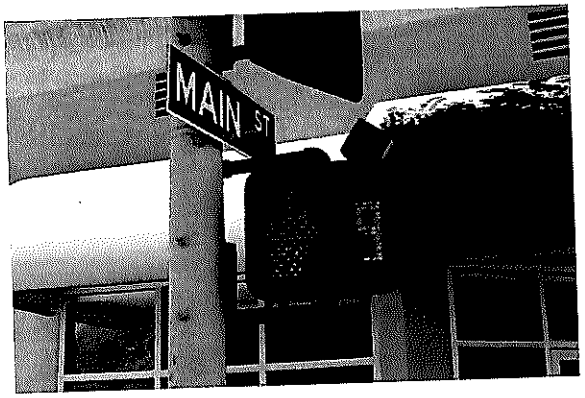
The location of an APS is important to prevent ambiguity about which crosswalk is being signaled. Ideally, there are two push buttons (one for each direction) on one corner, which are mounted on two separate poles. Mounting the APS on a traffic signal is acceptable as well. The optimal location for a push button-integrated APS meets the following criteria:

- The optimal APS location is between 1.5-6 feet from the edge of the curb, with a maximum of 10 feet from the curb.
- The optimal location of the APS is between the furthest (extended) crosswalk line and the curb ramp, with the maximum distance of 5 feet from the edge of the furthest (extended) crosswalk line.
- The APS should be located adjacent to a level all-weather surface.
- The control face and tactile arrow should be carefully aligned with the direction of travel.
- At corners with two APS, they should be separated by a minimum of 10 feet.
- The optimal height for the placement of APS is between 32-42 inches. The CA MUTCD recommends a mounting height of 3.3 feet (40 inches).

Additional Strategies for Pedestrian Signalization

There are several innovative treatments for pedestrian signals that help to enhance safety at pedestrian crossings. Pedestrian crossings that might require innovative treatments are intersections with high volumes of pedestrians, a history of pedestrian and vehicle collisions, or extra wide intersections. Innovative treatments include:

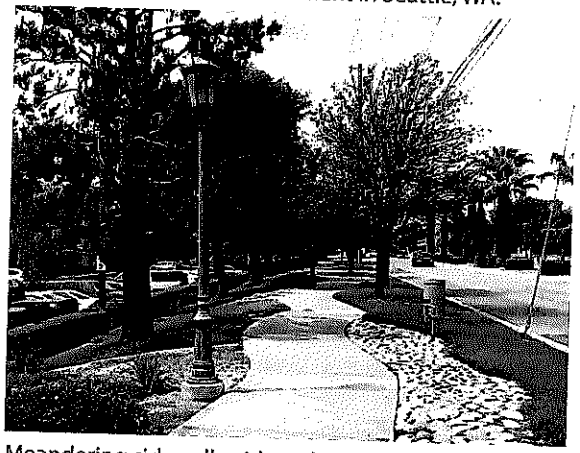
- **Leading Pedestrian Interval** provides pedestrians with a WALK signal while the parallel traffic still has a red stop light. This allows pedestrians to establish themselves in the crosswalk, increasing their visibility, and reducing conflicts between pedestrians and turning vehicles.
- **"No Right Turn on Red" Restrictions** for vehicles reduce pedestrian-vehicle conflicts at locations with high numbers of pedestrians. Drivers who are turning right on red are concentrating on looking to their left to find a gap in oncoming traffic, thus not seeing the pedestrian that may be crossing in front of them. Additionally, right turns on red create confusing information for individuals with limited vision, as traffic sounds help them to orient and navigate the intersection. This type of treatment should be considered on a case-by-case basis; limiting right turns on red reduces roadway capacity and may increase congestion or cause traffic diversions.



Countdown signal

Vibrotactile push button

Landscaping and seating area contributing to a pleasant pedestrian environment in Seattle, WA.



Meandering sidewalk with pedestrian lighting in Irwindale

Sidewalks in Irwindale

The design guidelines presented in this document seek to enhance existing sidewalks in Irwindale, which have some deficiencies including lack of buffers between the sidewalk and vehicles on the roadway, lack of shade and landscaping, and lack of other amenities such as seating and pedestrian-scale lighting. In addition, many industrial/business park locations are missing sidewalks on one or both sides of the street (see chapter 2: Existing Conditions).

Because existing right-of-way widths are limited and vehicle lane reduction is often not possible due to traffic volumes, it is generally difficult to expand sidewalks in Irwindale. However, the City should consider opportunities to utilize public or private easements adjacent to the sidewalk in order to expand the pedestrian environment in pedestrian-oriented locations such as Arrow Highway and Irwindale Avenue (especially near the Metro Gold Line station).

The inclusion of streetscape and safety enhancements described in these design guidelines will support comfort and safety for people traveling along Irwindale sidewalks.

Adding Sidewalks to Developed Areas

The addition of new sidewalks is recommended for several streets in Irwindale industrial and business parks, as described in Chapter 4 (Network Recommendations). This can be accomplished through development requirements, by which property owners are required to provide pedestrian amenities when completing redevelopment projects. In addition, the City can seek funding to install sidewalks through a variety of grant programs described in Chapter 6 (Funding and Implementation).

Placemaking with Public Realm Design

Irwindale can continue providing unique streetscape elements such as its meandering sidewalks installed by private property owners as a requirement for the development permit. The Irwindale Commercial and Industrial Design Guidelines provides relevant guidance (see page 13).

Related guidelines from the City of Irwindale Commercial and Industrial Design Guidelines:

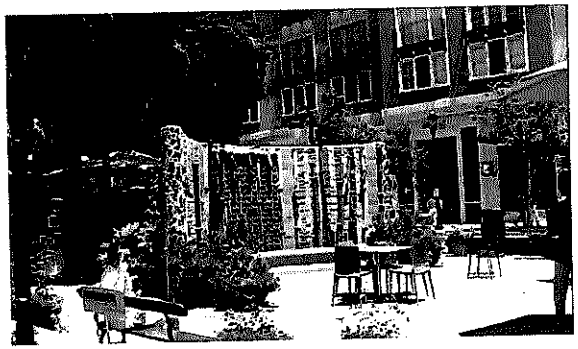
The provision of unique and uniform streetscape improvements throughout a designated area creates an identifiable image. The streetscape is the relationship of all elements visible to the pedestrian and motorist within the urban environment. Public and private streetscape improvements are the elements that tie together all private development. Compatibility with the public realm is required. The site shall be organized to encourage pedestrian circulation. Walkways should be attractive and embellished with landscaping, ornamental light fixtures, furniture, trellises, and/or other decorative features.

Streetscape Furniture and Elements:

- *Minor, freestanding streetscape elements should consist of simple design elements.*
- *Materials, shapes, and colors should be compatible with the design of adjacent structures.*
- *Outdoor furniture and site fixtures shall conform to the architectural theme.*
- *Where possible, these streetscape elements should be combined into a contiguous composition, which, as a whole, reflects the design guidelines.*
- *Seating is an important amenity that should be provided in both the industrial and commercial areas. Seating in the public right-of-way should coordinate with other streetscape furnishings.*

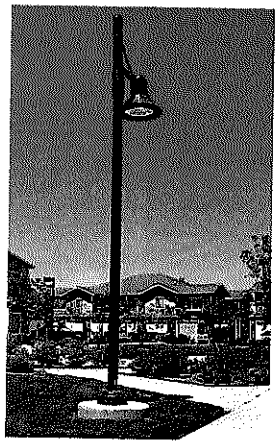
Streetscape Elements

- *Removable bollards are encouraged in locations where emergency access may be necessary. Bollards should be used to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings.*
- *Pots and planters shall be durable and have natural color tones that complement the adjacent structures and be located where pedestrian flow will not be obstructed.*



Images of streetscape elements from Irwindale Commercial & Industrial Guidelines

Mid-block curb extension with seating, planters, landscaping, and decorative paving.



Examples of pedestrian scale lighting

Related guidelines from the City of Irwindale Commercial and Industrial Design Guidelines:

Materials and Colors

In order to preserve and protect the City's Hispanic heritage, while promoting and enriching the community's quality of life, guidelines have been established to preserve the community's cultural values and historical identity. The City of Irwindale is proud of the strong Hispanic heritage claimed by the majority of its longstanding residents. To support and promote this pride, as well as to pay homage to those missionaries who settled in the San Gabriel Valley during the 18th century, architectural styles that have roots in the early California Mission Style are appropriate for the community.

Primary Materials

The use of the following primary materials is encouraged:

- *Stucco - sand finished or lightly troweled; and*
- *Masonry - slump stone or brick.*
- *Color. A unified and harmonious scheme of colors can greatly enhance the imagery of the City. The following standards for color are recommended:*
- *Solid Stucco Building Walls - white, light buff, beige, salmon, warm grays;*
- *Heavy Wood Timber - dark brown stain*

Street Furnishings

Sidewalk amenities such as street furniture create a welcoming environment for pedestrians. Amenities such as trash receptacles, benches, signage, and drinking fountains all contribute to the character and sense of community. Amenities should be concentrated in areas where they will be used by the highest number of pedestrians. When locating amenities, it is important to understand that an area's needs may change over time.

The following guidelines should influence the location and choice of street furniture amenities:

- Sidewalk amenities should be located outside of the path of travel to ensure accessibility.
- The location of amenities should be carefully coordinated with the location of other objects within the sidewalk such as utility vaults and light poles.
- In general, the City should utilize a consistent palette of street furniture and amenities. However, a customized design palette can be part of a placemaking effort for a residential neighborhood, commercial district, trails access point, etc.
- Placement of amenities should respond to, and not hinder, adjacent on-street parking or transit boarding zones.

Pedestrian-Scale Lighting

Pedestrian-scale street lighting will not only help improve security but will also add to the character of the street and neighborhood. Sidewalks and landscaped areas should be lit to enhance safety and comfort. The following guidelines should influence the placement choice of pedestrian-scaled lighting.

Landscaping strip in a sidewalk extension

Example pedestrian wayfinding signage

Sidewalks should be illuminated through the use of pedestrian-scaled pole fixtures (10 to 14 feet in height) or fixtures attached to the face of the buildings.

- The type and size of fixture should be consistent along a single block.
- Placement of lighting should not interfere with the pedestrian path of travel and should not distract or interfere with vehicular circulation.
- Street lamps should be oriented toward the ground and designed with "dark sky" technology to help preserve views of the night sky and minimize glare.

Landscaping and Trees

Landscaping and trees contribute greatly to a more attractive and comfortable pedestrian environment. In addition to their aesthetic benefits, they improve comfort for people traveling on the sidewalk by providing shade and reducing heat, and they have clean air benefits as well. Because of Irwindale's dry climate, it is not feasible (or water-wise) to provide the type of shade trees planted in other climates. Shade trees that may require irrigation are especially beneficial in high pedestrian areas such as the train station area and the city center, at bus shelters, and near schools. Irwindale's dry climate provides a challenge for establishing and maintaining vegetation, but through the utilization of drought-tolerant plantings, proper maintenance, and irrigation when necessary, Irwindale can provide road users – especially pedestrians – a more comfortable and attractive urban environment.

- The vegetation chosen for the pedestrian network should reflect the identity of Irwindale and be climate appropriate.
- Drought tolerant plants and trees with minimal water and maintenance requirements should be chosen to reduce water consumption and maintenance costs.
- Due to Irwindale's dry climate, even drought-tolerant trees require regular irrigation until they are well established. Where desirable, trees should be placed within irrigated planting areas and tree wells. Alternatively, trees can be watered during the dry season by water truck and/or by using slow-release tree watering bags.
- Trees should be located in tree wells at least 5'x5' in size to ensure a sufficient permeable area
- Tree grates should be located as to not disrupt the minimum 4 feet of sidewalk. The openings in tree grates should be a maximum of ½ inch wide.
- When planting vegetation within planting strips or tree wells it is important that the planting areas do not create tripping hazards.

Pedestrian Wayfinding

Wayfinding programs can be used to provide signage to enhance pedestrian mobility throughout the city; they can provide directional information to guide pedestrians to special destinations such as parks/trails, job centers, cultural or commercial amenities, transit stops, and Metro stations. Signs can be used to convey spatial information through the use of maps and written directions.

The placement and number of signs is as important as the information they convey, and poor placement or excessive signage can reduce their effectiveness and create a cluttered street environment. As for all other physical features in the sidewalk area, wayfinding signage should comply with required

clearances from other street elements to comply with ADA accessibility requirements.

- Wayfinding signage should have a distinct and coordinated design that reflects the culture and character of Irwindale
- Wayfinding signage should be provided at major transit stops and along walking routes to transit stations. They should be visible to transit users without negatively affecting accessibility.
- Signage should utilize clear, concise and consistent language and provide easy-to-understand information graphically.
- Kiosks in public areas provide valuable information such as maps, bulletin boards, and community announcements. They may be located in any of the following areas:

Bus Stop Waiting Areas

Bus stops should have amenities that provide comfort and safety for transit riders while they wait for buses to arrive, and to provide a pleasant entry into the pedestrian environment for people departing the bus. At a minimum, bus stops should have seating for at least four people. Shade-providing bus shelters and trees are desirable at any bus stop, and they should be provided at the more popular bus stops in the City. Currently, many of the busier bus stops in Irwindale have existing bus shelters, some of which are designed uniquely for Irwindale and function as placemaking devices. Similar treatments at additional bus stops in the City should be considered based on the number of bus boardings and alightings (exiting the bus) and available physical space along the sidewalk area.

Bus bulbs are curb extensions that add valuable space that can be used for transit amenities such as shelters, benches, kiosks, and landscaping, ensuring they do not encroach on the sidewalk path of travel. Because of limited right-of-way widths in the city, there are limited locations in Irwindale where this treatment would be feasible, and where benefits outweigh costs. Any installation of a bus bulbs, as any curb extension, would come after significant analysis of need as well as physical feasibility.

Related Guidelines from the City of Irwindale Commercial and Industrial Design Guidelines:

- ***To help establish a unique theme for the downtown area, bus shelter designs shall be consistent with the Design Guidelines.***

Public Art

Public art placed in the pedestrian realm can provide visual interest and enjoyment for all users of the street. Art can be located anywhere in the sidewalk area (except the pedestrian path of travel) and on exterior building walls that are adjacent to or nearby the sidewalk area. Art for public benefit can be encouraged on private property, especially murals painted on or applied to blank building walls. .

- Public art can be incorporated into utilitarian street elements (e.g., landscaping, light standards, benches, trash receptacles, bicycle parking facilities, and utility boxes).

Related Guidelines from the City of Irwindale Commercial and Industrial Design Guidelines:

- ***Fine art amenities such as decorative fountains, sculptures, tile mosaics and specialized wall treatments shall be required and shall complement the architectural design of the structure.***
- ***Project builders shall submit drawings and material samples for art amenities to the Planning Commission for approval.***

Lighting

- ***Lighting in public areas must conform to the Irwindale Municipal Code.***
- ***A cast iron pole and traditional Spanish lantern style is recommended as an appropriate ambient fixture for commercial and industrial areas.***
- ***Black or dark brown colors are suitable when cast iron or anodized aluminum poles are used.***

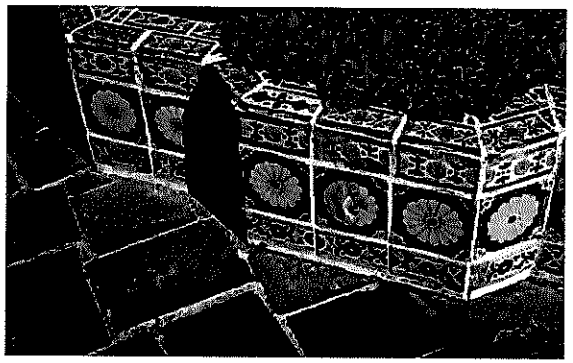


Image from the Irwindale Commercial and Industrial Design Guidelines showing design of streetscape elements appropriate for Irwindale

TRAILS

Accessibility & Trail Planning

The Santa Fe Dam Recreation Area and the San Gabriel River Trail provide recreational opportunities to the public and are key attractions in Irwindale. Combined, the features attract users with varying interests from across the region. The Santa Fe Dam recreation Area offers an entry point for the San Gabriel River Trail, the paths leading up to the dam and the trail are heavily utilized by cyclists and pedestrians, and occasionally equestrian users. Due to the varying users that come through the trail, it is important to ensure accessibility. Whether designing a trail or a shared-use path, the City should consider the needs of people with disabilities and should optimize trail/path access whenever possible. Below are some recommendations:

- The needs of people with disabilities should be considered at every stage, from design to construction;
- If reconstructing a path or trail, ensure accessible design and ADA requirements are incorporated;
- Optimize trail access points to people with disabilities;
- Actively seek opportunities to increase the accessibility of existing trails, shared use paths, and supporting facilities;
- Provide trail information in multiple formats;
- Address the design pathways that lead up to trails/paths provide the same standard accessibility as provided on the path itself; and
- All recreation trails should be surfaced with a material that is firm and stable. Refer to Table XX for a detailed matrix regarding surface material.

Trailhead Design

Trailheads indicate the entry points of trails, and often integrate built facilities such as parking, bicycle racks, information kiosks that include trail accessibility information, sign posts, restrooms, and drinking water sources. The trailhead access points leading up to the San Gabriel River Trail should incorporate design elements and infrastructure that preserve its uses for cyclists, pedestrians, and equestrian users. Trailhead traffic is managed by restricting the size or the configuration of the area, typically with barriers. In order to preserve the trail for its intended purpose and users, built infrastructure such as gates, bollards, or medians are designed to limit access of motorized trail users and vehicles. Trails and trailheads that are designed to be accessible particularly for people with disabilities should conform to ADA guidelines. When applicable, signage is incorporated at the trailhead and/or along trails to indicate accessibility, motor vehicle restrictions, and wayfinding. Trailheads require routine maintenance, including removing debris, repair surfaces and fencing, drainage. During maintenance, accessibility should be enhanced whenever possible.

Kiosks can be considered at trailheads. They can be located primarily at the beginning and end of a route, and are typically standalone structures that provide shade, seating, trail information, and site-specific data. In addition, kiosks located at major trail connections or intersections allow users access to associated routes. These are usually smaller and blend in with site.

User Conflicts

As trail and shared-use path users have particular interests, there is potential for conflict at shared use paths and trails due to the convergence of multiple

A raised boardwalk providing a level, firm and stable surface

Natural surface trail with firm and stable surface.

Table 5-1: Firmness, Stability, and Slip Resistance for a Variety of Common Trail Surfacing Materials

SURFACE MATERIAL	FIRMNESS	STABILITY	SLIP RESISTANT (DRY CONDITIONS)
ASPHALT	firm	stable	slip resistant
CONCRETE	firm	stable	slip resistant*
SOIL WITH STABILIZER	firm	stable	slip resistant
PACKED SOIL WITHOUT STABILIZER	firm	stable	not slip resistant
SOIL WITH HIGH ORGANIC CONTENT	soft	unstable	not slip resistant
CRUSHED ROCK (3/4" MINUS) WITH STABILIZER	firm	stable	slip resistant
CRUSHED ROCK WITHOUT STABILIZER	firm	stable	not slip resistant
WOOD PLANKS	firm	stable	slip resistant
ENGINEERED WOOD FIBERS	moderately firm	moderately stable	not slip resistant
GRASS OR VEGETATIVE GROUND COVER	moderately firm	moderately stable	not slip resistant
ENGINEERED WOOD FIBERS THAT DO NOT COMPLY WITH ASTM F1951	soft	unstable	not slip resistant
WOOD CHIPS (BARK, CEDAR, GENERIC)	moderately firm to soft	moderately stable to unstable	not slip resistant
PEA GRAVEL OR 1-1/2" MINUS AGGREGATE	soft	unstable	not slip resistant
SAND	soft	unstable	not slip resistant

*A broom finish significantly improves the slip resistance of concrete.

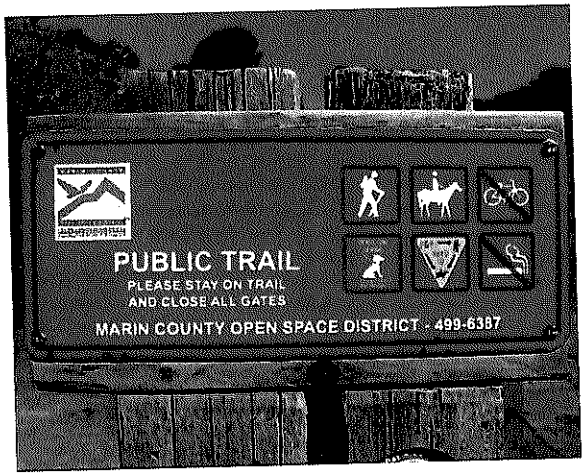
Source: FHWA

types of users and their varying needs. To minimize conflict for all users including people with disabilities, the City should be aware of design solutions that can reduce conflict. Conflicts can be minimized by:

- Providing informational signage that outlines rules of conduct and permitted users;
- Consider the needs of people with disabilities, in addition to all of the users permitted;
- Provide facilities for all users, including racks or lockers for cyclists;
- Ensure the width and surface of the trail or shared use path are appropriate for all allowed users; and
- Consider providing alternate paths for different types of users, or separate users especially if traveling at different speeds.

Signage

Signage is a significant component of trail, trailhead, and shared-use path design as it indicates permitted users, rules of conduct, and wayfinding. Signage at trailheads should also provide accessibility information to provide users with clear guidance about trail conditions (e.g., grade, cross-slope, surface type, width and obstacles) that might affect accessibility. Trails that meet accessibility provisions should be designated with a universally understood symbol for "accessible trail". Signs should be incorporated into the design of the trail or shared-use path in a simple universal format that is understood by all users. Typically, signs are designed with limited graphics and text, yet still provide information about the trail or path conditions.



Conflict sign along public trail

Multi-use trail signage

Multi-use trail signage

Pedestrians and cyclists along a multi-use path

BICYCLE GUIDELINES

Bikeway planning and design in California typically relies on the guidelines and design standards established by Caltrans as documented in "Chapter 1000: Bikeway Planning and Design" of the HDM. Chapter 1000 follows standards developed by AASHTO and the Federal Highway Administration (FHWA), and identifies specific design standards for various conditions. These standards provide a good framework for future implementation but may not always be feasible given specific constraints. Bikeway design and planning standards are continually changing and expanding. Despite this, most agencies adopt the Caltrans or AASHTO standards as a minimum.

TYPES OF BICYCLE FACILITIES

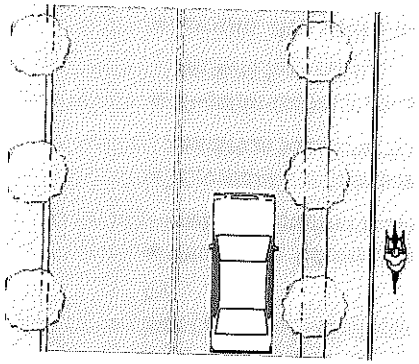
- Based on the California Streets and Highways Code, Caltrans identifies three types of bikeways, as described and illustrated below.
- Class I bikeways (Multi-Use Paths) are separated completely from motor vehicle traffic but may be shared with pedestrians.
- Class II bikeways (Bike Lanes) are striped in the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage.
- Class III bikeways (Bike Routes) are located on roadways shared with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows).
- Class IV bikeways (Cycle Tracks) are located in or adjacent to a roadway and separated from traffic by a physical barrier (e.g., bollards, on-street parking, planters, and raised medians). The 2011 National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide recommends that a bike lane sign CA MUTCD signage type R3-17 be used for a Class IV bikeway.

CLASS I BIKEWAYS: MULTI-USE PATHS

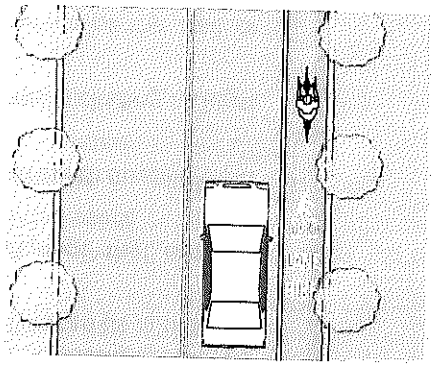
Multi-use paths are rights-of-way completely separated from streets that is shared by people walking, bicycling, or using other forms of non-vehicle transportation. These paths are an

Multi-use path (San Gabriel River Trail in Irwindale)

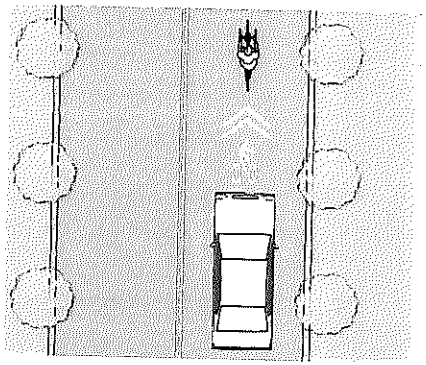
Multi-use path



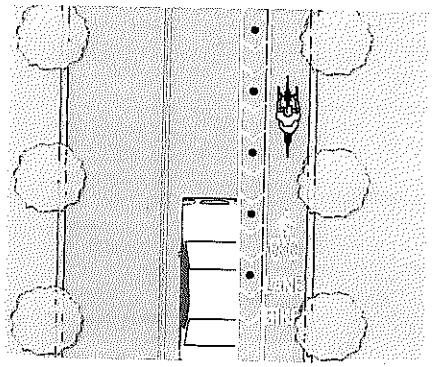
Class I (Bike Path)



Class II (Bike Lane)



Class III (Bike Route)



Class IV (Cycle Track)

important component of every bikeway network because they can provide a car-free environment for a large portion of a bicycling trip. The San Gabriel River Trail is the key Class I Bikeway in Irwindale today, and additional Class I paths are recommended as part of the Irwindale Active Transportation Plan.

Within a bikeway network, Class I bike paths can be highly useful in closing gaps where the existing vehicular roadway network limits connectivity, such as through large blocks or traversing a park.

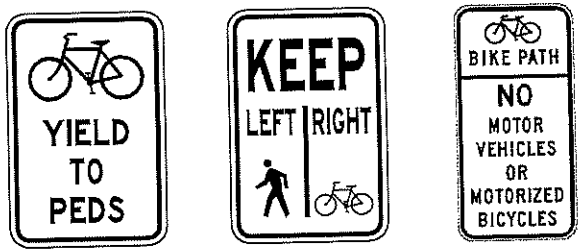
Two-way bike paths must be a minimum of 8 feet wide with an additional two foot-wide shoulder, required by Caltrans standards. A minimum width of 12 feet is preferable when moderate volumes of pedestrian traffic are expected along the path. A separate path for pedestrians may be appropriate if high volumes of pedestrian traffic are expected. Asphalt or concrete should be used for the bicycling path, while decomposed granite can be used for a separated pedestrian path and the pathway shoulder.

Signage for Class I Bike Paths

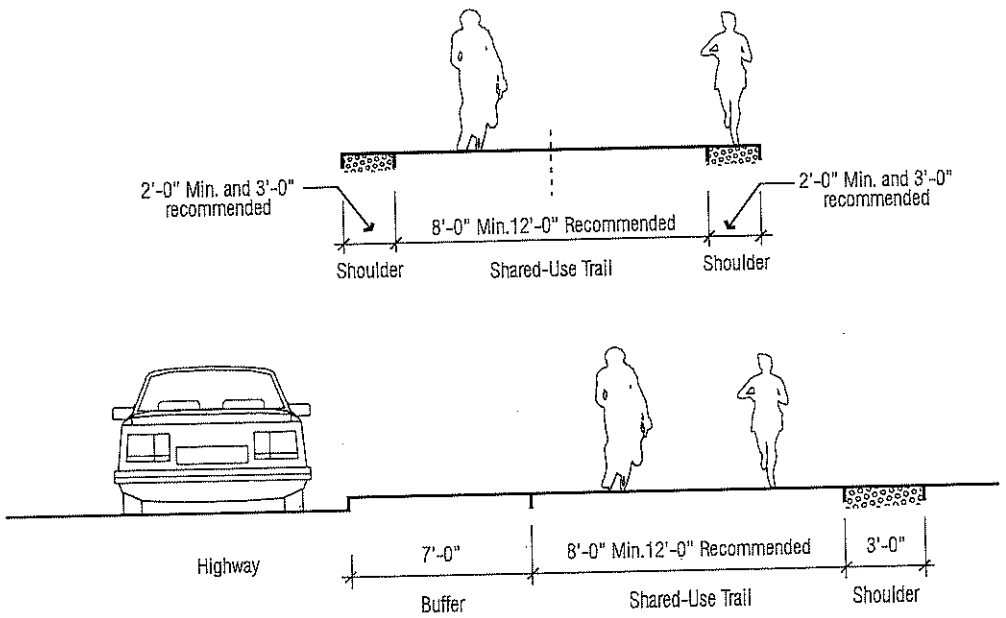
- Pavement Markings: When bike paths are of sufficient width for two lanes, lane markings should be used. A solid yellow or white 4-inch-wide stripe may be used to separate the two directions of travel where passing is not permitted. A broken yellow or white line with a 1-to-3 segment-to-gap ratio should be used where passing is permitted.
- Signage: Signage should be used at multi-use path roadway crossings to alert drivers of pedestrians and bicyclists. Signage should be placed along the roadway in advance of a crossing to alert drivers to the upcoming intersection with bicyclists and pedestrians. CA MUTCD recommends that signage type R44A (CA) be installed along Class I bikeways. Destination and directional signs should be provided at important locations along bike paths. These signs can include mileage to a destination, mark upcoming junctions, or contain directional arrows.

Class I Bike Path Crossings

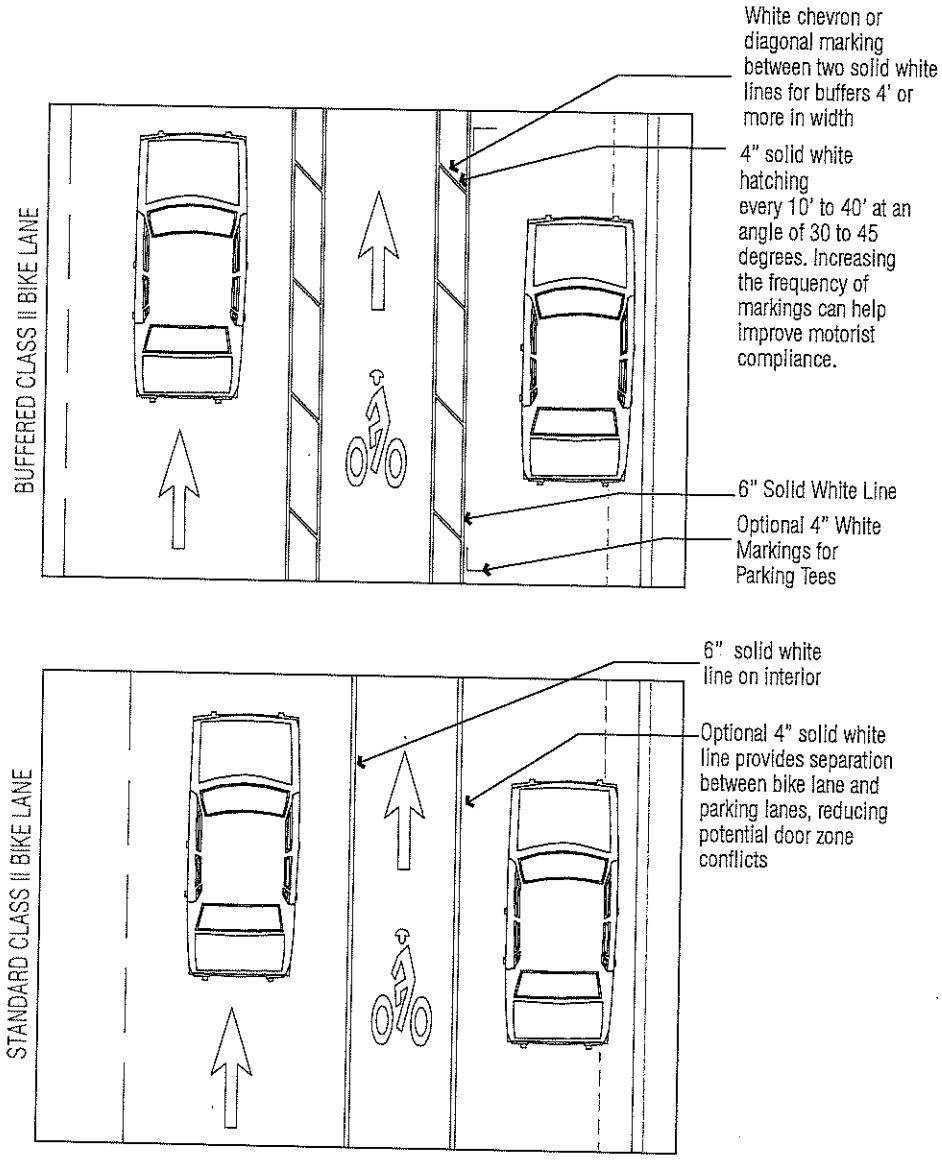
- Based on the AASHTO and CA MUTCD guidelines for crossing treatments, the primary objective for crossings is a safe and convenient intersection for all mode types. When paths cross roadways at intersections, they should be assigned the same traffic control as the parallel roadway. For example, if the parallel roadway has a green signal, the path should also have a green/walk signal at the same time. A leading green/walk signal time for path users is recommended to give pedestrians and bicyclists a visible head start and to avoid potential conflicts with vehicle movement. If the path is crossing an all-way stop intersection, then STOP signs should be placed along the path at each intersection approach. At



Example MUTCD signage for bike paths



Typical configurations of Class I Bikeways (Multi-Use Paths)



Typical configurations of a standard bike lane (top) and a buffered bike lane (bottom)

uncontrolled intersections, STOP or YIELD signs should be used to give right-of-way to either the path or the roadway.

CLASS II BIKEWAYS: BIKE LANES

Bike lanes are typically used on streets with higher traffic volumes or greater speeds, where adequate roadway widths can accommodate them. Bike lanes improve conditions for bicyclists in the corridor by delineating a dedicated right-of-way for bicyclists that is separate from the travel lane.

Variables on the roadway, including on-street parking, curb and gutters, and roadway speeds, influence the width and design of bike lanes. The following Class II bike lane widths are recommended:

Bike Lanes Adjacent to On-street, Parallel Parking:

- Marked parking stalls or continuous parking stripe: Bike lanes should be a minimum of 5 feet wide, required by Caltrans standards, but 6 feet is preferred. Many jurisdictions prefer a minimum six foot bike lane to provide extra space for bicyclists to keep them safely outside the door zone. The door zone refers to the area where bicyclists are vulnerable to being hit by an opening car door.

Bike Lanes Adjacent to Curb and Gutter:

- A minimum 5 foot width with a standard gutter. However, it is preferred to maintain a minimum of 2 ½ foot clear surface beyond the gutter.
- Roadway speeds impact recommended bike lane widths at the following levels:
- 35 mph or less: 5 foot bike lanes
- 40 to 50 mph: 6 foot bike lanes

Example MUTCD signage for bike paths

- On Roadways without Curb and Gutter: The minimum width is 4 feet. At locations where motor vehicle speeds exceed 35 mph, lane width should be increased to a minimum of 5 feet, although at least 6 feet is desired.

Striping and Signage for Class II Bike Lanes

Bicycle lanes have unique signage requirements that are included in chapter nine of the California Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD should be consulted during the design of any facility.

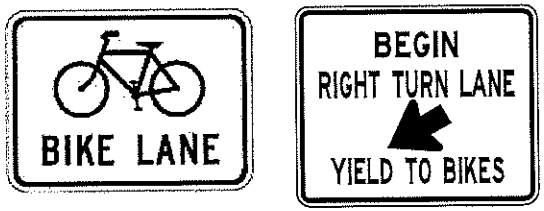
- Pavement striping: Bike lane striping should allow bicyclists to follow a straight path. Bike lanes along roads with parking permitted should not be directed toward the curb at intersections. A six inch-wide, solid white line should be used at the right edge of the outside travel lane to designate the portion of the roadway for bicyclists. A six inch-wide, solid white line should also be striped between the bike and vehicular parking lane. At an intersection where right turns are permitted, the bike lane line should terminate 100 to 200 feet prior to the intersection or be substituted by a dashed line marked up to the intersection.
- "BIKE LANE" pavement markings should be used to further define bike lane space for bicyclists and motorists. These should be placed at the start of all bike lanes, on the far side of each intersection, and at other desired locations. The bike lane pavement marking should include a directional arrow and one of the accompanying word or bicycle symbols.
- Bikeway signage: Bike lane signs (CA MUTCD R81) should be placed at the beginning of each designated bike lane, on the far side of arterial intersections, at major changes in direction, and at ½ mile intervals. The BEGIN (CA MUTCD R81A) and END (CA MUTCD R81B) signs may be used below the required R81-sign to mark the beginning or end of a bike lane. If bike lane pavement markings are used it is not necessary to include the bike lane sign at each pavement marking. Signs may also be used to state BICYCLE WRONG WAY (CA MUTCD R5-1b) on the back of bike lane signs to reinforce appropriate traffic flow for bicyclists.
- Painted buffers along bicycle lanes can enhance safety and comfort by providing spatial separation from moving vehicles and parked vehicles. Buffers between the bike lane and parked vehicles protect the bicyclist from collisions when drivers
- Intersections with Turn Lanes: Bicycle lane pockets provide a marked route for bicyclists to avoid potential conflicts with turn-only lanes. An alternate treatment is a sharrow, or "shared right-of-way" marking, in the through lane adjacent to the right-turn lane.

Colored Pavement

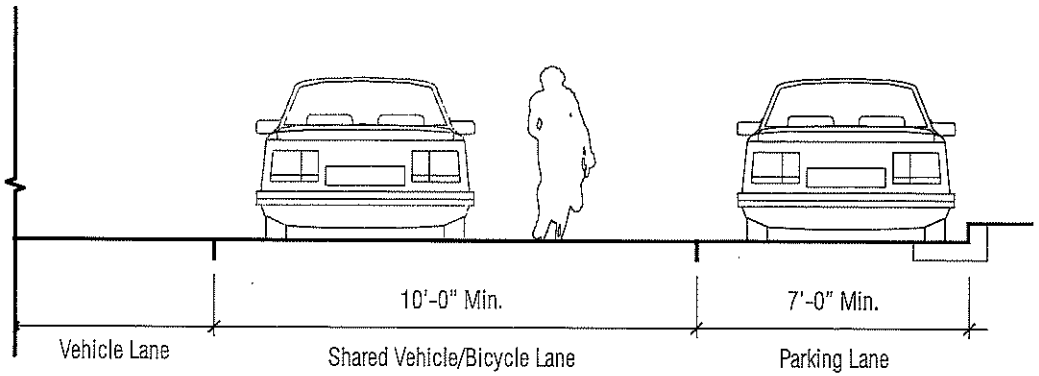
An additional enhancement to bike lane markings includes coloring sections of bike lanes with green paint. This is especially beneficial in high-conflict areas such as intersections and driveways to alert motorists to the presence of bicyclists and bike lanes.

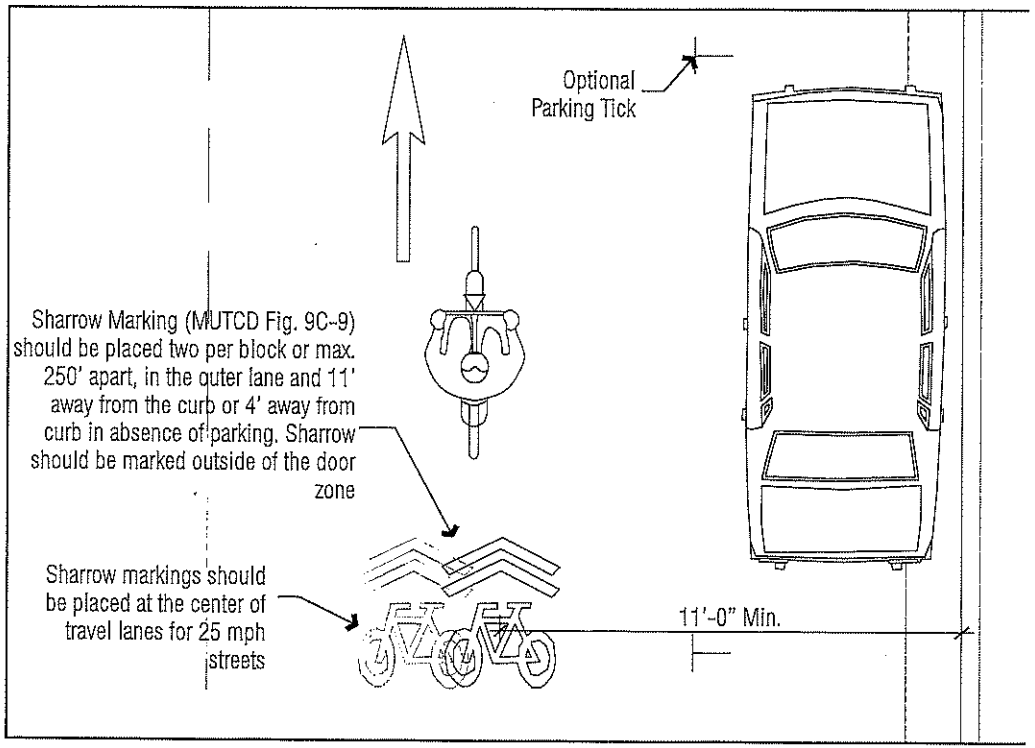
Bike lane with colored pavement

Bike lane with two buffered areas: one between the bike lane and vehicle travel lane, and another between the bike lane and parked vehicles.



Example MUTCD signage for Class II bike lanes





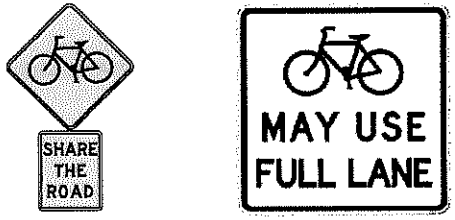
Class III Bikeway diagram

Bicycle Detection at Actuated Traffic Signals

Detection at actuated traffic signals provides bicyclists the ability to trigger a traffic signal, rather than activating a pedestrian push button or illegally crossing a red light. These signals should be provided where possible, particularly along bikeways. Bicycle detection can be provided with bicycle-sensitive loop detectors or video detection that prompt traffic signals to change. A bicycle detector symbol must be painted on the roadway to show bicyclists where they should be located to trigger the detection.

Bicycle loop detector (above) and sign (below)

Class III Bikeway (shared route) with green painted sharrow



Example MUTCD signage for shared routes

Class III bikeway (shared route) with "sharrow" pavement marking

Class IV bikeway (cycle track) separated by planters

Two-way class IV bikeway (cycle track)

CLASS III BIKEWAYS: BIKE ROUTES

Class III bike routes are located in roadways shared with cars, and routes are designated with signs and pavement markings only; there is no dedicated bike lane. Wider curb lanes, pavement maintenance, and traffic calming measures make them suitable for shared use. Class III bike routes are most useful on lower-volume roadways such as residential streets. These routes typically connect to other bike lanes, and are an integral component to ensure continuous bicycle networks.

A 14 foot minimum lane width is recommended for Class III bike routes. Lane width is determined from the edge stripe to the lane line or the gutter joint to the lane line. If 15 feet or more is available for the lane next to the curb line, striping the bike lane as a Class II facility should be considered. Streets with speed limits above 25 mph should not be designated as Class III bike routes.

Signage for Class III Bike Routes

- Pavement Markings: Although Class III Bike Routes do not have required pavement markings, the shared roadway bicycle marking or "sharrow" can be used on a Class III bike route or on a roadway with no bikeway designation. Sharrows are on-street markings that reinforce the bikeway designation. These markings are put in place to help bicyclists avoid the hazard of the door zone and to alert road users of the location a bicyclist should occupy within the travelway. Although, according to the CA MUTCD, sharrows are only used on roadways with on-street parking, they can be used on roadways without on-street parking but with high volumes of bicycle traffic and when other options are not available.

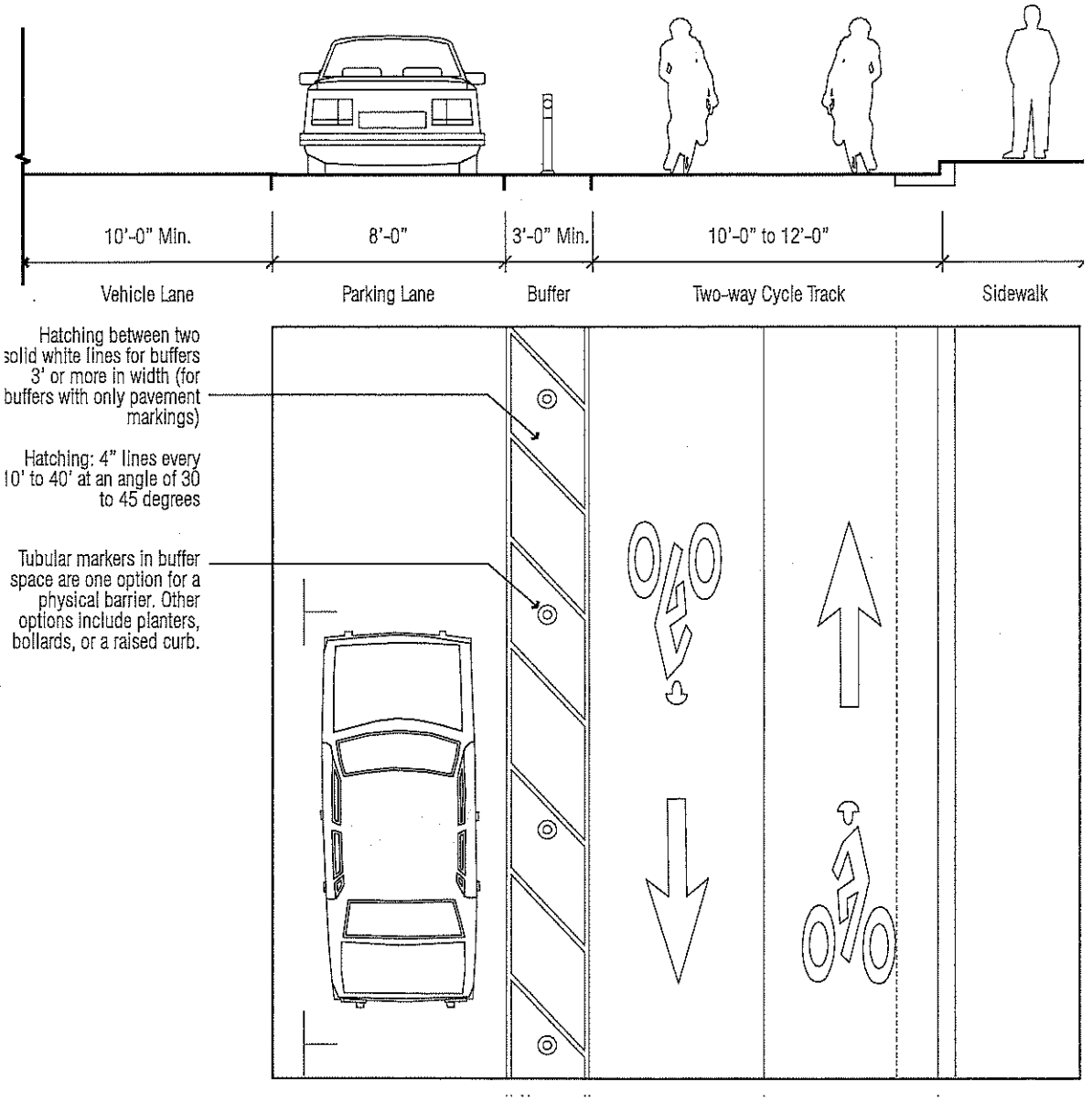
- Shared roadway bicycle markings (sharrows) should be placed so that the centers of markings are a minimum of 11 feet from curb face or edge of paved shoulder. They should be used immediately after an intersection and spaced at intervals of 250 feet thereafter.
- The "Bicycle May Use Full Lane" sign may be used on Class III bike routes to inform road users that bicyclists may be present in the travel lane.

CLASS IV BIKEWAYS: CYCLE TRACKS

Class IV bikeways, or cycle tracks, are on-street bikeways that include physical barriers between the bikeway and moving traffic. Although they are typically located on the paved roadway, cycle tracks effectively provide a separated path using on-street infrastructure to create a lane exclusively for bicyclists. Such bike lanes provide the most protection for cyclists particularly novice and vulnerable cyclists such as children. Cycle tracks can be separated from vehicle travel lanes by a variety of physical methods including bollards, planters, raised median, or on-street parking. Class IV bikeways may be designed for either one- or two-way travel.

One-Way Class IV Bikeways

One-way Class IV bikeways are recommended along streets if traditional bikeways would cause cyclists to feel unsafe due to high traffic volumes or speeds. They may also be considered along streets if conflicts at intersections could be better managed using traffic calming features such as parking lane setbacks, bicycle markings, and other signalized intersection treatments. One-way separated bikeways have distinct design features:



Class IV separated by planters

- Pavement markings symbols and/or arrow markings must be placed at the beginning of the separated bikeway and at intervals along the facility based on engineering judgment to define the bike direction. (CAMUTCD 9C.04)
- 7 foot width preferred in areas with high bicycle volumes or uphill sections to facilitate safe passing behavior (5 foot minimum). (HDM 1003.1(1))
- 3 foot minimum buffer width adjacent to parking lines (2 foot minimum when adjacent to travel lanes), marked with 2 solid white lines (DIB 89, 2015).

Two-Way Class IV Bikeways

Two-way bikeways may be considered along streets with high traffic volumes, high motor vehicle speeds, high bicycle volumes, high incidences of wrong-way cycling, few cross-traffic conflicts, and/or on streets that connect to shared use paths. Two-way separated bikeways have the following design features:

- 12 foot operating width preferred (10 ft minimum) width for two-way facility. In constrained locations an 8 foot minimum operating width may be considered.
- Adjacent to on-street parking, a 3 foot minimum width channelized buffer or island shall be provided to accommodate opening doors. (NACTO, 2012) (CAMUTCD 3H.01, 3I.01)
- A separation narrower than 5 feet may be permitted if a physical barrier is present. (AASHTO, 2013)
- **Colored pavement:** An additional enhancement to bike lane markings includes coloring sections of bike lanes with green paint. This is especially beneficial in high-conflict areas such as intersections to alert motorists to the presence of bicyclists and bike lanes.

ROUTE WAYFINDING & SIGNAGE FOR BIKEWAYS

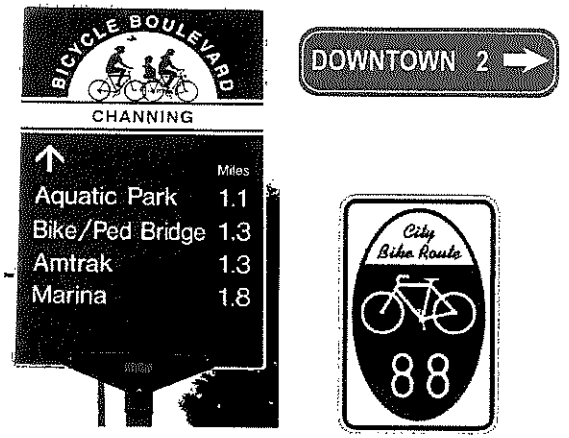
Wayfinding signs should be provided at important locations along all bikeways. These signs can include mileage and travel time to destinations, mark upcoming junctions, identify best routes to destinations, and provide a placemaking opportunity with themed signage.

A network of wayfinding elements consists of cohesive and comprehensive signs and pavement markings that guide cyclists to their destinations along bikeways. Signs and pavement markings are located at key points along bicycle routes – typically at the junction of two or more bikeways and at locations leading to and along bicycle routes. There are multiple benefits to developing a wayfinding system, for example:

- Increases familiarity with the bikeway network;
- Identifies the best routes to destinations as well as mileage and travel time to destinations; and
- Serves as a form of marketing, providing consistent imagery and branding of the bikeway system.

Wayfinding signs could potentially direct cyclists to a variety of key destinations, including schools, public transit stations, retail centers, local or regional parks and trails, or medical centers. NACTO has categorized bicycle wayfinding signs into three types:

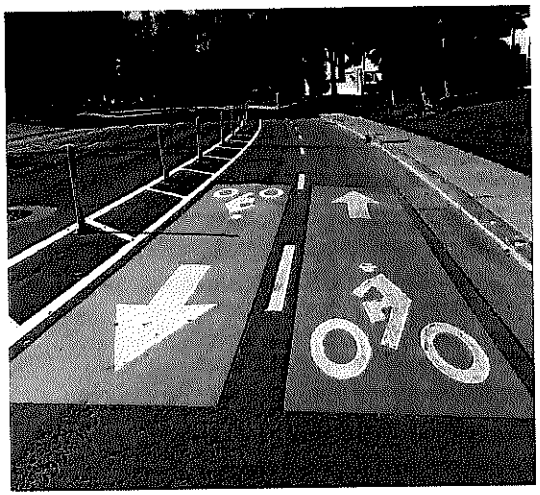
- **Confirmation Signs** indicate to cyclists that they are on the intended route. The signs may include destinations, distance, and/or travel time. Confirmation signs do not include directional arrows. Placement suggestions are noted below.
  - Every quarter to half mile on off-street facilities
  - Every 2 to 3 blocks
  - Within 150 ft of a Decision or Turn sign
  - Placed after turns, to confirm destinations
- **Turn Signs** specify where a bikeway turns from one street onto another street. Turn signs typically include destinations and arrows.
  - Placed on near side of intersections in advance of where bike routes turn
- **Decision Signs** mark the intersection of two or more bikeways. The signs may include destinations, arrows, distances and travel times.
  - Placed on near-side of intersections in advance of junction with another bicycle route



Example wayfinding signs

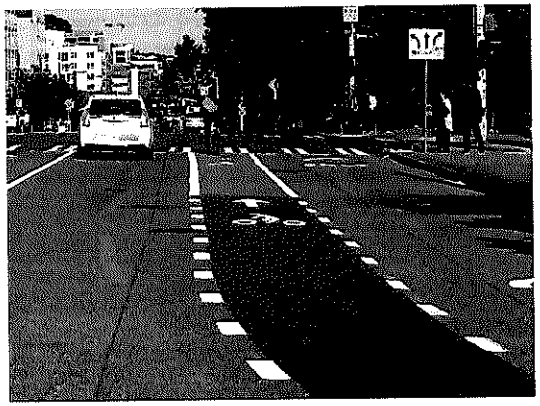
Pavement Markings

Pavement markings can be installed to demarcate routes, separation of lanes, indicate assigned travel paths, supplement directional signage, and to provide route information. Pavement markings are at times easier to see than signs due to parking or plant overgrowth, therefore markings may be more useful depending on the circumstances or design. Pavement markings also help bicyclists navigate difficult turns and provide guidance for crossing maneuvers. When pavement markings and signs are used to reinforce each other and in a complementary fashion, they create the basic elements of a bikeway.



Two-way class IV bikeway with pavement markings

Bike box demarcated with colored pavement



Class II Bikeway with colored pavement & markings at a conflict zone approaching an intersection

BICYCLE PARKING

Safe and secure bicycle parking is a critical component to most bicycle trips, and thus in promoting bicycle use. The following describes typical bicycle parking units for both long- and short-term parking.

Short-Term Bicycle Parking

Short-term bicycle parking is intended for bicyclists that plan to leave their bicycle for only a few hours. Short-term parking is generally provided with bicycle racks and is appropriate at shopping areas, libraries, and other places where the typical parking duration is about two hours or less. Bike racks should support the bicycle upright and in two places, enabling the frame and one or both wheels to be secured.

- Inverted U-Rack: This is a relatively low-cost device that provides a location to lock a bicycle. The U-rack is generally preferred because it can provide the greatest area of support for the bicycle, is less likely to result in damage to the bicycle frame, and is easiest for access. It also allows the bike to be attached at both the frame and the wheels.
- Other Bicycle Racks: Bicycle racks come in many shapes and sizes and can be manufactured to complement any design scheme. Racks should be designed to allow the user to lock the bicycle frame as well as each wheel to the rack.

Related Guidelines from the City of Irwindale Commercial and Industrial Design Guidelines:

- ***Bicycle racks should be selected that are durable, visually subdued and coordinate with other streetscape furnishings.***

Bicycle Rack Placement

Bike racks should be visibly located and near intended destinations. Bike racks are typically installed on the sidewalk or plaza spaces, but they should be placed outside of the typical pedestrian travel path. Some communities are providing bicycle parking in the street, within space converted from a vehicle parking space. Typically, parking for 10 bicycles can be provided in one vehicle space.

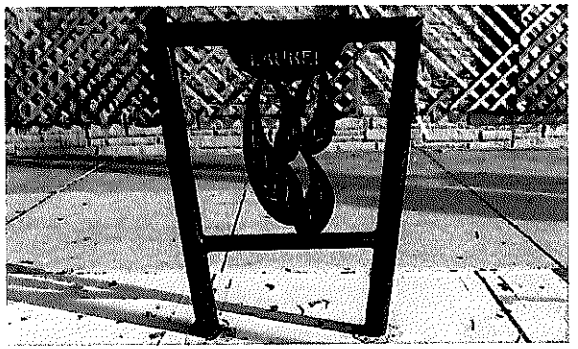
The following guidelines for bike rack placement should be followed to ensure that they are safe from vandalism, are easily accessible to bicyclists, avoid adversely impacting pedestrian circulation, and can be used to their maximum design capacity:

- Racks should not be obscured by landscaping, fences, or other obstructions.
- Racks should be in a well-lit location at night to protect both the bicycle and the user.
- To enhance "eyes on the street" safety for people using the bicycle racks, visibility should be provided to at least one of the following: security guard, station agent, parking garage attendants, clerks, vendors, or passing pedestrians.
- Ground surface of the bicycle parking area should be an all-weather surface such as asphalt or concrete; care should be taken when using other materials that can become slippery when wet.
- Racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way.
- Racks should be of a minimum height to increase their visibility to pedestrians.
- Racks should be located at enough distance from motor vehicles to prevent damage to parked bicycles and motor vehicles.

Long-Term Bicycle Parking

Long-term bicycle parking protects the entire bicycle and its components from theft, vandalism, and the weather. Long-term parking is appropriate for a few hours use up to a full day and overnight, and is usually found at employment or transit centers. Bicycle lockers, bike cages or rooms, and bike stations with valet parking are examples of long-term parking.

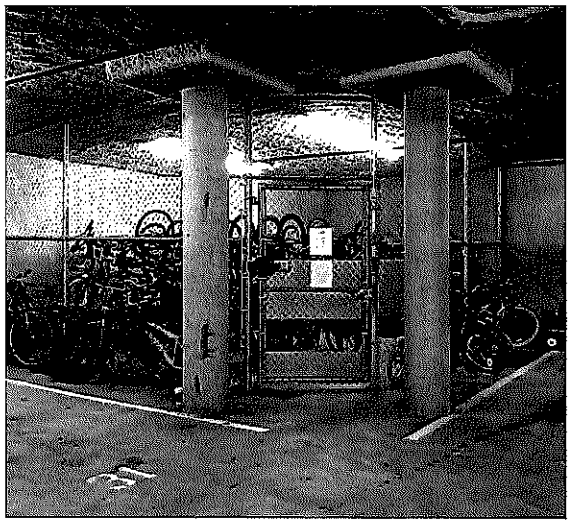
- Bicycle Locker: Bicycle lockers are covered storage units that can be locked individually, providing secure parking for one bicycle. Lockers that are accessed with a key can be assigned or reserved for the use of one individual. Electronic lockers allow on-demand access to the locker when it is needed and, consequently, more efficient use of the parking space. Users must have a bicycle parking card to use the lockers, and a nominal parking fee is generally charged.
- Locked Bike Cage: A locked bike cage or room provides long-term secure bicycle parking at



Decorative bicycle racks can enliven the public realm

"Inverted U" bicycle racks at Irwindale Station

Typical "Inverted U" bicycle rack on a sidewalk



Bike cage

Bike lockers

high-use locations such as transit stations and job centers. Access should be limited to employees or residents with the use of a key, code, or access card. For additional security, it is recommended that bike racks be installed within the cage or room.

SHARED ACTIVE TRANSPORTATION

Shared Active Transportation refers to station-based ("docked") bike share systems as well as "dockless" systems for bicycles and scooters. In docked bike share systems, users pick up and return bikes at strategically-located stations, typically placed on the street in lieu of vehicle parking, or on street-adjacent property. In bike or scooter dockless systems, users locate a bike or scooter using a mobile application, and then leave it at their trip-end location. To date, these small vehicles include: bikes, e-bikes, scooters, and e-scooters, and other vehicles may be under development. Typically, Shared Active Transportation small vehicles are stored in the public right-of-way.

Shared bikes and scooters can be a valuable local transportation option, especially in the way they provide useful "first/last mile" transportation options. While there are many topics related to the challenges of dockless programs, this document focuses on guidance related to the physical environment – in particular how docked and dockless bike share and scooter share programs are best integrated into the public right-of-way.General Guidance

- The National Association of City Transportation Officials (NACTO) has provided a set of general policy provisions related to shared active transportation. Key provisions related to the use of the public right-of-way are listed below and have been edited for relevance to Irwindale. (Complete policy recommendations can be located via the NACTO website at www.nacto.org.) Bike share companies and other mobility service providers are only allowed to operate in the public right-of-way with legal permission (e.g. license, permit, contract) from the City or relevant local government.
- Cities should reserve the right to establish operating zones and fine companies for bikes and equipment found outside of those designated areas.
- Cities should require companies to remove small vehicles (e.g. damaged, abandoned, improperly placed etc) within contractually agreed-upon time frames and assess penalties for failure to do so.
- Cities should require companies to come to agreement with the city on procedures and protocol for: extreme weather and emergencies (e.g., floods, earthquakes, fires, etc); special events (e.g., events and parades); maintenance (e.g., trash removal) for small vehicle parking zones.
- Companies shall place a customer service contact phone number, answered 24 hours a day, 7 days a week, on all small vehicles and other equipment (e.g. signage, racks etc), which connects the public to local management and operations teams.

Docked Bicycle Share Stations

If bicycle share stations are considered in the future, the City of Irwindale should refer to best practices such as these guidelines developed by NACTO:

- On-street bike share stations can be placed

Bike Share Stations located on a wide sidewalk outside of the pedestrian path of travel

Bike Share Stations located in the vehicle parking lane

Dockless bicycle parked on the sidewalk outside of the pedestrian path of travel

anywhere where parked cars would go. Standard station plates (i.e. not angled) can be used in parking lanes that are 8' wide or greater.

- Most cities allow on-street bike share stations in no parking and no standing zones ("red zones") when they do not conflict with moving travel lanes or pose other, location specific issues.
- Because the stations have a lower profile than parked cars, stations do not create sight obstructions. They can be used at intersections to increase pedestrian visibility and safety. Extra care should be used in systems that feature map panels.
- Typically, the payment kiosk should be oriented to face the curb so that users can access the kiosk from the sidewalk.
- On-street stations can create space for other amenities such as private bike parking and seating.
- On-street stations can be key features in larger traffic calming projects and can be placed in medians and floating parking lanes to demarcate and protect pedestrian and cyclist space.
- Wheelstops, stone blocks, flexible delineators, and/or painted buffers are all commonly used to protect on-street stations from moving vehicles. Stone blocks or planters can replace wheelstops on cobble surfaces or other places where wheelstops cannot be installed.
- Station plates should not cover utility access points. However, the bikes can sit on utility points and drainage covers. Bridging and blank plates can create gaps to provide pedestrian access, accommodate loading or avoid obstructions and utilities (see Materials and Design Elements).
- When using angled station plates, the station should be angled so that riders back the bike out into the travel lane and are facing in the direction of traffic (similar to front-in-angle-parking for cars).

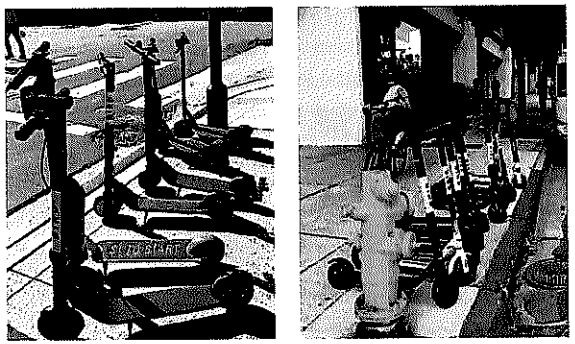
Dockless Bicycle/Scooter Share

With dockless shared active transportation, bicycles, scooters, and other small vehicles are "parked" in the public right of way in an unrestricted manner. In terms of their placement in the public right-of-way, there are safety and aesthetic concerns with dockless systems, mostly resulting from users leaving them in improper locations such as within the sidewalk path of travel, in landscaped areas, leaning against street poles, etc. This requires cities and local governments to designate places where these vehicles may be parked.

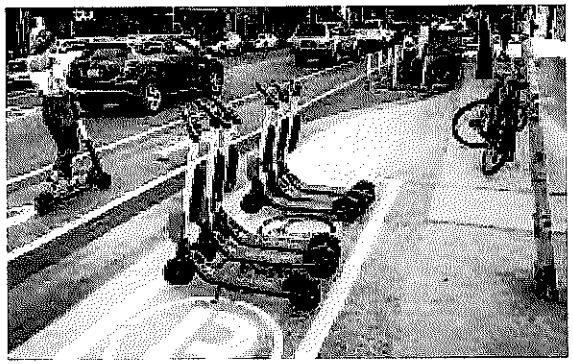
If dockless active transportation is considered in the future, the City of Irwindale should designate specific locations where these vehicles may be parked and require the dockless system companies to actively monitor adherence. Because of Irwindale's narrow sidewalks and subsequent lack of available space, the City should consider a "lock to" option for bike sharing that requires users to place (and lock) the bicycle against a bicycle rack or other fixed object outside the pedestrian pathway. Scooters and other shared active transportation vehicles could also be required to be parked at designated bike parking locations or newly designated "shared transportation parking pods".

NACTO has developed a set of possible guidelines that cities can consider for enforcing parking rules for shared active transportation vehicles:

- **Unrestricted:** Small vehicles (e.g. bikes and scooters) can be left anywhere that doesn't block ADA-required sidewalk space.



If parked on the sidewalk, scooters should be located outside the pedestrian path of travel



Dedicated scooter parking located on a curb extension in Santa Monica

- **Encouraged Placement:** Small vehicles can be left most places with some limitations and can depend on the geographic area (e.g. only in the "furniture zone," or more restrictions in crowded pedestrian areas like CBDs).
- **Lock-to:** Small vehicles are required to be locked to a fixed object.
- **In the Street:** Small vehicles are parked within a demarcated space on the street (e.g., street corrals), such as in a car-parking spot. Some cities have repurposed no-parking zones near intersections for bike and bike share parking, as they have a lower profile and do not interfere with the line of sight for pedestrians or drivers.
- **Painted boxes:** Small vehicles can be parked at designated spaces in or near the sidewalk (but outside of the pedestrian path of travel) designated by painted pavement markings
- **Signed Sidewalk Racks:** Specifically designated parking areas indicated by signage.
- **Geo-Fencing:** Provides control and designates where bikes can be ridden or parked based on GPS tracking. While this strategy can be useful today, it can be more effective in the future as advances in tracking technology allow a finer degree of accuracy.

ATTACHMENT B

Comments on the Public Review Draft Plan

Irwindale Active Transportation Plan

COMMENTS RECEIVED ON IRWINDALE ATP PLAN	RESPONSE TO COMMENTS
I was reading about the proposed bikeway improvements in the city of Irwindale on Streetsblog LA and say that there is a proposal to better connect the Irwindale metro gold line station to the Santa Fe Dam via Irwindale avenue with a protected bike lane. I wanted to express my support as I have tried to access the dam from the gold line via bike and was weary of the many semi-trucks barreling down the road. I look forward to enjoying this great project in the future. Additionally, I wanted to suggest a pedestrian walkway from the station to the dam. A northern entrance with access to the station is necessary. I myself attempted a route through private parking lots and due to its indirect nature decided just to drive the next time I visited the dam. Thank you for your time and work on advancing bicycle and pedestrian safety. [Community Member, e-mail received on Draft Plan]	Note: While the Irwindale Gold Line Station and Santa Fe Dam Recreation Area are key walking and biking destinations identified in the Irwindale Active Transportation Plan, there is limited access to the Gold Line Station from the north side due to the access being fully within private property. Concurrent with the adoption of the Plan by City Council, a note can be added to the Plan supporting the addition of bicycle improvements to the Plan in the future through separate studies. This aligns with Policy E.6 "Implement the Active Transportation Plan incrementally, regularly update the Plan, and ensure consistency with other planning efforts".
The collision maps show that 3 people have been killed at access points to the SG River at Ramona and Los Angeles Street but the plan still lacks any improvements at these locations. The two bridges across the 605 and San Gabriel River provide a vital connection between El Monte, Baldwin Park, and the river bike path. The plan really needs to include improvements at these locations. [Community Member, response to Streetsblog LA article on Draft Plan]	Note: Similar to comment above, the Plan a note can be added to the Plan supporting the addition of bicycle and pedestrian improvements to the Plan through future studies, including those at Los Angeles Street and Ramona Boulevard upon adoption by City Council. It should be noted that available right-of-way at Ramona Boulevard for enhanced bicycle facilities is limited and a study through a separate future effort can help determine the most feasible improvements for the corridor. This aligns with Policy E.6 "Implement the Active Transportation Plan incrementally, regularly update the Plan, and ensure consistency with other planning efforts".
These plans are pretty good, considering that Irwindale is kind of a black hole. It hits connecting the Gold Line stop and the San Gabriel River bike path. The big thing I see missing is the Quarry Clasp project from the Emerald Necklace plan, seems like they should include for potential funding opportunities in the future. [Community Member, response to Streetsblog LA article on Draft Plan]	Note: While the Quarry Clasp project is not located within the City of Irwindale, the Irwindale ATP Plan supports connecting to pedestrian, bicycle and trail improvements in surrounding jurisdictions. Supporting coordination on improvements to other jurisdictions is reflected in Action A.2.2 – Support Inter-Jurisdictional Coordination: "Collaborate with adjacent jurisdictions as well as local, regional and state agencies...to tie local pedestrian and bicycle projects into regional networks" in the Irwindale Active Transportation Plan.
Glad that Irwindale is taking the steps to make streets safer for all road users. I am wondering if the City of Irwindale can communicate with Kathryn Barger's office in Los Angeles County to install sidewalks in unincorporated Monrovia, as there are no sidewalks currently present along Myrtle Avenue or California Avenue (just north of the Irwindale City limits). Installing sidewalks along these streets will ensure that there will be a safe way for people to walk from these areas to proposed trails in Irwindale, including the proposed trail at Sawpit Wash. Thank you. [Community Member, response to Draft Plan during the presentation of the Plan to Planning Commission]	Note: Similar to what was mentioned in the previous comment, while the improvements mentioned are not located within the City of Irwindale, the Irwindale ATP Plan supports connecting to pedestrian, bicycle and trails improvements in surrounding jurisdictions. This is further supported by Action A.2.2 in the Irwindale Active Transportation Plan.

The Irwindale Active Transportation Plan (Plan) has been reviewed by the Los Angeles County Department of Parks and Recreation (DPR). Please find below our comments:

DPR's Multi-Use Trail
The San Gabriel River multi-use trail (hiking, biking and equestrian), which runs north-south, stretching from Azusa to Seal Beach, is owned and operated by DPR. This is not the same trail as the ones operated by the Los Angeles County Department of Public Works. A segment of DPR's multi-use trail is located within the City in the vicinity of the Santa Fe Dam Recreation Area, which should be included and considered in the Plan's pedestrian and bicycle programs. Please find enclosed a map (Figure -1) showing existing DPR multi-use trails.
DPR is concerned about three proposed projects near the City of Hope, which are #32, #37, and #39 as shown in Table 4.2. The Plan mentions multi-use paths/trails, however, there is no clear indication of what is incorporated as "multi-use". Additional clarification and consultation from DPR may be needed regarding these projects. Please find enclosed a markup of Figure 4.1 (Figure -2) regarding the three projects near City of Hope. Please let us know if GIS shapefiles are needed.

Temporary Trail Closures
If temporary trail closures are required for DPR trails during construction, the project proponent must coordinate with DPR to identify multi-use trail detours if possible. In consultation with DPR, the project proponent will need to provide advance public notification and temporary trail signage for any multi-use trail closures or detours. At the conclusion of construction, County multi-use trails shall be restored to conditions consistent with County of Los Angeles Trails Manual, including provisions for any existing amenities such as fencing or signage. Any work affecting existing County multi-use trails may require a right-of-entry permit from DPR.

Los Angeles County Trails Manual
For additional information on the design and operation of DPR trails, please refer to our Trails Manual, which provides guidelines for implementation of multi-use trails within the unincorporated communities of LA County. The Trails Manual also recognizes the existence of the broader regional trail network in the County of LA and neighboring cities/counties that provides access to recreational resources operated by federal, state, and local agencies. The Manual sets the guidelines for reviewing plans and specifications for trails that are provided in conjunction with land use planning and the entitlement process for projects proposed for development within the County. Proposed developments are reviewed for consistency with the Trails Manual. The goal of the Trails Manual is to establish well-defined trail types, guidelines, and priorities to facilitate the development of high-quality trails that benefit the public. The Trails Manual can be accessed on the DPR's website: https://trails.lacounty.gov/Library

Thank you for including DPR in the review of the Active Transportation Plan.

[Comment letter received to the City of Irwindale from the Los Angeles County Department of Parks and Recreation]

Note: The City of Irwindale will coordinate with the Los Angeles County Department of Parks and Recreation (DPR) on all relevant projects identified by DPR in the Santa Fe Dam Recreation Area, which includes any temporary trail closures resulting from the projects. Additionally, the City of Irwindale will also collaborate with DPR to ensure that trail improvements occurring on DPR owned- and operated trails comply with guidelines in the Los Angeles County Trails Manual. It is the intent of the Irwindale Active Transportation Plan that the City coordinate all projects listed in the Plan with relevant agencies, as further identified in Action A.5.2 – Develop Accessible Trails: "Collaborate with County of Los Angeles on trail improvements and accessibility within the Santa Fe Dam Recreation Area" in the Irwindale Active Transportation Plan.

Good afternoon, I have a few comments to the Irwindale Active Transportation Plan on behalf of PW Services. It appears there may a conflict with a proposed bike project and a landscaping/stormwater treatment project along Arrow Highway between Azusa Canyon Rd. and Maine Ave. The bike project "Arrow Highway Sidepath" (Project 20 – Phase 1 under 5 years) may be at the same location where PW Services proposed "Arrow Highway Beautification Project" is to be located. We intend to develop a landscaping buffer on the Northside of Arrow Highway encroaching onto the Santa Fe Dam Area. We already have funds disbursed to use for this project and intend to use those funds in the immediate future. The Arrow Highway Sidepath Project is a Class I bikeway (Multi-Use Paths) - separated completely from motor vehicle traffic but may be shared with pedestrians. A few questions that I have are: ·Are there existing plans/specifications for the bike path project? ·Do you have an exact project schedule? ·Do you know how the bike path will be constructed (ex. any extensions onto the sidewalk/Santa Fe Dam Area)? If so then there will be interference with our project along Arrow Highway. If the bike path project will move forward then our departments should coordinate to protect our best interests. Also, we will need to know the Right of Way boundaries and which agencies are responsible to the bike path maintenance. PW Services should be contracting out plans, survey/ feasibility studies this year to get the Arrow Highway Beautification Project started. Hopefully construction can begin 2022 -2023. If you have any questions please reach out so I can assist. [E-mail received from City of Irwindale Public Works Services on Draft Plan]	Note: The City of Irwindale Community Development will coordinate with Public Works Services on the Arrow Highway Sidepath (Project #20) and other projects listed in the Irwindale Active Transportation Plan as consistent with Policy E.6 "Implement the Active Transportation Plan incrementally, regularly update the Plan, and ensure consistency with other planning efforts". Since all project recommendations made in the Plan do not have existing plans and specifications, adjustments may need to occur with Project #20 and others recommended in the Plan to conform to other City projects in the process of being implemented.

CC ITEM 2C
HA ITEM 2A

☒City Council
☐Successor Agency
☒Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council; Honorable Chair and Members of the Irwindale Housing Authority

From: William K. Tam, City Manager

Issue: Proposed Transfer of City-owned property at 5100 Allen Drive, a 10-Acre Parcel on east side of Allen Drive, to the Irwindale Housing Authority for future housing development

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City Manager's Recommendation for the City Council:

1) Adopt "RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DECLARING REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN # 8417-034-912) AS EXEMPT SURPLUS LAND AND MAKING FINDINGS RELATED THERETO."

2) Adopt "RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN # 8417-034-912) TO THE IRWINDALE HOUSING AUTHORITY"

Executive Director's Recommendation for the Board of the Irwindale Housing Authority:

1) Adopt "RESOLUTION OF THE BOARD OF THE IRWINDALE HOUSING AUTHORITY ACCEPTING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN # 8417-034-912) FROM THE CITY OF IRWINDALE TO THE IRWINDALE HOUSING AUTHORITY"

Administrative Action:

Prepared / Submitted by:

Adrian R. Guerra, City Attorney/ Authority Counsel
Marilyn Simpson, Community Development Director

Electronically approved
Marilyn Simpson

Reviewed by:

Adrian R. Guerra, City Attorney/Authority Counsel

Electronically approved

Eva Carreon, Finance Director / City Treasurer

Approved by:

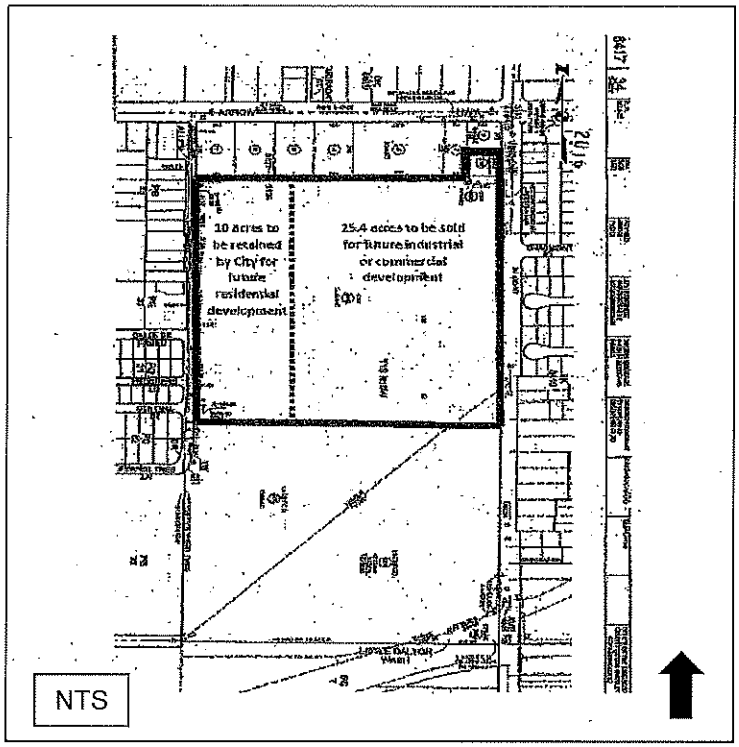
William K. Tam, City Manager/Executive Director

Background and Analysis:

The City owned 10-acre parcel on Allen Drive, addressed as 5100 Allen Drive, was a portion of the abandoned Irwindale Manning Pit property (Site) owned by the former Irwindale Community Redevelopment Agency (ICRA). In 2007, the ICRA began remediation of the Site, including removal of contaminated soils and filling of the abandoned mine pit. The remediation and filling of the pit was completed in 2019, and the Site closure process, with all affected outside agencies, is anticipated to be done in 2021. The Site is zoned M-2 (Heavy Manufacturing) and the General Plan designation is Industrial/Business Park and Residential.

Due to the dissolution of the ICRA in 2012, the City purchased the Irwindale Manning Pit property from ICRA in order to continue with the remediation and filling of the pit to accomplish future development of the site. In 2015, City Council sold 25.4 acres of the Site to a developer in order to secure sufficient funding to complete the remediation and filling of the pit. The 10-acre parcel was retained by the City for future housing development and is shown in the July 2013 Housing Element as part of the Town Center Residential Neighborhood. The 10-acre parcel, formerly part of the Manning Pit was a portion of the former aggregate mining pit. Three (3) acres have been designated for residential use in the Housing Element of the General Plan and are anticipated to be re-zoned to include the Planned Development (PD) Overlay zone which would permit a maximum density of 21 dwelling units per acre, for the maximum development of 63 dwelling units.

The site map below from the Purchase and Sale Agreement (PSA) for the Manning Pit illustrates the 10-acre and 25.4-acre parcels:



The PSA specified that the Manning Pit Site be graded to include the 10-acre residential portion. Additionally, a future landscape buffer is to be provided and maintained between the 25.4-acre and 10-acre sites.

On March 10, 2021, City Council discussed the designated use of the City-owned 10–acre parcel and directed staff to (1) re-zone the entire 10-acre for residential uses, and (2) bring forward a report for Council consideration to transfer the ownership of this 10-acre parcel to the Irwindale Housing Authority for future housing development.

Recommended Actions:

Two actions are recommended for the City Council and one action is recommended for the Housing Authority Board.

For the City Council, the City Council must first declare that the 10-acre site is exempt surplus land. Under the Surplus Land Act, Government Code Section 54220, et seq. ("Act"), "Surplus land" means land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use." Land shall be declared either "surplus land" or "exempt surplus land." Exempt surplus land includes "Surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use." (Government Code Section 54221(f)(1)(d).)

Here, the City historically has intended to use the 10-acre site for the development of housing. That desire continues today. However, the City Council believes that the

Housing Authority may have greater resources and opportunities to develop the site for these housing purposes and better ability to manage future housing if the property remains owned by the Housing Authority. Accordingly, the City desires to use the property for the development of housing, and therefore, does not believe the property is "surplus." In the abundance of caution, however, to ensure compliance with the Surplus Land Act – the intent of which is to promote housing development – the City Council is asked to declare the property exempt surplus property because the property is being transferred to another local agency's use, i.e. the Irwindale Housing Authority, for its use as the development of housing.

The second action is for the City Council to formally approve the transfer of the 10-acre site to the Housing Authority. The resolution authorizes staff to take all related actions in furtherance of the transfer. The transfer of the Property shall be subject to the requirements of Section 400(e) of the "Surplus Land Act Guidelines" by the California Department of Housing and Community Development and the City's compliance with a General Plan conformance finding by the City's Planning Commission.

The Board of the Irwindale Housing Authority is recommended to adopt a resolution accepting the transfer of the 10-acre site to the Housing Authority. The resolution authorizes staff to take all related action in furtherance of the transfer and authorizes Housing Authority staff to prepare and submit a Zone Change from M-2 to Residential for City staff consideration and processing.

CEQA Review:

The transfer of the Property from the City to the Housing Authority is not subject to environmental review pursuant to CEQA Regulations Section 15060(c)(3) of the CEQA Guidelines. The activity is not a project as defined in Section 15378 (b) (5) - Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment. Further, even if it is a project, this action is exempt from CEQA pursuant to Section 15061(b)(3) (when it can be seen with certainty that there is no possibility that an action will have a significant effect on the environment, that activity is not subject to CEQA). The transfer of the Property will not have any effect on the environment. Ownership will change; however, no physical changes are proposed or authorized with the transfer. Therefore, it can be seen with certainty that there is no possibility of significant environmental effects and the transfer is not subject to CEQA. Any use by the Housing Authority as determined by the Housing Authority Board would be subject to a separate discretionary action and CEQA compliance review at that time. The full extent of the future use, design, and operations of the Property are speculative at this point and are therefore not yet ripe for evaluation. Potential environmental impacts will be evaluated at the time the Housing Authority Board considers establishing the specific use for the Property.

Fiscal Impact:

The subject 10-acre parcel was appraised in January 2021 with an appraised value range between $9,450,000 and $12,000,000, if developed with high-density residential dwelling units per acre.

This property is considered Land Held for Resale on the City's books, and per the City's Auditor, Land Held for Resale is subject to a valuation adjustment when an appraisal is conducted. However, since the appraisal took place in the same fiscal year the property transfer will be made, there is no net fiscal impact to the General Fund.

Alternatively, this will result in an increase to the Fund Balance of the Low and Moderate Income Housing Asset Fund of $9,450,000, as the value of the transfer must be made using the more conservative number of the latest appraisal.

Attachments:

A: City Council Resolution No. 2021-42-3254
B: City Council Resolution No. 2021-25-3247
C: Housing Authority Resolution No. HA 2021-02-101
D: January 11, 2021 MASON-David S. Mason, Inc. Appraisal Report

ATTACHMENT A

RESOLUTION NO. 2021-42-3254

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DECLARING REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN # 8417-034-912) AS EXEMPT SURPLUS LAND AND MAKING FINDINGS RELATED THERETO.

WHEREAS, under the Surplus Land Act, Government Code Section 54220, et seq. ("Act"), surplus real property is defined to include "land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use"; and

WHEREAS, Government Code Section 54221(f)(1)(D) of the Act designates certain surplus property as "exempt" from the provisions of the Act, which includes property being transferred to another public agency for agency use (as defined therein); and

WHEREAS, the City currently owns vacant real property located at the 10-acre parcel on the east side of Allen Drive in the City of Irwindale (APN # 8417-034-912) ("Property") as legally described in Exhibit "A" attached hereto; and

WHEREAS, the Irwindale Housing Authority ("Housing Authority") desires to acquire the Property for the development of housing; and

WHEREAS, the City has determined that it is in the best interest of the City to transfer the Property to the Housing Authority for such purpose; and

WHEREAS, based on the forgoing, the Property is, therefore, "exempt surplus land" as defined by the Act, because transfer of the Property to the Housing Authority would serve the public purpose of allowing the Housing Authority to potentially develop housing; and

WHEREAS, the City now desires to declare the Property exempt surplus land and authorize transfer of the Property to the Housing Authority.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. **Recitals**. The foregoing recitals are true and correct and incorporated into this Resolution by this reference.

Section 2. **Exempt Surplus Land**. Based on the above recitals, the City finds and declares (i) the Property is surplus pursuant to the Act; (ii) the Property is exempt surplus land pursuant to Government Code Section 54221(f)(1)(D) because it will be transferred to the Housing Authority for the Housing Authority's potential use as housing; and (iii) other related provisions of the Act are not applicable pursuant to Government Code Section 54222.3.

Section 3. **Official Action.** The officers of the City are hereby authorized and directed, for and in the name and on behalf of the City, to do any and all things and take any and all actions which they, or any of them, may deem necessary or advisable in order to consummate the purposes of this Resolution. This includes, but is not limited to, submission of this Resolution to the California Department of Housing and Community Development ("HCD") pursuant to Section 400(e) of HCD's "Surplus Land Act Guidelines."

Section 4. **Severability.** If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council declares that the City Council would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 5. **Effective Date.** This Resolution shall take effect immediately upon its passage.

PASSED, APPROVED and **ADOPTED** this 26th day of May, 2021

_____
H. Manuel Ortiz, 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. 2021-42-3254, duly adopted by the City Council of the City of the City of Irwindale, at a regular meeting held on the 26th day of May 2021, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers

_____

Laura M. Nieto, MMC
Chief Deputy City Clerk

EXHIBIT "A"

LOT 1 OF LOT LINE ADJUSTMENT NO. 01-2016 AS RECORDED JUNE 23, 2017 AS INSTRUMENT NO. 20170698843, OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT LINE ADJUSTMENT NO. LLA 01-2015 IN THE CITY OF IRWINDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA RECORDED DECEMBER 10, 2015 AS DOCUMENT NUMBER 20151554285 IN OFFICIAL RECORDS AT THE RECORDER'S OFFICE OF SAID COUNTY ALSO BEING THAT PORTION OF THE NORTHERLY 1574.00 FEET OT THE EAST ½ OF THE NORTHEAST ¼ OF SECTION 9, TOWNSHIP 1 SOUTH, RANGE 10 WEST, SAN BERNARDINO MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOW:

COMMENCING AT THE CENTERLINE INTERSECTION OF ARROW HIGHWAY AND VINCENT AVENUE AS SHOWN ON RECORD OF SURVEY FILE DIN BOOK 128 PAGE 61 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE CENTERLINE FO SAID ARROW HIGHWAY NORTH 89°52'36" WEST 1297.65 FEET TO THE CENTERLINE OF ALLEN DRIVE; THENCE ALONG SAID CENTERLINE SOUTH 00°25'33" WEST 326.00 FEET TO THE SOUTHERLY LINE FO THE NORTHERLY 326.00 FEET OF SAID EAST ½ OF THE NORTHEAST ¼ OF SECTION 9; THENCE PARALLEL WITH SAID CENTERLINE OF ARROW HIGHWAY ALONG THE SOUTHERLY LINE SOUTH 89°52'36" EAST 23.50 FEET TO THE EAST LINE OF SAID ALLEN DRIVE, ALSO BEING THE NORTHEAST CORNER OF PARCEL DESCRIBED IN QUITCLAIM DEED RECORDED JULY 25, 1995 AS DOCUMENT NO. 95-1206408 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTHERLY LINE SOUTH 89°52'36" EAST 348.91 FEET; THENCE SOUTH 00°03'03" WEST 1238.00 FEET TO A LINE PARALLEL WITH AND DISTANT NORTHERLY 10.00 FEET FROM THE SOUTHERLY LINE FO SAID NORTHERLY 1574.00 FEET; THENCE ALONG SAID PARALLEL LINE SOUTH 89°52'36" EAST 887.33 FEET TO THE WESTERLY LINE OF VINCENT AVENUE DESCRIBED IN ROAD DEED RECORDED ON AUGUST 17, 1956 AS INSTRUMENT NO. 3968 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE ALONG SAID WESTERLY LINE SOUTH 00°03'42" WEST 10.00 FEET TO SAID SOUTHERLY LINE OF THE NORTHERLY 1574.00 FEET; THENCE ALONG SAID SOUTHERLY LINE NORTH 89°52'36" WEST 1247.21 FEET TO THE EASTERLY RIGHT OF WAY LINE OF ALLEN DRIVE, ALSO BEING THE EAST LINE OF PARCEL DESCRIBED IN GRANT DEED RECORDED SEPTEMBER 2, 1987 AS DOCUMENT NO. 87-1416654 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE ALONG SAID EASTERLY LINE NORTH 00°04'09" WEST 35.29 FEET TO THE MOST SOUTHERLY LINE OF SAID QUITCLAIM DEED; THENCE THE FOLLOWING 12 COURSES ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID ALLEN DRIVE AND SAID QUITCLAIM DEED SOUTH 89°55'51" EAST 0.50 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 96.50 FEET, A LINE RADIAL TO SAID BEGINNING OF A NON-TANGENT CURVE BEARS NORTH 89°55'51" WEST; THENCE ALONG SAID NON-TANGENT CURVE 18.84 FEET THROUGH A CENTRAL ANGLE OF 11°11'08" TO THE BEGINNING OF A REVERSE CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 103.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 78°44'43" WEST; THENCE ALONG SAID REVERSE CURVE 20.21 FEET THROUGH A CENTRAL ANGLE OF 11°11'08" ; THENCE NORTH 21°52'23" EAST 11.31 FEET; THENCE NORTH 00°04'09" EAST 361.78 FEET; THENCE NORTH 00°26'28" EAST 379.13 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 568.50 FEET; THENCE ALONG SAID CURVE 51.69 FEET THROUGH A CENTRAL ANGEL OF 5°12'36" TO THE BEGINNING OF A REVERSE CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 631.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 84°20'56" WEST; THENCE ALONG SAID REVERSE CURVE 57.59 FEET THROUGH A CENTRAL ANGLE OF 5°13'31" ;THENCE NORTH 00°25'33" EAST 189.76 FEET TO THE BEGINNING FO A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 207.50 FEET; THENCE ALONG SAID CURVE 41.57 FEET THROUGH A CENTRAL ANGLE OF 11°29'43" TO THE BEGINNING OF A REVERSE CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 192.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 78°56'50" EAST; THENCE ALONG SAID REVERSE CURVE 38.57 FEET THROUGH A CENTRAL ANGLE OF 11°28'43" THENCE THE FINAL COURSE ALONG SAID EASTERLY LINE OF SAID QUITCLAIM DEED NORTH 00°25'33" EAST 43.99 FEET TO THE POINT OF BEGINNING.

ATTACHMENT B

RESOLUTION NO. 2021-25-3247

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE APPROVING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE, IN THE CITY OF IRWINDALE (APN # 8417-034-912) TO THE IRWINDALE HOUSING AUTHORITY

WHEREAS, the City of Irwindale currently owns vacant real property located at 5100 Allen Drive, the 10-acre parcel on the east side of Allen Drive, in the City of Irwindale (APN # 8417-034-912) ("Property") as legally described in Exhibit "A" attached hereto; and

WHEREAS, the City historically intended to use the Property for the development of housing; and

WHEREAS, the City of Irwindale now desires to transfer the Property to the Irwindale Housing Authority ("Housing Authority") for purposes of developing housing because the City believes that the Housing Authority may have greater authority and resources to develop and potentially manage future housing; and

WHEREAS, the City has declared the Property as exempt surplus property under the Surplus Land Act (Government Code Section 54221(f)(1)(D)).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. **Recitals**. The foregoing recitals are true and correct and incorporated into this Resolution by this reference.

Section 2. **CEQA**. Based upon the forgoing and written and oral presentations made by City staff and members of the public, the City Council hereby finds that the transfer of the Property from the City to the Housing Authority as contemplated by this Resolution is not subject to environmental review pursuant to CEQA Regulations Section 15060(c)(3) of the CEQA Guidelines. The activity is not a project as defined in Section 15378 (b) (5) - Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment. Further, even if it is a project, this action is exempt from CEQA pursuant to Section 15061(b)(3) (when it can be seen with certainty that there is no possibility that an action will have a significant effect on the environment, that activity is not subject to CEQA). The transfer of the Property will not have any effect on the environment. Ownership will change; however, no physical changes are proposed or authorized with the transfer. Therefore, it can be seen with certainty that there is no possibility of significant environmental effects and the transfer is not subject to CEQA. Any use by the Housing Authority as determined by the Housing Authority Board would be subject to a separate discretionary action and CEQA

compliance review at that time. The full extent of the future use, design, and operations of the Property are speculative at this point and are therefore not yet ripe for evaluation. Potential environmental impacts will be evaluated at the time the Housing Authority Board considers establishing the specific use for the Property.

Section 3. **Approval**. The City Council hereby approves the transfer of the Property to the Housing Authority; however, the transfer of the Property as provided herein shall be subject to the requirements of Section 400(e) of the "Surplus Land Act Guidelines" by the California Department of Housing and Community Development and the City's compliance with a General Plan conformance finding by the City's Planning Commission.

Section 4. **Authorized Actions.** The officers of the City are hereby authorized and directed, for and in the name and on behalf of the City, to do any and all things and take any and all actions which they, or any of them, may deem necessary or advisable in order to consummate the purposes of this Resolution, which includes, but is not limited to, authorization to the City Manager to execute all documents necessary to effectuate the transfer of the Property. This includes, but is not limited to, the execution and recordation of any deeds to transfer the Property to the Housing Authority.

Section 5. **Severability.** If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council declares that the City Council would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 6. **Effective Date.** This Resolution shall take effect immediately upon its passage.

PASSED, APPROVED and **ADOPTED** this 26th day of May, 2021

_____
H. Manuel Ortiz, 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. 2021-25-3247 duly adopted by the City Council of the City of the City of Irwindale, at a regular meeting held on the 26th day of May 2021, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers

Laura M. Nieto, MMC
Chief Deputy City Clerk

EXHIBIT "A"

LOT 1 OF LOT LINE ADJUSTMENT NO. 01-2016 AS RECORDED JUNE 23, 2017 AS INSTRUMENT NO. 20170698843, OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT LINE ADJUSTMENT NO. LLA 01-2015 IN THE CITY OF IRWINDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA RECORDED DECEMBER 10, 2015 AS DOCUMENT NUMBER 20151554285 IN OFFICIAL RECORDS AT THE RECORDER'S OFFICE OF SAID COUNTY ALSO BEING THAT PORTION OF THE NORTHERLY 1574.00 FEET OT THE EAST ½ OF THE NORTHEAST ¼ OF SECTION 9, TOWNSHIP 1 SOUTH, RANGE 10 WEST, SAN BERNARDINO MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOW:

COMMENCING AT THE CENTERLINE INTERSECTION OF ARROW HIGHWAY AND VINCENT AVENUE AS SHOWN ON RECORD OF SURVEY FILE DIN BOOK 128 PAGE 61 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE CENTERLINE FO SAID ARROW HIGHWAY NORTH 89°52'36" WEST 1297.65 FEET TO THE CENTERLINE OF ALLEN DRIVE; THENCE ALONG SAID CENTERLINE SOUTH 00°25'33" WEST 326.00 FEET TO THE SOUTHERLY LINE FO THE NORTHERLY 326.00 FEET OF SAID EAST ½ OF THE NORTHEAST ¼ OF SECTION 9; THENCE PARALLEL WITH SAID CENTERLINE OF ARROW HIGHWAY ALONG THE SOUTHERLY LINE SOUTH 89°52'36" EAST 23.50 FEET TO THE EAST LINE OF SAID ALLEN DRIVE, ALSO BEING THE NORTHEAST CORNER OF PARCEL DESCRIBED IN QUITCLAIM DEED RECORDED JULY 25, 1995 AS DOCUMENT NO. 95-1206408 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTHERLY LINE SOUTH 89°52'36" EAST 348.91 FEET; THENCE SOUTH 00°03'03" WEST 1238.00 FEET TO A LINE PARALLEL WITH AND DISTANT NORTHERLY 10.00 FEET FROM THE SOUTHERLY LINE FO SAID NORTHERLY 1574.00 FEET; THENCE ALONG SAID PARALLEL LINE SOUTH 89°52'36" EAST 887.33 FEET TO THE WESTERLY LINE OF VINCENT AVENUE DESCRIBED IN ROAD DEED RECORDED ON AUGUST 17, 1956 AS INSTRUMENT NO. 3968 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE ALONG SAID WESTERLY LINE SOUTH 00°03'42" WEST 10.00 FEET TO SAID SOUTHERLY LINE OF THE NORTHERLY 1574.00 FEET; THENCE ALONG SAID SOUTHERLY LINE NORTH 89°52'36" WEST 1247.21 FEET TO THE EASTERLY RIGHT OF WAY LINE OF ALLEN DRIVE, ALSO BEING THE EAST LINE OF PARCEL DESCRIBED IN GRANT DEED RECORDED SEPTEMBER 2, 1987 AS DOCUMENT NO. 87-1416654 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER; THENCE ALONG SAID EASTERLY LINE NORTH 00°04'09" WEST 35.29 FEET TO THE MOST SOUTHERLY LINE OF SAID QUITCLAIM DEED; THENCE THE FOLLOWING 12 COURSES ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID ALLEN DRIVE AND SAID QUITCLAIM DEED SOUTH 89°55'51" EAST 0.50 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 96.50 FEET, A LINE RADIAL TO SAID BEGINNING OF A NON-TANGENT CURVE BEARS NORTH 89°55'51" WEST; THENCE ALONG SAID NON-TANGENT CURVE 18.84 FEET THROUGH A CENTRAL ANGLE OF 11°11'08" TO THE BEGINNING OF A REVERSE CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 103.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 78°44'43" WEST; THENCE ALONG SAID REVERSE CURVE 20.21 FEET THROUGH A CENTRAL ANGLE OF 11°11'08" ; THENCE NORTH 21°52'23" EAST 11.31 FEET; THENCE NORTH 00°04'09" EAST 361.78 FEET; THENCE NORTH 00°26'28" EAST 379.13 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 568.50 FEET; THENCE ALONG SAID CURVE 51.69 FEET THROUGH A CENTRAL ANGEL OF 5°12'36" TO THE BEGINNING OF A REVERSE CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 631.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 84°20'56" WEST; THENCE ALONG SAID REVERSE CURVE 57.59 FEET THROUGH A CENTRAL ANGLE OF 5°13'31" ;THENCE NORTH 00°25'33" EAST 189.76 FEET TO THE BEGINNING FO A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 207.50 FEET; THENCE ALONG SAID CURVE 41.57 FEET THROUGH A CENTRAL ANGLE OF 11°29'43" TO THE BEGINNING OF A REVERSE CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 192.50 FEET, A LINE RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 78°56'50" EAST; THENCE ALONG SAID REVERSE CURVE 38.57 FEET THROUGH A CENTRAL ANGLE OF 11°28'43" THENCE THE FINAL COURSE ALONG SAID EASTERLY LINE OF SAID QUITCLAIM DEED NORTH 00°25'33" EAST 43.99 FEET TO THE POINT OF BEGINNING.

ATTACHMENT C

RESOLUTION NO. HA 2021-02-101

RESOLUTION OF THE BOARD OF THE IRWINDALE HOUSING AUTHORITY ACCEPTING THE TRANSFER OF REAL PROPERTY LOCATED AT 5100 ALLEN DRIVE, THE 10-ACRE PARCEL ON THE EAST SIDE OF ALLEN DRIVE IN THE CITY OF IRWINDALE (APN # 8417-034-912) FROM THE CITY OF IRWINDALE TO THE IRWINDALE HOUSING AUTHORITY

WHEREAS, the City of Irwindale currently owns vacant real property located at 5100 Allen Drive, the 10-acre parcel on the east side of Allen Drive, in the City of Irwindale (APN # 8417-034-912) ("Property") as legally described in Exhibit "A" attached hereto; and

WHEREAS, the City historically intended to use the Property for the development of housing; and

WHEREAS, the City of Irwindale now desires to transfer the Property to the Irwindale Housing Authority ("Housing Authority") for purposes of developing housing because the City believes that the Housing Authority may have greater authority and resources to develop and potentially manage future housing; and

WHEREAS, the Housing Authority now desires to accept the Property.

NOW, THEREFORE, THE BOARD OF THE IRWINDALE HOUSING AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. **Recitals**. The foregoing recitals are true and correct and incorporated into this Resolution by this reference.

Section 2. **CEQA**. Based upon the forgoing and written and oral presentations made by Housing Authority staff and members of the public, the Housing Authority Board hereby finds that the transfer of the Property from the City to Housing Authority as contemplated by this Resolution is not subject to environmental review pursuant to CEQA Regulations Section 15060(c)(3) of the CEQA Guidelines. The activity is not a project as defined in Section 15378 (b) (5) - Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment. Further, even if it is a project, this action is exempt from CEQA pursuant to Section 15061(b)(3) (when it can be seen with certainty that there is no possibility that an action will have a significant effect on the environment, that activity is not subject to CEQA). The transfer of the Property will not have any effect on the environment. Ownership will change; however, no physical changes are proposed or authorized with the transfer. Therefore, it can be seen with certainty that there is no possibility of significant environmental effects and the transfer is not subject to CEQA. Any use as determined by the Housing Authority Board would be subject to a separate discretionary action and

CEQA compliance review at that time. The full extent of the future use, design, and operations of the Property are speculative at this point and are therefore not yet ripe for evaluation. Potential environmental impacts will be evaluated at the time the Housing Authority Board considers establishing the specific use for the Property.

Section 3. **Approval**. The Housing Authority hereby accepts the transfer of the Property from the City to the Housing Authority; however, the acceptance of the transfer of the Property as provided herein shall be subject to the requirements of Section 400(e) of the "Surplus Land Act Guidelines" by the California Department of Housing and Community Development.

Section 4. **Authorized Actions.** The officers of the Housing Authority are hereby authorized and directed, for and in the name and on behalf of the Housing Authority, to do any and all things and take any and all actions which they, or any of them, may deem necessary or advisable in order to consummate the purposes of this Resolution, which includes, but is not limited to, authorization to the Executive Director to execute all documents necessary to effectuate the transfer of the Property. This includes, but is not limited to, the execution and recordation of any deeds to transfer the Property to the Housing Authority. Staff is further authorized to prepare and submit a Zone Change from M-2 to Residential for City staff consideration and processing.

Section 5. **Severability.** If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end, the provisions of this Resolution are severable. The Housing Authority declares that the Housing Authority would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 6. **Effective Date.** This Resolution shall take effect immediately upon its passage.

_____
H. Manuel Ortiz, Chair

ATTEST

_____
Laura M. Nieto, Secretary

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

I, Laura M. Nieto, Secretary of the City of Irwindale Housing Authority, do hereby certify that the foregoing Resolution No. HA 2021-02-101 duly adopted by the Board of the Irwindale Housing Authority, at a regular meeting held on the 26th day of May 2021, by the following vote:

AYES: Boardmembers:

NOES: Boardmembers:

ABSENT: Boardmembers:

ABSTAIN: Boardmembers

_____

Laura M. Nieto, MMC
Secretary

EXHIBIT "A"

LOT 1 OF LOT LINE ADJUSTMENT NO. 01-2016 AS RECORDED JUNE 23, 2017 AS INSTRUMENT NO. 20170698843, OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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ATTACHMENT "D"

APPRAISAL REPORT

10.204± ACRE PARCEL OF LAND ON EAST SIDE OF ALLEN DRIVE, SOUTH OF ARROW HIGHWAY FORMERLY PART OF THE IRWINDALE MANNING PIT PROPERTY

5100 Allen Drive
Irwindale, California 91706

Prepared For

Eva Carreon, Finance Director/City Treasurer
City of Irwindale - Finance Department
5050 N. Irwindale Avenue
Irwindale, California 91706

Prepared by

MASON-David S. Mason, Inc.
2609 Honolulu Avenue, Suite 200
Montrose, California 91020

Date of Value

January 11, 2021

Omelas St
Great Wall Seafood Los Angeles
El Matador
El Larkford Rd
4th St
Salvatierra St
Santa Fe Imports
Saigon Kitchen Noodles & Rice
Arrow Hwy
Starbucks
Jimmy John's
Farmer Boys
Tacos La Durafodora
Michaels Super Burgers
W Arrow Hwy
E Arrow Hwy
United States Postal Service
Juarez St
City Of Irwindale
Irwindale Park
Calle de Paseo
Renaissance Pleasure Faires
Ambriz Trust
Progress Ln
Alenda Dr
Central St
Alice M. Ellington Elementary
Ellington Elementary School
N Coney Ave
Peppertree Ln
Tapia St
Martinez St
Big Dalton Wash
N Greenhaven Ave
E Greenhaven St
E Masline St
Scholastic Book Fairs
Olive St
Santa Fe Dr
Irwindale Ave
E Brookport St
E Bellbrook St
E Benwood St
E Benbow St
Huston St
Merwin Elementary School
Cypress Ave
E Cypress St
N

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Mason

David S. Mason, Inc
2609 Honolulu Avenue, Suite 202
Montrose, CA 91020-1734
fmason@dsm2cloud.com

January 11, 2021

No. 508221

Eva Carreon, Finance Director/City Treasurer
City of Irwindale - Finance Department
5050 N. Irwindale Avenue
Irwindale, California 91706

Re: Appraisal of 10.204± Acres
Formerly part of the "Manning Brothers Pit" Property
5100 Allen Drive
East side of Allen Drive, South of Arrow Highway
Irwindale, California 91706
Assessor Parcel Numbers: 8417-034-912

Dear Ms. Carreon:

At the request of the City of Irwindale, the above referenced property has been personally inspected and appraised for the purpose of expressing an opinion as to its fee simple, fair market value as of **January 11, 2021.** The property is valued on the basis of its current condition, a 10.204± vacant parcel of land, which was formerly part of the City's "Manning Brothers Pit".

Please be advised that an appraisal report has been completed and the report is submitted herewith in compliance to the Uniform Standards of Professional Appraisal Practice, Standards Rule SR 2-2(b). As such, it contains summary discussions of the data, reasoning, and analyses that were used in the appraisal process to develop our opinion of value. Supporting documentation concerning the data, reasoning, and analyses are retained in the MASON-David S. Mason, Inc. work file for this assignment. The depth of discussion found in this report is specific to the client's needs and for the intended use as stated. Per our agreement, an electronic version ("pdf") is submitted via the https://mason.dsm2cloud.com website.

Eva Carreon, Finance Director/City Treasurer
City of Irwindale - Finance Department
January 11, 2021

The fee simple, fair market value conclusion for the subject property is reflected as a range of value based on the **Hypothetical Condition** that the subject can be developed residentially per the City's 2020 General Plan, with between 63 and 80 dwelling units, subject to receipt and review of the title report, as of January 11, 2021, is calculated as follows:

63 Dwelling Units	x	$150,000/Dwelling Unit	=	**$ 9,450,000**
80 Dwelling Units	x	$150,000/Dwelling Unit	=	**$12,000,000**

Your attention is directed to the attached report which describes the property appraised, the assumptions on which the value opinion is premised, and the factual data and other considerations which support the conclusions of value. You are advised to carefully review the Statement of Limiting Conditions found on pages 4 to 7 of the report, including any Extraordinary Assumptions and/or Hypothetical Conditions. This letter must remain attached to the following appraisal report, which contains 26 pages plus related exhibits, in order for the value opinion set forth to be considered valid.

Respectfully submitted,

MASON - David S. Mason, Inc.

Kim Pasquariello, SR/WA
State of California Certificate No. AG004306

Frances Wolfe Mason, MAI
State of California Certificate No. AG001649

FWM/KP:mm

EXECUTIVE SUMMARY

Property Appraised:	10.204± Acres of vacant land Formerly part of the "Manning Brothers Pit" Property 5100 Allen Drive East side of Allen Drive, south of Arrow Highway Irwindale, California 91706	
Assessor Parcel Nos.:	8417-034-912	
Owner(s) of Record:	City of Irwindale	
Date of Value:	January 11, 2021	
Purpose of the Appraisal:	Estimate the fee simple fair market value of the subject property, as of the date of value, for potential sale purposes.	
Site Description:	Size:	10.204 ± acres (444,474 ± sq. ft.), based on Lot Line Adjustment No. LLA 01-2016, recorded as Document No. 2017-698843 on June 23, 2017
	Shape:	Rectangular
	Zoning:	M-2 Heavy Manufacturing Zone - City of Irwindale
	Comment:	According to the City Planning Department, the zoning of the property is **not** consistent with the General Plan, which calls for Single-Family Residential on the subject site.
	General Plan:	Single family residential
	Utilities:	All in immediate vicinity
	Topography:	The site was a portion of a former aggregate mine, excavated to a maximum depth of approximately 140 feet. The perimeter portion of the property along Allen Drive is level and at street grade.
Improvements:	Other than perimeter fencing, the site is vacant, and filled with inert materials.	
Highest & Best Use:	Future residential development based on the City's 2020 General Plan.	

STATEMENT OF LIMITING CONDITIONS

The following statements, assumptions, and considerations are offered as a basis for this particular appraisal report.

. . . . **Factual information** presented in this report has been furnished by or obtained from sources which are considered reliable. While the data is believed to be correct, it cannot be guaranteed.

. . . . It is assumed that the **legal description and title** are good and that the subject ownership is free and clear of all encumbrances, except as may be detailed herein.

. . . . A **land survey** was not made by the appraiser(s); while the dimensions and areas shown and/or referred to herein are assumed to be correct, property boundaries and locations of any improvements are not to be construed as being based upon a survey for which the appraiser(s) are responsible. Where land dimensions or areas were shown on prepared maps, they were used. Where areas or dimensions were not shown, they were scaled from the prepared maps and are subject to scaling error.

. . . . The appraiser(s) assume no responsibility for **hidden** or **unapparent conditions** of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for arranging for engineering studies that may be required to discover them.

. . . . The **final value** estimate reflects current fair market value of the subject fee ownership, i.e. the square footage of the vacant land as depicted on the assessor parcel map.

. . . . The **effective date of the appraisal (i.e. date of value)** for this appraisal is **January 11, 2021.**

. . . . This report is made for the **exclusive use** of the client and intended users as indicated as the addressee on the letter of transmittal.

. . . . This appraisal is **not** to be used for real estate syndicate(s), real estate investment trusts or limited partnerships that utilizes the appraisal report or any information contained therein, to solicit investors or limited partners.

. . . . It is assumed that there is **full compliance** with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.

.... It is assumed that all applicable **zoning** and **use regulations and restrictions** have been complied with, unless a nonconformity has been stated, defined, and considered in the appraisal report.

.... The property is appraised assuming that all **required licenses**, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based, unless otherwise stated.

.... The **value premises** cited are foundational and basic to the values reported herein and the right is reserved to revise and/or rescind the appraisal opinions in the event the conditions are modified to any extent.

.... **Testimony** or attendance in a court of law is not required by reason of this appraisal with reference to the property in question without a prior arrangement as to compensation and scheduling.

.... The **liability** of MASON-David S. Mason, Inc. is limited to the amount of the fee. The firm and appraiser(s) preparing this report are not responsible for erroneous information provided by others.

.... **Indemnification** - The appraiser(s) are not necessary parties in any inquiry or judicial proceedings. They will not be called upon to testify in any litigation or other proceeding arising out of their duties in this matter. If they are compelled to incur court costs, attorneys' fees or other out-of-pocket expenses in connection with court proceedings, such costs or expenses together with appraisers' usual hourly per diem applicable for their professional services for study, preparation, testimony or travel will be paid by the party (or parties) who acts to bring any suit requiring a judicial proceeding.

.... It is the **client's responsibility** to **read** and to **inform** the appraiser of any errors or omissions of which he/she is aware prior to utilizing this report or making it available to any third party.

.... No one other than the **appraiser(s) signing** this report has prepared the analyses, conclusions, and opinions concerning real estate that are set forth in this appraisal.

.... This report in its entirety is **Copyright 2021** by MASON-David S. Mason, Inc., a California Corporation. All rights of reproduction are prohibited unless permission is granted in writing. Electronic PDF's of this report are only valid if produced in their entirety.

. . . . This is an **Appraisal Report** which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice. The Appraisal Report includes discussions of the data, reasoning and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the MASON-David S. Mason, Inc. file. The information contained in this report is specific to the needs of the client and for the intended use and users stated in this report. MASON-David S. Mason, Inc. is not responsible for unauthorized use of this report.

. . . . The presence of **hazardous substances** such as petroleum products, sub-surface toxins, or other potentially hazardous materials may affect the value of a property. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired. The value conclusions reflect the fair market value, "clean" to regulatory standards.

. . . . This appraisal is of the **real property only**. Any improvements pertaining to the realty (fixtures and equipment) have **not** been accounted for within this appraisal.

. . . . The appraiser(s) assume that the **condition of the property** on the date of the value estimate has not changed from the condition on the date of the property inspection by the appraiser(s).

Extraordinary Assumption

. . . . The appraisers have made the following **extraordinary assumption:**

- The subject property is appraised on the basis of the site containing a total of 10.204± acres or 444,474 square feet. In addition, the property is appraised based on a *Rough Grading Completion Report*, dated October 15, 2019, provided by the City of Irwindale, indicating that the reclamation filling of the pit began in late 2012 and was completed to the approximate rough grading design elevations in early 2019. This report assumes the site has been compacted and rough graded to industry standards and would be usable for residential purposes.

MASON-David S. Mason, Inc. reserves the right to alter the analysis if provided with contrary information. The inclusion of this Extraordinary Assumption may affect the assignment results.

. . . . This appraisal is based in part upon the following **Hypothetical Condition**:

- The subject property is zoned M-2, Heavy Industrial. Per Marilyn Simpson, with the City's Planning Department, the zoning is not consistent with the General Plan which calls for single-family residential uses. Per the Client, the valuation analysis is based on potential residential uses. If we are provided contrary information, we reserve the right to alter the value conclusions.

    - City Planning has provided outlines relative to housing but has not determined just what will be allowed on the site;
    - The marketplace indicates that the existing residential users have a strong voice in new development:
    - Finally, the market sales data indicates a substantial difference in dollars per residential unit for multi-family versus a single family site (even the zero lot line homes).

CERTIFICATION

We certify that, to the best of our knowledge and belief;

. . . . The statements of fact contained in this report are true and correct.

. . . . The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.

. . . . We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

. . . . We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

. . . . Our engagement in this assignment was not contingent upon developing or reporting predetermined results.

. . . . Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

. . . The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

. . . . The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

. . . . We have made a personal inspection of the property that is the subject of this report. The property was physically inspected from the public right of way on January 5, 2021 by Kim Pasquariello, SR/WA and on December 29, 2020 by Frances Wolfe Mason, MAI. The effective date of value is January 11, 2021.

. . . . As of the date of this report, I, Kim Pasquariello, SR/WA have completed the Standards and Ethics Education Requirements for Practicing Affiliates of the Appraisal Institute and I have fulfilled the requirements of the State of California Office of Real Estate Appraisers for General Certification.

. . . . As of the date of this report, I, Frances Wolfe Mason, MAI, have completed the continuing education program for Designated Members of the Appraisal Institute and I have fulfilled the requirements of the State of California Office of Real Estate Appraisers for General Certification.

. . . . No one provided significant real property appraisal assistance to the person(s) signing this certification.

Kim Pasquariello, SR/WA
State of California Certificate No. AG004306

Frances Wolfe Mason, MAI
State of California Certificate No. AG001649

INTRODUCTION

This is an Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the MASON-David S. Mason, Inc. file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use stated below. The appraisers are not responsible for unauthorized use of this report.

Property Type and Location: The subject property was a portion of a former aggregate mine that was in operation from the 1920's to the early 1970's. At present, the pit has been filled with inert materials and has been rough graded. It is located at 5100 Allen Drive, within the corporate limits of the City of Irwindale. Please refer to the following table for property specifics.

APN(s)	Ownership	Property Type	Street Address	Zoning/GP	Sq. Ft./Acres Land Area
8417-034-912	City of Irwindale	Vacant land	5100 Allen Drive	M2/Res.	444,474/10.204

Purpose of the Appraisal: The purpose of this appraisal is to provide an estimate of the subject property's fee simple fair market value for potential sale purposes.

Intended Use/Users of the Report: This appraisal is intended for use by the City of Irwindale and their legal counsel. The report is privileged and confidential. Use of this report by others is not intended by the appraisers unless written permission is received from the appraisers.

Scope of the Assignment: The scope of this assignment includes the following:

1. An inspection of the subject property from the public right of way on January 5, 2021, and its surroundings;
2. Review of all available documents pertinent to the subject property;
3. Interviews with representatives of the city of Irwindale to research general plan, zoning, community and specific plan issues, as well as redevelopment area information regarding the subject property, for the purpose of determining allowable uses available to it;
4. Interviews with various individuals and examination of various data services to obtain information concerning current market demand for residential development sites;
5. Performed a Highest and Best Use analysis;

6. The accumulation, inspection, and analyses of sales data to estimate the fair market value utilizing the Sales Comparison Approach;
7. Inspection, verification and analysis of all data used to estimate market value;
8. Reviewed the report from *Tetra Tech*, dated October 19, 2019, regarding the recent fill of the site and rough grading specifications; and
9. Prepared an Appraisal report, based on its highest and best use.

Effective Date of Value: January 11, 2021

Date of Report: The date of the report is January 11, 2021

Definitions

Fair Market Value: (a) The highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.

(b) The fair market value of property taken for which there is no relevant, comparable market is its value on the date of valuation as determined by any method that is just and equitable.[1]

Fee Simple Estate: Absolute ownership unencumbered by any other interest or estate; subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.[2]

Extraordinary Assumption: An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property such as market conditions or trends; or about the integrity of data used in an analysis.[3]

Hypothetical Condition: That which is contrary to what exists but is supposed for the purpose of analysis. Hypothetical conditions assume conditions contrary to known facts about physical, legal, or

1/ *Code Civ. Proc., 1263.320*

2/ *The Dictionary of Real Estate Appraisal*, Appraisal Institute, Sixth Edition, 2015, Page 90

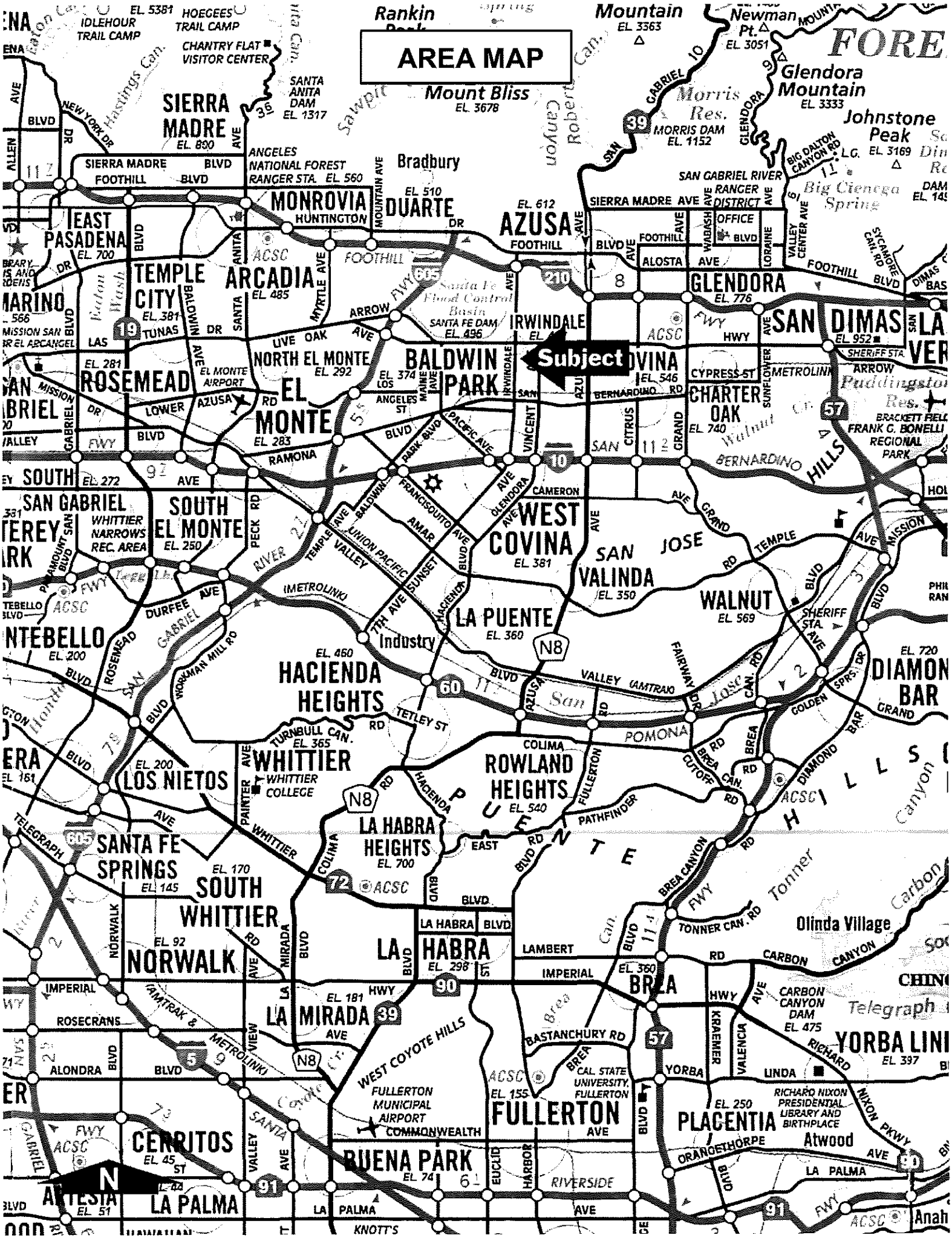
3/ *Ibid*, Page 83

economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis.[4]

Exposure Time: Exposure time is defined as the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon the analysis of past events assuming a competitive and open market.[5] Exposure time considers the market appeal of the subject property. Due to the limited available vacant parcels of land for residential development, the estimated exposure time for the subject is four to six months.

4/ *The Dictionary of Real Estate Appraisal*, Appraisal Institute, Sixth Edition, 2015, Page 113

5/ *Ibid*, Page 83


AREA MAP
Subject
SIERRA MADRE
EL 890
MONROVIA
DUARTE
EL 510
AZUSA
EL 612
EAST PASADENA
EL 700
TEMPLE CITY
EL 381
ARCADIA
EL 485
GLENDORA
EL 776
SAN DIMAS
EL 952
IRWINDALE
EL
BALDWIN PARK
NORTH EL MONTE
EL 292
ROSEMEAD
EL 281
EL MONTE
EL 283
CHARTER OAK
EL 740
WEST COVINA
EL 381
SOUTH EL MONTE
EL 250
SOUTH
EL 272
SAN GABRIEL
WHITTIER NARROWS REC. AREA
SAN JOSE VALINDA
EL 350
WALNUT
EL 569
LA PUENTE
EL 360
HACIENDA HEIGHTS
EL 460
INDUSTRY
WHITTIER
WHITTIER COLLEGE
ROWLAND HEIGHTS
EL 540
LOS NIETOS
EL 200
NTEBELLO
EL 200
DIAMOND BAR
EL 720
LA HABRA HEIGHTS
EL 700
SANTA FE SPRINGS
EL 145
SOUTH WHITTIER
EL 170
NORWALK
EL 92
LA HABRA
EL 298
BREA
EL 360
Olinda Village
LA MIRADA
EL 181
FULLERTON
EL 155
PLACENTIA
EL 250
YORBA LINDA
EL 397
CERRITOS
EL 45
BUENA PARK
EL 74
ARTESIA
EL 51
LA PALMA
Mount Bliss
EL 3678
Mountain
EL 3363
Newman Pt.
EL 3051
Glendora Mountain
EL 3333
Johnstone Peak
EL 3169
Morris Res.
MORRIS DAM
EL 1152
SANTA ANITA DAM
EL 1317
HOEGEES TRAIL CAMP
IDLEHOUR TRAIL CAMP
CHANTRY FLAT VISITOR CENTER
EL 5381
ANGELES NATIONAL FOREST RANGER STA. EL 560
SIERRA MADRE AVE RANGER DISTRICT
SAN GABRIEL RIVER
Big Cienega Spring
Bradbury
EL 510
Santa Fe Flood Control Basin
SANTA FE DAM
EL 496
Puddingstone Res.
BRACKETT FIELD
FRANK G. BONELLI REGIONAL PARK
Walnut Cr.
Tonner Canyon
Carbon Canyon
Brea Canyon
Telegraph
CARBON CANYON DAM
EL 475
WEST COYOTE HILLS
FULLERTON MUNICIPAL AIRPORT
CAL. STATE UNIVERSITY, FULLERTON
RICHARD NIXON PRESIDENTIAL LIBRARY AND BIRTHPLACE
Atwood
EL MONTE AIRPORT
SHERIFF STA.
METROLINK
AMTRAK
IMPERIAL
ROSECRANS
FOOTHILL BLVD
SIERRA MADRE BLVD
NEW YORK DR
MOUNTAIN AVE
SANTA ANITA AVE
MYRTLE AVE
BALDWIN AVE
AZUSA AVE
IRWINDALE AVE
VINCENT AVE
CITRUS AVE
GRAND AVE
TEMPLE AVE
MISSION AVE
ARROW HWY
LIVE OAK AVE
LOS ANGELES ST
MAINE AVE
PACIFIC AVE
RAMONA BLVD
PARK BLVD
FRANCISQUITO AVE
AMAR RD
BALDWIN AVE
CAMERON AVE
GLENDORA AVE
SUNSET AVE
HACIENDA BLVD
7TH AVE
UNION PACIFIC
TEMPLE VALLEY
PECK RD
DURFEE AVE
ROSEMEAD BLVD
SAN GABRIEL RIVER
WORKMAN MILL RD
TURNBULL CAN. EL 365
TETLEY ST
VALLEY BLVD
AZUSA RD
FAIRWAY DR
GOLDEN SPRS. DR
GRAND AVE
POMONA BLVD
BREA CANYON CUTOFF RD
DIAMOND BAR BLVD
FULLERTON RD
PATHFINDER RD
EAST BLVD
COLIMA RD
PAINTER AVE
WHITTIER BLVD
TELEGRAPH RD
NORWALK BLVD
MIRADA BLVD
LA HABRA BLVD
LAMBERT RD
TONNER CAN. RD
CARBON CANYON RD
BASTANCHURY RD
BREA CAN. RD
KRAEMER BLVD
VALENCIA AVE
YORBA LINDA BLVD
ORANGETHORPE AVE
LA PALMA AVE
RIVERSIDE
EUCLID
HARBOR
VALLEY VIEW
SANTA FE
ALONDRA BLVD
KNOTT'S
HAWAIIAN
N8
60
57
605
210
10
91
90
72
39
5
N

GENERAL LOCATION DESCRIPTION

The subject property is located in the in the city of Irwindale, a community in the San Gabriel Valley; the latter comprises the northeast portion of Los Angeles County. Surrounding communities include Baldwin Park, El Monte, Azusa, Duarte, and Monrovia, as well as unincorporated parts of the county. The property is situated on the east side of Allen Drive, south of Arrow Highway. Arrow Highway is a major highway arterial for the city, which typically consists of four to six travel lanes and 84 feet of paving within a 100 foot right-of-way, while the latter is a collector road/local street, which generally have a right of way width between 60 feet and 66 feet, with curb-to-curb widths of 40 feet. Arrow Highway is a designated truck route.

Los Angeles County

The county of Los Angeles contains approximately 4,082 square miles. In every respect, it is the dominant member of the six counties that comprise Southern California. It is bounded on the north by Kern County, on the east by San Bernardino County, on the southeast by Orange County, and on the northwest and west by Ventura County and the Pacific Ocean. Los Angeles County is the second largest population center in the United States. According to the California Economic Development Department, its current population estimate stands at 10-million persons.

The county has a broad and highly diversified economic base. The local economy is composed of many different industries offering a diverse range of employment opportunities. The non-farm and service industries make up the largest sector of the county's work force at the present time; manufacturing, once the main component of the local economy, has declined precipitously since the mid-1980s due to a variety of factors, including cutbacks in defense spending, increased environmental regulations, increasing foreign competition, and restrictive zoning and land use limitations imposed by various governmental agencies.

According to the California Labor Bureau, the seasonally adjusted unemployment rate in Los Angeles County decreased to 11% in November, from a revised 12% in October 2020, substantially higher than one year ago when reported to be 4.3%. The California seasonally adjusted unemployment rate was 8.2% in November, 9.0% in October 2020 and 3.9% a year ago in November 2019. Many factors have affected these numbers, with the biggest being the Covid-19 pandemic and the recent tumultuous election. Based on these circumstances, the prognosis for the local economy is mostly positive, however, and based on more global circumstances, optimism is guarded.

NEIGHBORHOOD MAP
Subject
Q & B Foods
Callahans Irish Pub
Cemex - Azusa Quarry
Wholesale Tires
Flores Recycling
Waste Management - Azusa Landfill
Guadalupe's
McDonald's
In-N-Out Burger
Caravan Mobile Home Park
Jan's Towing
Valleydale Park
The Hose-Man
Valleydale Elementary School
Mariscos Uruapan
Michael's Super Burgers Irwindale
Free Delivery
The Outlet By E.L.S
El Super
Gladstone High School
Irwindale Park
Alice M Ellington Elementary School
Walmart
Spectrum
Bert's Mega Mall
San Dimas Wash
Big Dalton Wash
Our Lady of Guadalupe Church
Merwin Elementary School
Cypress St
Northview High School
Las Palmas Middle School
99 Cents Only Stores
United States Postal Service
In-N-Out Burger
Avollo's Italian
Little Caesars Pizza
Drop Your Jeans Inc
Faith Church
The Home Depot
Starbucks
Beacon Healthcare Center
Badillo St
Sunset Square Apartments
N
W 1st St
W Gladstone St
E Renwick Rd
E Badillo St
Arrow Hwy
Azusa Canyon Rd
N Irwindale Ave
N Vincent Ave
N Azusa Ave
N Lark Ellen Ave
S Vernon Ave

Irwindale

The city of Irwindale, first settled in the mid-19th Century, was incorporated in 1957, and is located about 20 miles east of downtown Los Angeles. It is part of the San Gabriel Valley, in the northeast portion of L.A. County, and has a surface area of approximately 9.5 square miles. The city is primarily industrial in nature, although there are enclaves of residential development (mostly older single family) scattered throughout. The resident population is just under 1,500 persons. The City has of recent been transitioning from a mining oriented community to a manufacturing and high-tech based suburban city. And while the sand and gravel industry maintains a strong presence and a strong force economically for the City, other long-standing businesses like the Miller Brewing Company, Nu-Way Industries, the Irwindale Speedway, Pepsi and various others companies exhibit the area's overall ability to attract and retain businesses that also add significantly to the City's diverse nature. The top five non-government employers include Ready Pac Produce, Charter Communications, Decorative Specialties, Miller Brewing Company and California Community News.

The city is quite irregular in terms of shape. Its major east-west axis is Arrow Highway, with Irwindale Avenue being the major north-south axis. Other important streets include the east-west thoroughfares of Live Oak Avenue, Cypress Street, and Ramona Avenue, and the north-south thoroughfares of Peck Road, Azusa Canyon Road, Irwindale Avenue, and Vincent Avenue. The San Gabriel Freeway (I-605) runs diagonally north-south through the city's western sector, while the Foothill Freeway (I-210) passes east-west along the city's northern edge. The two freeways intersect near the city's northwest corner.

A prominent landmark in the city is the Santa Fe dam and recreation area, located about one mile northwest of the subject site. This is a major flood control facility operated by the U.S. Army Corps of Engineers; the dam regulates the waters of the San Gabriel River, a major Southern California watercourse that emanates from the mountains of the same name to the north. Over many thousands of years, the river has deposited large quantities of rock, sand and gravel in the area, which has resulted in Irwindale becoming a major mineral extraction center for the region. This is reflected in the numerous sand and gravel pits found throughout the city and other nearby areas.

In conclusion, the outlook for the city is favorable, with continued expansion and revitalization providing additional revenues and jobs for the city and its residents.

Neighborhood

The subject's immediate surroundings consist of a industrial related uses to the north, single-family residences to the east, across Allen Drive, and single-family uses east of Vincent Avenue. Industrial uses in the area range from older, small-scale operations to larger, modern single-tenant buildings. The most

noticeable feature in the neighborhood is the subject itself, an inactive, former mining pit that has been filled and is ready for redevelopment. The subject neighborhood is considered stable.

Although there is some multi-family development along the north side of Arrow Highway, single family homes predominate in this area. In the recent past, home prices in the city have typically been in the range of $375,000 to $550,000 for homes ranging in size from 1,000 to 1,800 square feet. Most of the city's housing stock is older and of modest quality, but maintenance standards are relatively high. Currently there are no homes listed for sale nearby per the Multiple Listing Service as of the date of the report.

The subject property has been in the process of being filled since early 2012 and was completed to the approximate rough grading design in early 2019. The city has embarked on an effort to redevelop a number of pits throughout the city, including the subject property. According to the City's Planning Department, the west 10 acres will be for residential use, with the remaining property to the east being slated for industrial related uses. As of the date of this report, the entire former Manning Pit is vacant. It should be noted that the subject's current industrial zoning designation is not consistent with the City's General Plan, calling for residential use, which is compatible with uses along Allen Drive.

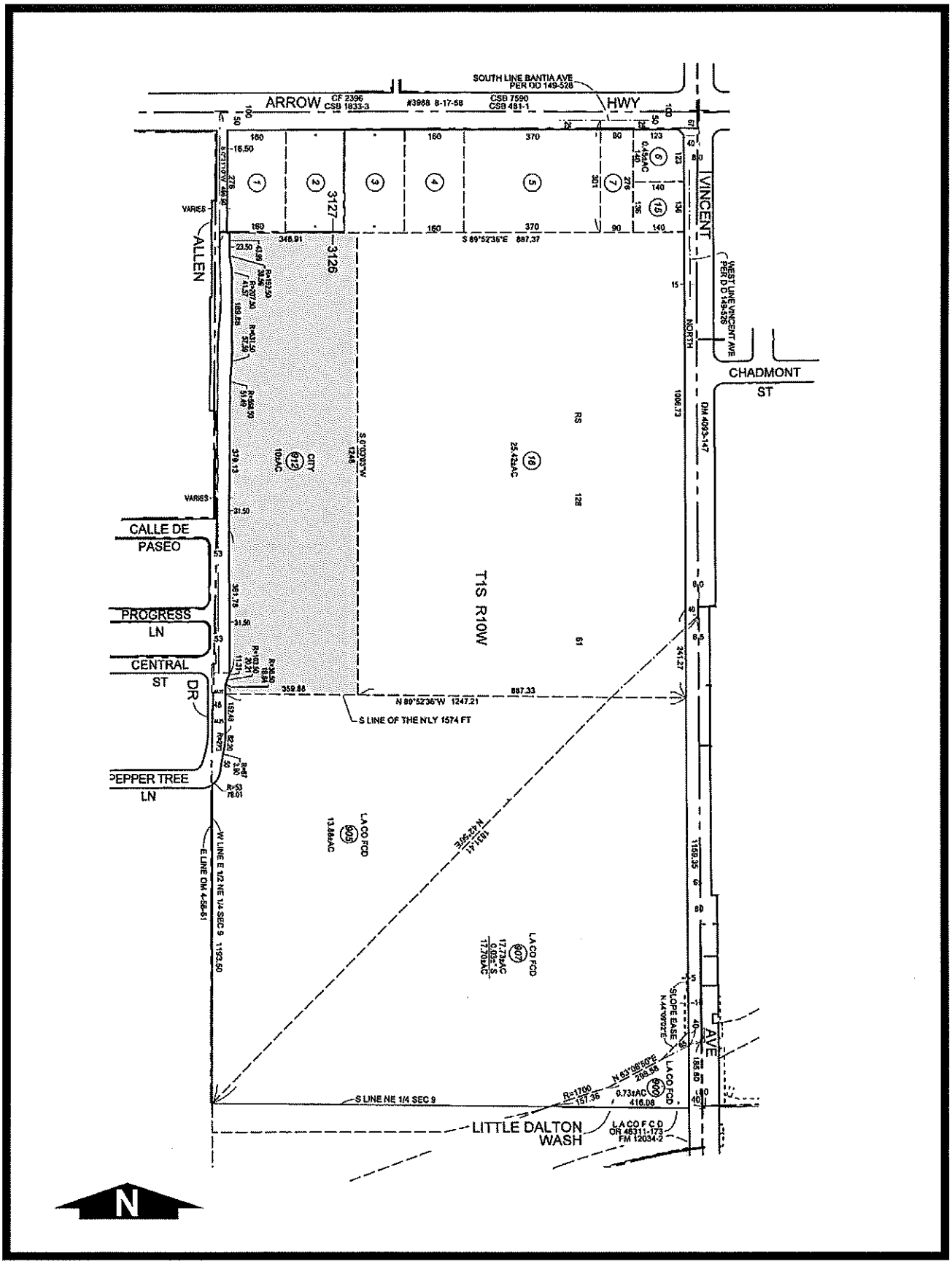
Residential Market Conditions

According to the California Association of Realtors', low mortgage interest rates and pent-up demand will bolster home sales in 2021, but economic uncertainty in the market, attributed to the pandemic and continued supply shortage will limit sales growth. In November, California's inventory of housing was at the lowest level in over 16 years, exhibiting only 1.9 months of supply. Homes are on the market for an average of nine (9) days. The sales-to-list price ratio is the highest recorded in over 30 years. In Los Angeles County, as of January 2021, and according to Norada Real Estate Investments of Laguna Niguel, California, a report entitled *Los Angeles Real Estate Market & Investment Overview 2021*, the median price of homes is $664,000, up 11.7% year over year. There are 2.1 months of supply, down 29% year over year. In November 2020, the LA metro housing market posted a year-over-year increase of 30% in single-family home sales. When compared to October 2020, sales dropped by 9.2%. According to the Pasadena/Foothills Multiple Listing Service, there were three (3) homes sold in December 2020, with an average list price of $648,000. This reflects a price reduction year-over-year of nearly 23%. The median sale price in Irwindale year to date (2020), is $432,500, with an average of 54 days on the market.

Looking forward, and with regard to pricing and growth, median home prices have increased since 2012 in Los Angeles County by nearly 99%, from $399,000 to $794,935. This amounts to an annual real estate appreciation of nearly 7%, which puts the overall area in the top 10% nationally for appreciation.

Home prices are expected to rise by at least 10% over the next 12 months, despite the current Covid-19 conditions. The latest housing forecast for Los Angeles and the LA Metropolitan area indicate a continued shortage of supply and an increase in demand for housing, which will most likely result in even higher prices, and potentially cause the home affordability index to drop. Reportedly, nearly three in four residents can not afford to buy a median-priced home in the area. According to HousingWire, an index that combined median income and median homes prices made Los Angeles the least affordable city in the country, with younger residents concerned they will never be able to afford a house. Many county shoppers are looking for cheaper metro areas, with the most popular being Las Vegas. It remains to be seen over the next 12 months what happens to the residential market, but for now, there is very little inventory to choose from and prices remain high. A recent article in the *Wall Street Journal*, dated December 26, 2020, indicated that home builders nationally are concerned they are running out of land to develop. A shortage of previously owned homes is prompting buyers to opt for new construction. The article indicates that "competition for land is extremely high as the homebuying demand grows". This should bode well for the subject site going forward.

PLAT MAP


SOUTH LINE BANTIA AVE PER OD 149-526
ARROW HWY
CF 2396 CSB 1833-3
#3988 8-17-58
CSB 7590 CSB 481-1
VINCENT
ALLEN
3127
3126
VARIES
WEST LINE VINCENT AVE PER D.D 149-525
NORTH
CHADMONT ST
DM 4093-147
CITY 612 10AC
25.42AC 16
RS
128
61
T1S R10W
1096.73
CALLE DE PASEO
PROGRESS LN
CENTRAL ST
DR
PEPPER TREE LN
S 89°52'36"E 887.37
N 89°52'36"W 1247.21
S LINE OF THE NLY 1574 FT
887.33
359.88
379.13
351.78
241.27
1159.35
LA CO FCD 905 13.28±AC
LA CO FCD 907 17.73±AC 0.03±-S 17.70±AC
LA CO FCD 908 0.73±AC 416.08
N 63°08'50"E 208.58
SLOPE EASE N 44°09'22"E
S LINE NE 1/4 SEC 9
R=1700 157.36
LITTLE DALTON WASH
LA CO F C D OR 4831-173 FM 12034-2
E LINE DM 4-58-51
W LINE E 1/2 NE 1/4 SEC 9 1193.50
N

PROPERTY DESCRIPTION

Owners of Record:	The City of Irwindale
Location:	5100 Allen Drive, Irwindale, CA 91706
Legal Description:	Subject to receipt and review of the title report..
Easements & Other Restrictions:	No comment can be made regarding easements and other restrictions until receipt and review of the title report.
Assessor Parcel Number(s):	8417-034-912

Site Description

Shape/Frontage:	Irregular. There are approximately 1,200 linear feet of frontage along Allen Drive.
Size:	10.204± Acres or 444,474 Sq. Ft.
Utilities:	All public utilities are in the immediate vicinity.
Current Property Taxes:	The subject is owned by a public entity, exempt from property taxation.
Flood Zone:	The subject parcel is located in Community Panel No. 06037C1700F dated September 26, 2008. The subject property is located within Zone X, areas determined to be outside the 0.2% chance annual flood plain.
Seismic Zone:	All of Southern California is seismically active, and subject to potential ground-shaking and/or surface rupture. The nearest faults to the subject area are the Sierra Madre which is 2 miles north; the Clamshell-Sawpit which is 3 miles west and the Whittier/Elsinore fault, which is approximately 9 miles south. No special consideration has been given to this hazard since all of Southern California shares the condition, and the subject property is not located within a Special Studies Zone.

Streets/Access:	Access to the property is from a curb cut on Allen Drive. As of the date of this report, the entrance is gated and a "No Trespassing" sign is posted on the fence. The property is situated on the east side of Allen Drive, which is approximately 280 feet south of Arrow Highway. Allen Drive is a collector road/local street, which generally have a right of way width between 60 feet and 66 feet, with curb-to-curb widths of 40 feet.
Topography:	Mostly level and at street grade. The site has been rough graded.
Soils:	A geotechnical investigation of the site was not provided for this assignment. The soils are assumed to have been filled with clean fill material, with no contamination remaining on site from the prior mining operation.

Land Use

Zoning/General Plan:	The Zoning designation is M2, Heavy Manufacturing. However, and according to the City of Irwindale, the zoning designation is not consistent with the General Plan, which calls for residential development. The City indicated they would **not** allow industrial uses on this site. According to the City's 2013 General Plan, up to 63 homes can be constructed on this site. According to the City's updated 2020 General Plan, up to 80 homes can be constructed on this site.
Improvement Description	None other than perimeter fencing and gates. A block wall fronts along the westerly perimeter of the site on Allen Drive.

Property History

The subject's former mining activity was prior to SMARA (Surface Mining and Reclamation Act of 1975), and therefore had no permit or reclamation plan on file. The site was a former aggregate mine that was operated from the 1920's to the early 1970's by the Manning Brothers Rock and Sand Company. It has since been filled and rough graded. The site is currently owned by the City of Irwindale. It should be noted that the City's Planning Department indicated there has been a recent informal offer on the property by a residential developer, however, no details of the transaction have been provided to the appraiser(s).

HIGHEST AND BEST USE

Highest and best use is a market-driven concept reflecting the market's perception of the most profitable use of real property. The **definition** of highest and best use is as follows: "The reasonably probable and legal use of vacant land or an improved property that is legally permissible, physically possible, appropriately supported, financially feasible, and that results in the highest value."[6]

The concept of highest and best use represents the premise upon which value is based. The appraisers must conclude the most probable and profitable use for the subject property(ies) "as vacant" and "as improved or proposed." In estimating highest and best use, there are essentially four stages of analysis. They include legal permissibility, physical possibility, financial feasibility, and maximum profitability. Tests of legal permissibility and physical possibility must be applied before the remaining tests of financial feasibility and maximal productivity. These consider the physical characteristics of the property, the overall market trends, and current market conditions affecting the subject property or larger parcel as though vacant and as currently improved.

In attempting to determine Highest and Best Use, the appraiser generally begins by asking: (1) what uses are legal; i.e., permitted by zoning ordinances or deed restrictions, (2) what uses for the site are physically possible, and (3) what uses are economically feasible in terms of producing a positive benefit to the owner of the site. From the feasible uses, the appraiser tries to settle on the practical uses which will likely bring the highest net return, or result in the highest net worth for the subject property. Valuation then proceeds by comparing and analyzing market data related to other properties with similar uses. Deciding what use is the Highest and Best is a critical prerequisite to valuing any property, because the definition of market value assumes knowledgeable buyers and sellers who understand the potential of the property, have time to make prudent plans and who will presumably develop and operate it to realize the highest possible return. An appraisal should therefore be based on the assumption that, under normal market conditions, a buyer will pay a price commensurate with receiving the potential return.

Assuming both buyer and seller are aware of the most profitable uses, the sale price finally agreed upon should theoretically reflect expected returns from the optimal uses, compare favorably with other properties with the same uses, or the costs involved in creating similar alternative operations. Thus, having determined what the most profitable uses are, an appraiser knows what comparative market data to study, if applicable.

6/ *The Dictionary of Real Estate Appraisal*, Appraisal Institute, Sixth Edition, 2015, Page 109

Highest and Best Use As If Vacant

Highest and Best Use analysis considers the maximal use of a site as if it were vacant and available for development and compares the ideal potential development with the most profitable utilization of the site as it is currently developed.

The first limitation on property is an issue of legality. **Uses must be legal**. They must be probable, not speculative or conjectural. There must be a profitable demand for such use and it must return the highest net return for the longest period of time. Legal restrictions are typically of two types: private restrictions (deed restrictions and/or easements) and public restrictions (zoning). The subject property is currently zoned M2, Heavy Manufacturing Zone, however; is inconsistent with the City's General Plan which calls for residential development on the 10.204 acre site. The majority of homes in Irwindale are single-family detached units, located primarily in the southeast portion of the City. The subject is within the *Southeast Planning Area*, which is bound by Arrow Highway on the north and Azusa Canyon Road on the west. There are approximately 60 acres dedicated to residential use within the City limits. The subject's residential zoning represents a legal use.

With respect to the category of being **physically possible**, the subject is rectangular in shape and is **not** within a special flood hazard study area. In this instance, the subject property (10.204 acres) is vacant with no improvements requiring demolition. The subject site is considered more than adequate to accommodate a residential development.

With regard to **financial feasibility**, it would appear that a use consistent with the general plan (residential) would represent the highest net return to the land.

Relative to **maximally productive**, and because of the subject's proximity to the center of the City, it seems likely that the most productive use for the site would be residential development, albeit single-family residential or a higher density which the City has yet to determine. As stated earlier, there is an informal offer on the property proposing 21 dwelling units per acre on a three-acre portion of the site, however, this density does not conform to their development standards stipulating minimum 5,000 square foot lots. According to the City's General Plan (2020), the site can accommodate up to 80 homes, which would equate to 5,555 square feet per lot. Based on these considerations and given the fact that there is a dearth of land suitable for residential development, future residential development would be considered a maximally productive use.

Conclusion

After considering the surrounding uses, the discussion of market conditions and trends, as well as the legal and physical potential of the subject site, is our opinion that the highest and best use of the site, is for a future single or multi-family residential development. It remains to be seen as to when this development will occur, however, the proposed use would conform to the surrounding neighborhood.

VALUATION ANALYSIS

Outline of the Problem

The purpose of this appraisal is to report an opinion of the fair market value of the fee simple interest in the subject property, as of January 11, 2021 for potential sale purposes. The highest and best use of the site has been determined to be for future residential development.

Methodology

Market value is the present worth of all expected future net benefits accruing to the ownership of real estate. The appraisal process is a systematic, orderly and logical method of collecting, analyzing and processing market data in order to make an intelligent and informed judgement concerning the value of a specific parcel of real estate. Three recognized methods have been developed over the years for processing market data into indicators of value. They are the *Cost Approach*, the *Income Capitalization Approach*, and the *Sales Comparison Approach*.

For valuation purposes, the Sales Comparison approach will be utilized. The Sales Comparison Approach consists of a direct comparison of market transactions of similar properties to a subject property. The approach is based on the principal of substitution which holds that a prudent purchaser would pay no more for a property than the cost of acquiring an equally desirable substitute property without undue delay. Analysis of the data is made on the basis of recognized comparison factors: property rights, financing (cash equivalency), conditions of sale, market conditions (changes in price over time), location, and property-specific factors (e.g., access, exposure, aesthetic appeal, size, etc.). Adjustments are made to account for differences between the comparables and the subject property, which and be either quantitative or qualitative.

Valuation Analysis

A study of sales in the general area was made in order to identify those items most comparable to the subject property. The investigation was accomplished through the use of public records, proprietary real estate data sources, and interviews with market participants. It should be noted that available data for vacant land sites with residential development potential are very limited and the sales utilized are the best available as of the date of this report.

Five (5) land transactions are summarized on the table on the accompanying page, listed in ascending order by date of sale. The data spans from January 2018 to October 2020. The selected items were

LAND SALES SUMMARY

Data No.	Address / Location APN Seller / Buyer	Sale Date Doc. No.	Sale Price	Land Area (Acres)	Land Area (Sq. Ft.)	Zoning	Price/Acre	Allowed Number of Dwelling Units	Price/DU
1	649 W. Gladstone Street - San Dimas APN 8392-020-001 *Shu Guang & Sandy Chen/649 Gladstone, LLC*	1/25/2018 81651	$2,020,000	1.61	70,182	SF-A7500 7,500 SF Min. lots	$1,254,658	7	**$288,571**
2	349 W. Gladstone Street - San Dimas APN 8392-015-030 *Nicolas & Dora Perez/Fancisco Clemente*	5/1/2018 422148	$685,000	1.13	49,223	SF-A16,000 16,000 SF Min. lots	$606,195	3	**$228,333**
3	16722 East Arrow Highway - Covina APN 8410-018-014 *Mickey & Josephine Carter/Relay International, LLC*	05/23/2018 510578	$825,000	1.10	47,629	A-1 (Allows up to 9 DU's)	$752,737	9	**$91,667**
4	1530 W. Cameron Avenue - West Covina APN's 8468-016-008, 010 *Foothill Family Service/Meritage Hmes of California, Inc.*	11/21/2018 1174855	$6,125,000	2.80	121,428	Urban General MF-45	$2,187,500	56	**$109,375**
5	Sierra Madre Avenue - Azusa APN 8608-001-001	10/16/2020 1287925	$420,000	0.52	22,595	NG3-R1	$807,692	2	**$210,000**

CURRENT LISTINGS SUMMARY

			Asking Price						
	3724-3736 Randolph Avenue, El Sereno APN's 5306-011-028, 029 & 030	N/A	$750,000	**0.52**	22,651	QRD3-10	$1,442,308	12	**$62,500**
	1920 W. Pacific Lane, West Covina APN 8459-026-002	N/A	$1,888,000	**0.64**	27,878	R3	$2,950,000	7	**$269,714**
	573 E. Arrow Highway, Azusa APN 8621-008-057	N/A	$1,400,000	**0.43**	18,731	AZC3	$3,255,814	10	**$140,000**
	15000 Badillo Street, Baldwin Park APN 8554-005-002	N/A	$2,550,000	**0.94**	40,946	BPR3	$2,712,766	16.00	**$159,375**
Subj.	**Allen Drive, South of Arrow Highway** **APN 8417-034-912** *Owner: Irwindale City*			**10.204**	**444,474**	**Inconsistent with GP - Site is Residential**			

verified with a party to the transaction, whenever possible. Analysis of the data has been made on the basis of price per dwelling unit, one of the standard units of comparison for vacant land with development potential. Comparisons have been made on a qualitative basis.

Comparable No. 1 is located at 649 W. Gladstone Street in San Dimas. The site totals 1.61 acres or 70,182 square feet. It transacted on January 25, 2018 in the amount of $2,020,000. It is located approximately six miles northeast in an area that is primarily residential in nature. The site was previously used commercially, however; and according to the buyer, was purchased for the development of approximately seven (7) single-family residences. The site is zoned SDSF-A7500, allowing for the development of 7,500 square foot lots or approximately nine (9) units. The commercial structure remains on the site, however; is no longer in use. The sale price equates to **$288,571** per dwelling unit or $1,254,658 per acre. Overall, and primarily due to locational factors, this is a superior site.

Comparable No. 2 is located at 349 W. Gladstone Street in San Dimas. The sale transacted May 1, 2018 in the amount of $685,000. The site totals 1.13 acres or 49,223 square feet. According to the City of San Dimas, the property is zoned SF-A16,000, indicating residential development is allowed on 16,000 square foot minimum lots. It is currently improved with an older single-family residence, however; was sold for land value. It should be noted that there are several new homes under construction just north of this site. The area is primarily residential in nature, and is considered superior in location, however; with regard to density requirements, it is an inferior property. The sale price equates to **$228,333** per dwelling unit or $606,195 per acre.

Comparable No. 3 is located just northeast of the subject at 17622 E. Arrow Highway in Covina. The sale recorded May 23, 2018 in the amount of $825,000. The site totals 1.10 acres or 47,629 square feet. The property is within an unincorporated area of Los Angeles County. According to the Los Angeles Regional Planning Department, the site is zoned A-1, and allows up to nine (9) lots, with a subdivision/tract map requirement prior to development. Allowable square footage per lot is 5,000 square feet. The site is currently improved with an older, uninhabited single-family residence. The sale price equates to **$91,667** per allowable dwelling unit or $752,737 per acre. Overall, and primarily due to inferior zoning and general plan designations, this is an inferior site.

Comparable No. 4 is located at 1530 W. Cameron Avenue in West Covina, approximately 2.5 miles southwest of the subject site. The sale recorded November 21, 2018 in the amount of $6,125,000. The site totals 2.80 acres or approximately 121,428 square feet. There are 56 townhomes in various stages of construction, with some being finished and available for sale. This property is located in the heart of downtown West Covina, just a block away from the Civic Center. Surrounding uses are mixed, with the majority being commercial or residential in nature. It should be noted that there have been other recent developments in this area that reflect a transition from single-family living to three to five-story

"apartment" living. The sale price equates to **$109,375** per dwelling unit or $2,187,500 per acre. Overall, and primarily due to locational factors, this is a superior property.

Comparable No. 5 is located at the junction of Azusa Avenue, San Gabriel Canyon Road and Sierra Madre Avenue in Azusa. It is north of the subject by approximately 3 miles. The site is oddly configured and appears as an island shape, sandwiched between the junction of three (3) roads. The sale transacted October 16, 2020 in the amount of $420,000. The site totals 0.52 acres and according to the City's Planning Department, can be developed with a single-family residence and accessory dwelling unit or the parcel has the capacity to be split into two (2) parcels, with one single-family residence and accessory dwelling unit each. The seller indicated it was marketed with the ability to be developed residentially. The sale price equates to **$210,000** per dwelling unit or $807,692 per acre. Overall, and primarily due to its odd configuration and location, this is an inferior property.

All of the data discussed above is useful to form general value ranges for the subject, as of the date of value.

Property Rights at Sale/Financing/Conditions of Sale/Market Conditions

This category adjusts for property rights conveyed and takes into account differences in legal estate between the subject and each comparable property. The Land Data sales were transferred as fee simple estates at or assumed to be at market; no adjustments are required.

Financing terms were considered for each data item. Favorable financing often leads to a higher selling price and unfavorable financing may reflect a lower selling price. The Land Sales data were purchased for cash or financing terms that reflected market levels for this type of property; no adjustments required.

Adjustments for conditions of sale were considered relative to buyer and seller motivations at time of sale. This category adjusts for atypical conditions of sale and reflects any difference between the actual sale price of a comparable and its probable sale if it were currently without special conditions. Conditions of sale adjustments were made, if appropriate.

The market conditions (time) adjustment takes into account the movement of property values over the period of the sales, as compared to the date of value. The sales considered herein are residential development land transactions, selling between January 2018 and October 2020, under similar market conditions as are present in today's market, requiring no adjustments.

Location and several physical characteristics were considered when comparing the sales data to the subject. Some of the additional adjustment categories include the following: size, frontage/visibility,

access, zoning and general plan designations and allowable densities. These adjustments were made qualitatively (inferior, similar, superior).

Conclusion

The sales exhibit prices on a per dwelling unit basis between $91,667, for an inferior site to $288,571 for a superior site, reflecting a substantial spread. Some consideration is given to all the sales, with least emphasis placed on Sale Nos. 3 and 5. Sale 3 requires a subdivision map/tentative tract map in order to be developed due to its current zoning designation. Sale 5 is oddly configured and in an inferior location.

As a check of reasonableness and support for the price per dwelling unit conclusion, four (4) current listings in the Los Angeles County area that are slated for residential development have been reviewed. All the properties are within Los Angeles County, with three of the four being in West Covina, Azusa and Baldwin Park. A property in West Covina is proposing seven (7) town homes on a 0.64 acre site, and is listed for $1,888,000, equating to **$269,714** per dwelling unit. A property in Azusa is currently listed for sale in the amount of $1,400,000. The site totals 0.43 acres and 10 units are proposed, equating to **$140,000** per dwelling unit. A third property is listed for sale in the Baldwin Park area for $2,550,000. The site totals 0.94 acres, and proposes 16 townhomes, equating to **$159,375** per dwelling unit. A fourth property listed for sale in the El Sereno area is being offered at $750,000 for a 0.52 acre site allowing six (6) duplexes, equating to **$62,500** per dwelling unit.

After reviewing the market data, considering reasonable adjustments, analyzing the characteristics of the subject and market area, and keeping in mind the information provided by the Client relative to development potential per the City's 2013 and 2020 General Plans, a range of value is considered appropriate, at the rate of **$150,000** per dwelling unit. As of the date of this report, the City of Irwindale has yet to determine what the number of allowable dwelling units will be approved for the site and therefore, the analysis is based on the General Plan projections exhibiting between 63 and 80 units, calculated as follows:

Value Range				
63 Dwelling Units	x	$150,000/Dwelling Unit	=	**$ 9,450,000**
to				
80 Dwelling Units	x	$150,000/Dwelling Unit	=	**$12,000,000**

The appraisers conducted further analysis of the subject development based on a combination of the info provided by Marilyn Simpson and the actual market sales data. The assumptions are further predicated on the subject property not being encumbered with restrictions, easements or non-buildable areas due

to fill and compaction. If in fact the entire site is buildable and 3 acres is developed with 21 units to the acre and the residual 7.204acres is developed with single family lots in keeping with the neighborhood lot sizes and residential single family price range of $350,000 to $550,000, a further pricing structure based on the market sales data is as follows:

3 acres - 21 units per acre = 63 units x $110,000 = $6,930,000
7.204 acres - 31 lots/units (assuming 8,000sf lots + roads/infrastructure) x $150,000 = $4,650,000

Total Value $11,580,000

Bottom line, while data is limited, high residential demand, the City's ability to re-zone at an optimal rate and be flexible with the development supports a value at the higher end of the spectrum.

The above valuation is subject to receipt and review of the title report.

MARKET DATA

Land Sales Data Summary & Map
Land Sales Data Photographs & Plat Maps

LAND SALES DATA SUMMARY & MAP

LAND SALES SUMMARY

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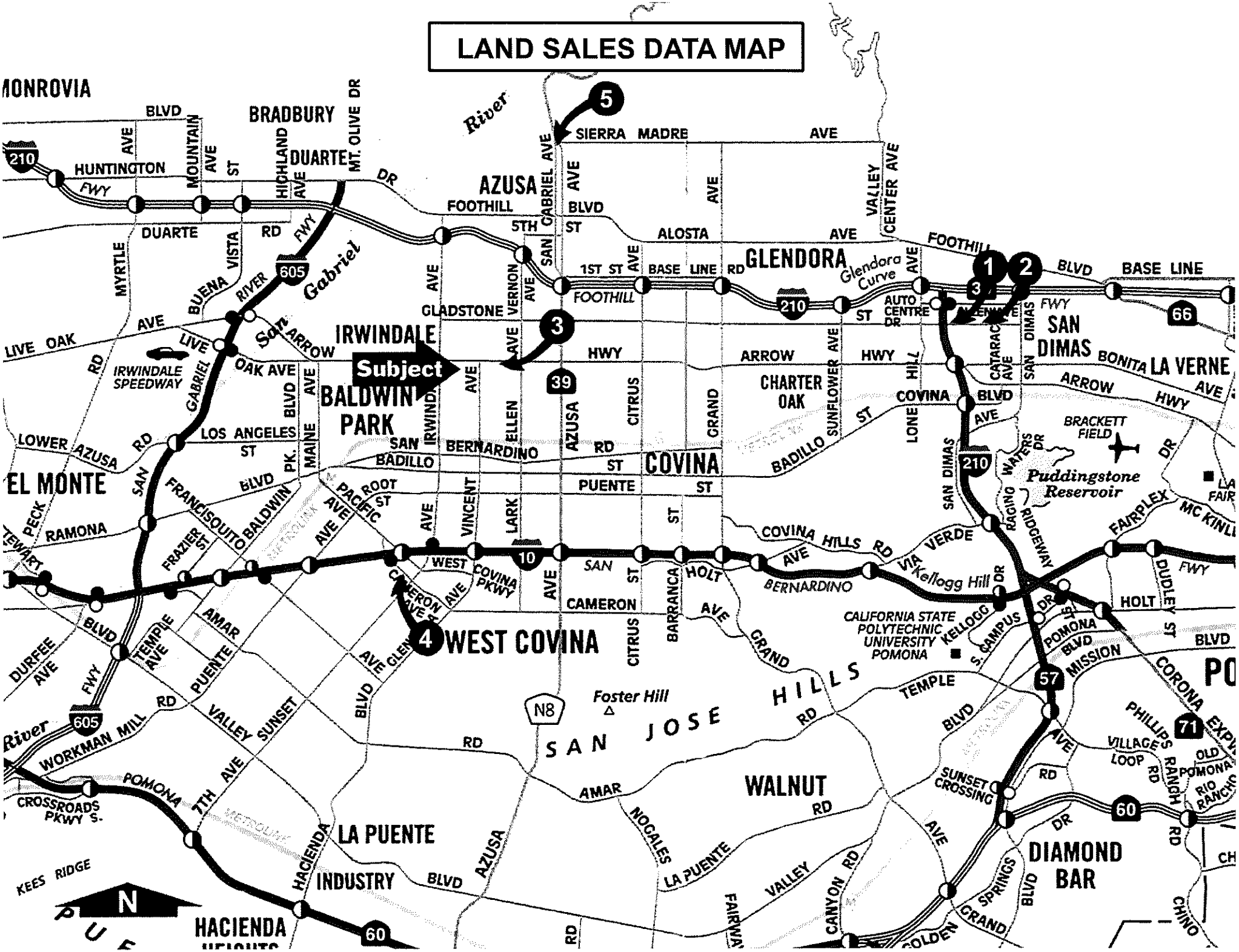
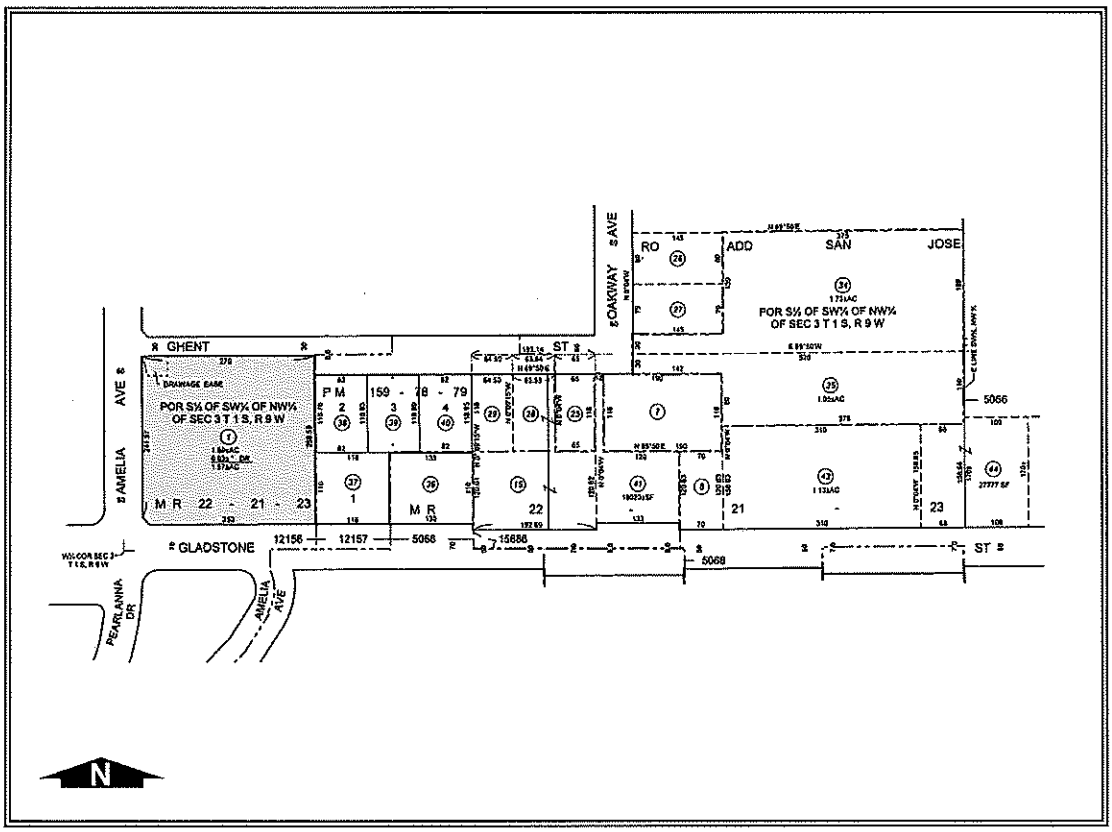
LAND SALES DATA MAP



LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

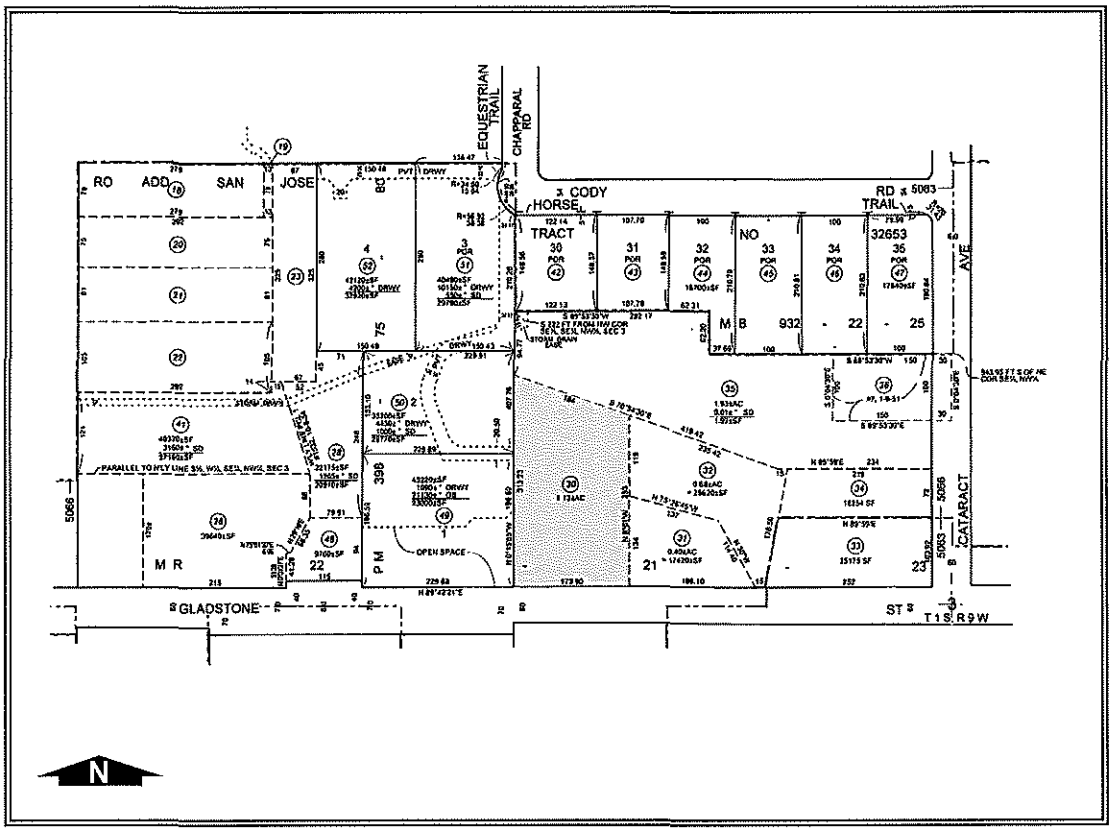
LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

DATA NO. 1
649 West Gladstone Street, San Dimas



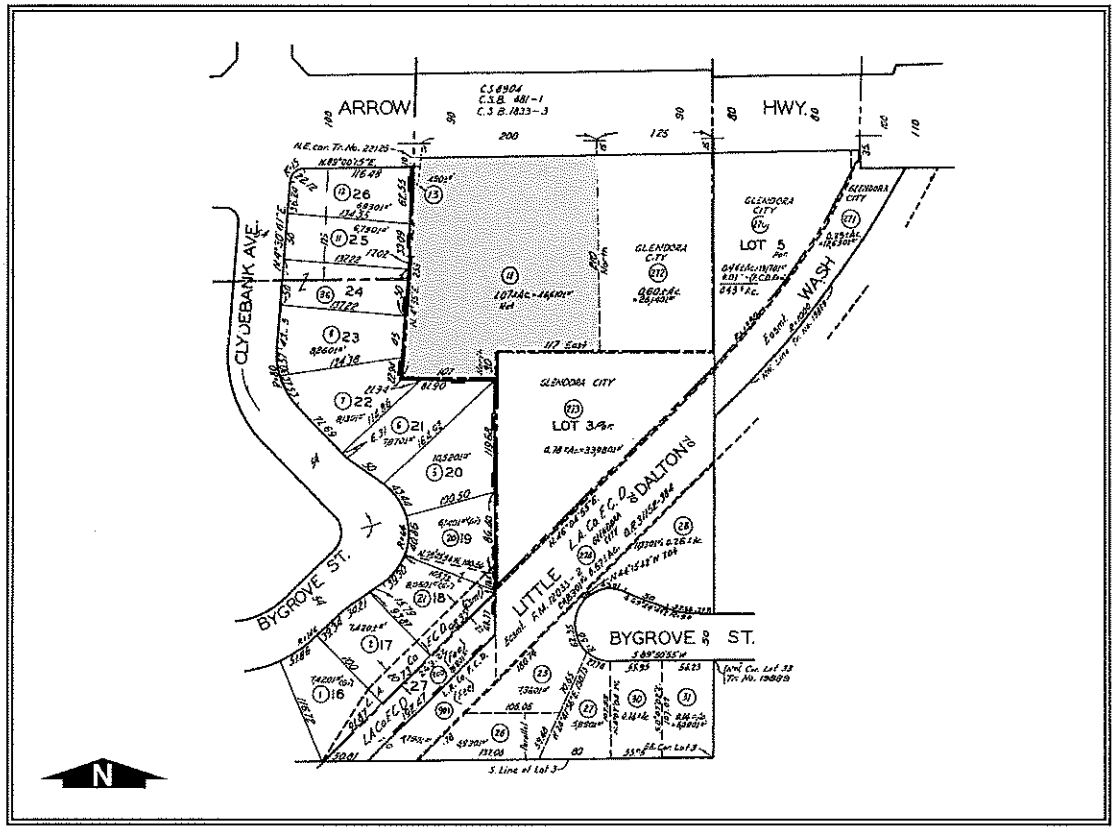
LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

DATA NO. 2
349 West Gladstone Street, San Dimas



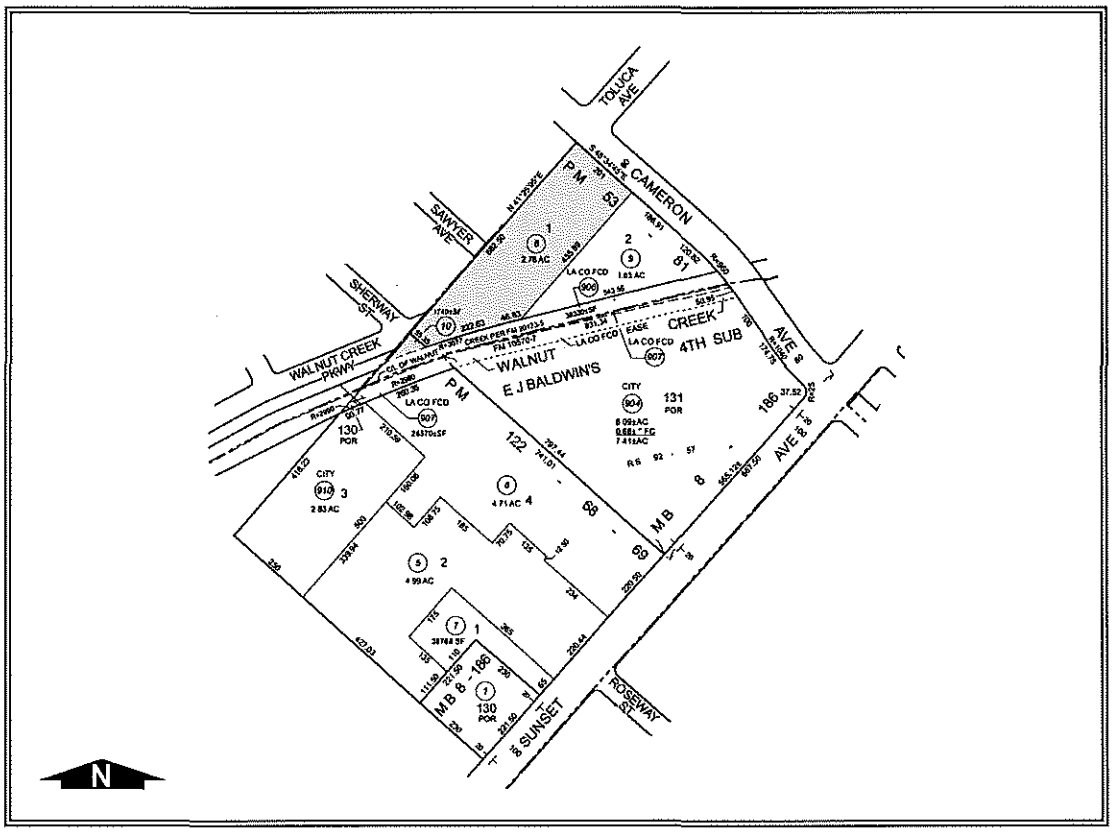
LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

DATA NO. 3
16722 East Arrow Highway, Covina



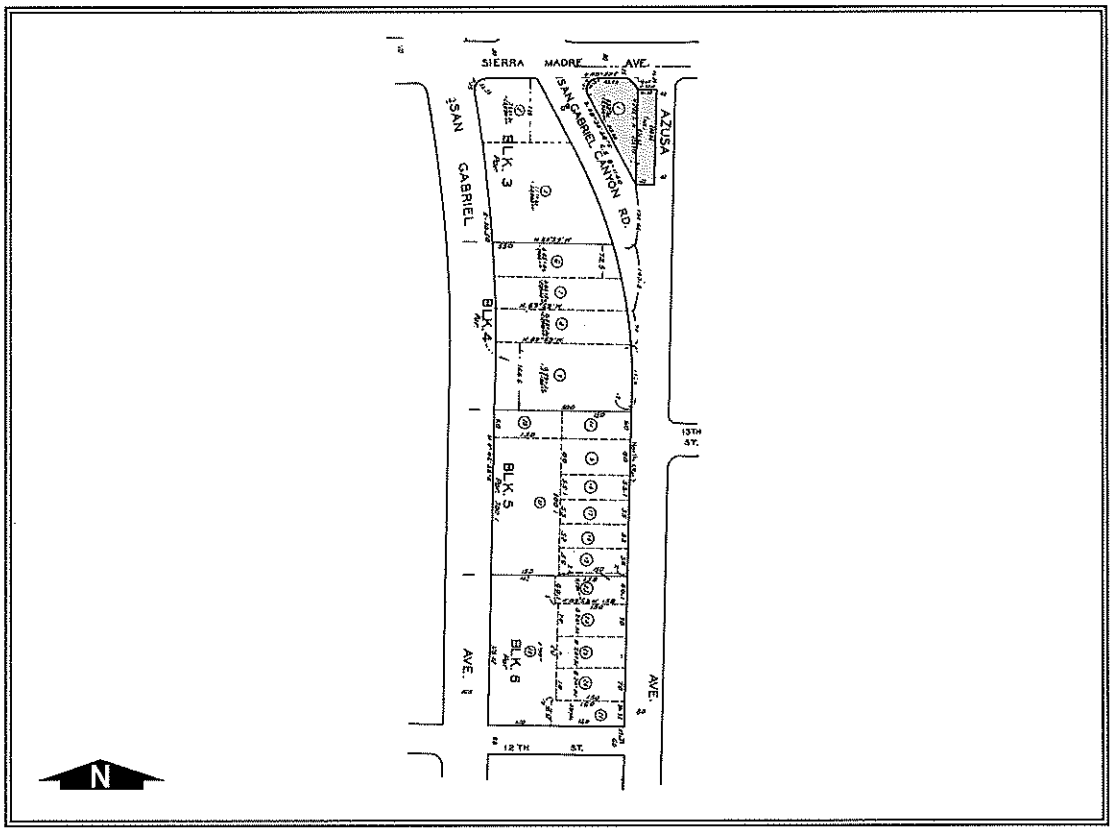
LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

DATA NO. 4
11530 West Cameron Avenue, West Covina



LAND SALES DATA PHOTOGRAPHS & PLAT MAPS

DATA NO. 5
South side of Sierra Madre Boulevard, Azusa



ADDENDA

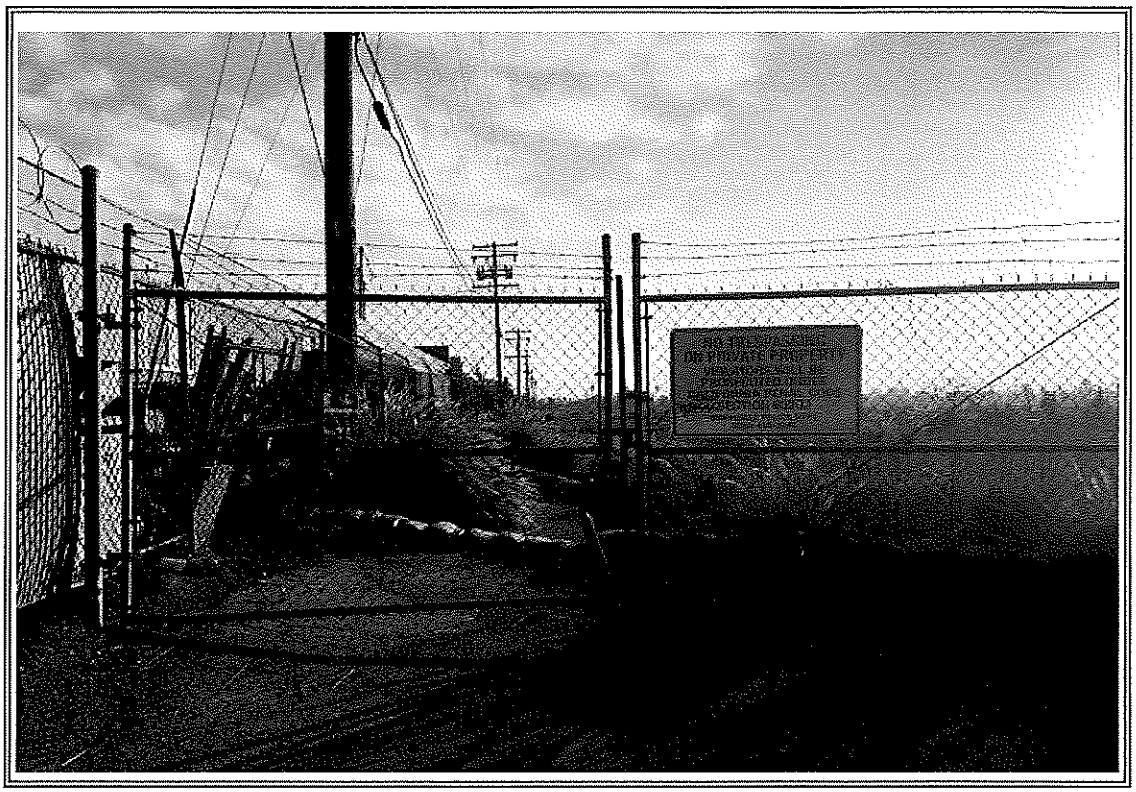
Subject Photographs

City of Irwindale's General Plan Email Correspondence

Appraisal Qualifications

SUBJECT PHOTOGRAPHS

SUBJECT PROPERTY PHOTOGRAPHS



North boundary of subject property looking east

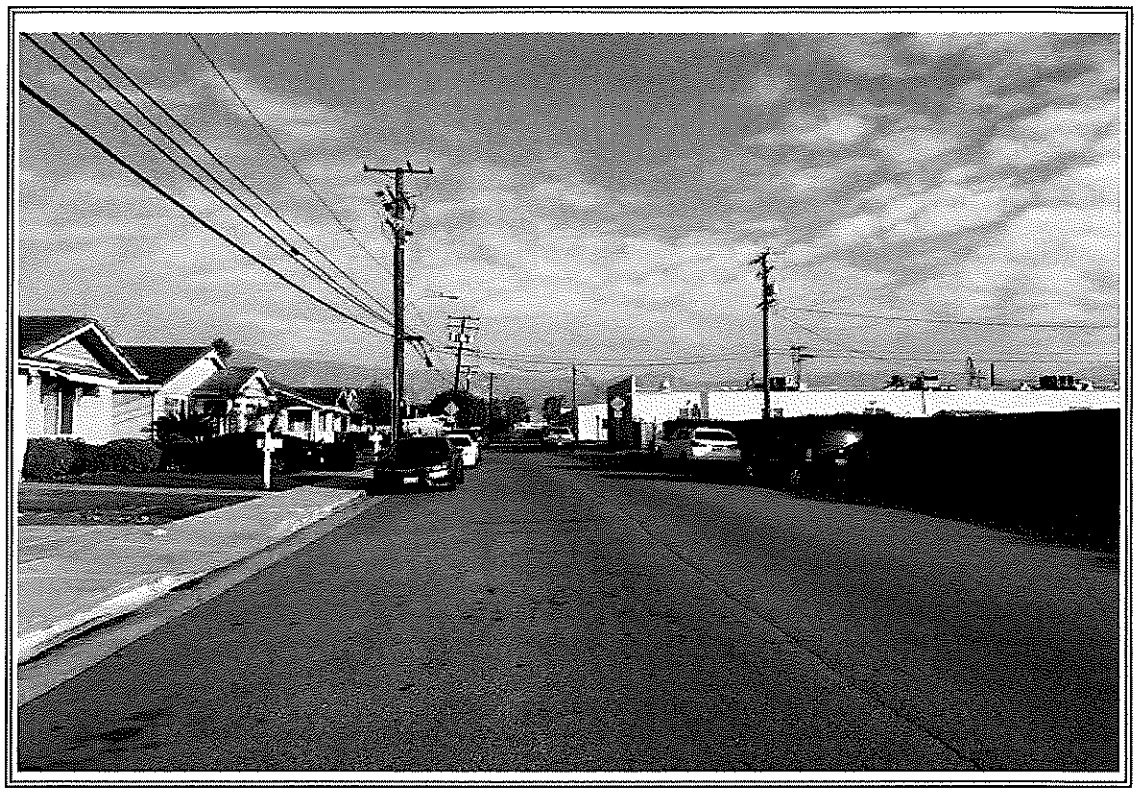
Block wall fronting westerly boundary of subject site

SUBJECT PROPERTY PHOTOGRAPHS

Posted signage on subject property looking southeast

View of subject property looking southeast

SUBJECT PROPERTY PHOTOGRAPHS



Allen Drive looking north

Allen Drive looking south

CITY OF IRWINDALE GENERAL PLAN
EMAIL CORRESPONDENCE

From: Marilyn Simpson <msimpson@IrwindaleCA.gov>
Sent: Thursday, January 7, 2021 5:09 PM
To: Kim Pasquariello <kpasquariello@dsm2cloud.com>
Subject: FW: Residential on Allen Drive

Hi Kim,

Here is some additional information. The Southern California Association of Governments (SCAG) releases housing numbers for each jurisdiction. It is called Regional Housing Needs Assessment (RHNA) numbers. These are the number of units needed to be constructed within the next 10 years.

Here are the numbers for Irwindale:
Total: 120
Very-low income: 36
Low Income: 11
Moderate Income: 17
Above-moderate Income: 56

Also, from the General Plan:

General Plan pg. 154
Town Center Development/Manning Pit
Reclamation. The northerly portion of the Manning Pit is owned by the Agency and has been designated as the location of future affordable housing in this Town Center area. Once the City's portion of the pit has been reclaimed and filled, the ICRA proposed to construct up to 80 new homes. This project may utilize many of the concepts and ideas presented in the Livable City Program

Within the GP doc: Page 99 of 100 of July 2013 Housing Element
Town Center Development/Manning Pit

The ICRA owns the northerly portion of the Manning Pit.
Once the pit has been reclaimed and filled, up to 63 new homes will be constructed on this property.
Reclamation and fill of the site has recently begun. This property will be ready for development by2015/ 2016. The property will be rezoned from Manufacturing to Residential once the Manning Pit has been filled.

Lot sizes of recent developments:

New Home Construction	Number of Units
2424 & 2428 Mountain Avenue	7
4826 Baca Avenue	4
5134 Irwindale Avenue	2
Total	**13**

Development Standard	Minimum Requirement	Parcel 1	Parcel 2
Lot Size Net (sf)	5,000	6,390	6,390
Lot Size Gross (sf)	5,000	6,865	6,865
Lot Width (ft)[1]	**60'**	**47.52**	**47.51**
Front Setback (ft)	20'	38'-1"	37'-11"
Rear Setback (ft)	15'	38'-2"	38'-4"
Side Setbacks (ft)	**5'**	**4'-2" – 5'**	**4'-2" – 5'**

These developments were under affordable housing regulations and received concessions from the zoning code development standards.

[1] Per Section 17.16.060 of the IMC, 50 feet minimum is required for lots under 6,000 square feet and 60 feet is required for lots between 6,000 to 6,999 square feet.

APPRAISAL QUALIFICATIONS

KIM PASQUARIELLO, SR/WA
Qualifications

RELEVANT EXPERIENCE

Currently employed as an appraiser with David S. Mason, Inc. dba DSM, Inc, (Successor to Mason & Mason Real Estate Appraisers and Consultants); Ohio Certified General Real Estate Appraiser; California Certified General Real Estate Appraiser and hold the SR/WA designation, awarded through the International Right of Way Association. Extensive experience in both the public and private sectors in the field of real estate appraisal.

For the past 35 years, the bulk of assignments have been in the right-of-way related field. Typical clients included the California Department of Transportation (Cal-Trans), the Ohio Department of Transportation (ODOT), various cities and counties, attorneys and private party litigation. In addition, client list has included many various institutional lenders which involved the valuation of large vacant tracts, large proposed single family residential subdivisions, commercial and industrial properties. The following delineates educational and professional background.

FORMAL EDUCATION

* Graduate of Worthington High School, 1973 - Worthington, Ohio
* Military Education - 1974-1979 United States Army Reserves - served in various locations - Graduated from Womack Army Hospital - Fayetteville, North Carolina
* Associates Degree in Vocational Nursing 1975 - Ft. Bragg, Fayetteville, North Carolina

PROFESSIONAL EXPERIENCE

1980-1983 - Real Estate Sales, Idyllwild, California
1983-1985 - Associate Appraiser with Independent Real Estate Appraisers and Consultants, Inc.; Marshall McIntyre, MAI/SRPA, President
June 1985-August 1995 - General Partner-Independent Real Estate Appraisers in Hemet, California
September 1995-January 1997 - Owner - Independent Real Estate Appraisers - Hilliard, Ohio
January 1997-September 2001 - Realty Specialist, ME Companies - Westerville, Ohio
September 2001-October 2004 - Owner of Pasquariello & Associates, LLC - Dublin, Ohio
November 2004 – June 2017 - Mason & Mason Real Estate Appraisers & Consultants Montrose, California
October 2017 – September 2019 – Appraiser with Martin + Wood Appraisal Group, Dublin, Ohio
September 2019 - December 2019 - Appraiser with Mason & Mason Real Estate Appraisers and Consultants, Montrose, California
January 2020 - Current - Appraiser with David S. Mason, Inc. dba DSM, Inc., Montrose, California

PROFESSIONAL AFFILIATIONS

- SR/WA - Designated Senior Right-of-Way Agent - International Right of Way Association
- Certified General Real Estate Appraiser – State of Ohio – Certificate No. 004047
- Certified General Real Estate Appraiser - State of California - Certificate No. AG004306
- Kim Pasquariello is a Practicing Affiliate of the Appraisal Institute
- Prequalified Consultant – Appraisal & VA – Ohio Department of Transportation
- Prequalified Consultant – Review Appraisal – Ohio Department of Transportation

APPRAISAL EDUCATION

Principles of Real Estate Appraisal - Lumbleau Real Estate School, 1979 **Course 101,** Society of Real Estate Appraisers, 1985 **Course 102,** Society of Real Estate Appraisers, 1986
Capitalization Theory and Techniques, Parts A and B, American Institute of Real Estate Appraisers, 1987 **Course 214**, Skills of Expert Testimony -IRWA, 1988
Successfully challenged **Exam 1A-2**, Basic Valuation Procedures, American Institute of Real Estate Appraisers, 1989 Successfully challenged **Exam 1A-1/8-1**, Real Estate Appraisal Principles, American Institute of Real Estate Appraisers, 1989
Course 403, Easement Valuation, IRWA, 1990
Course 401 - The Appraisal of Partial Acquisitions, IRWA 1990
Case Studies in Real Estate Valuation, Exam 2-1; American Institute of Real Estate Appraisers, 1990 **Standards of Professional Practice Parts A and B**, Appraisal Institute (formerly The American Institute of Real Estate Appraisers), 1991
Course 901 - Engineering Plan Development and Application, IRWA, 1991 **Course 902** - Property Descriptions. IRWA, 1993
Appraisal and Appraisal Review for Federal-Aid-Highway; Sponsored by U.S. Department of Transportation - Federal Highway Administration. 1994
Course 101 - Appraisal, Law, Engineering and Negotiations, IRWA, 1997
Course 720 - Condemnation Appraising - Advanced Topics and Applications, Appraisal Institute, 1999 **Course 103** - Ethics and the Right of Way Profession. IRWA 1999, 2006 **Course 802** - Legal Aspects of Easements, IRWA, 1999, 2011 **Course 403** - Easement Valuation, IRWA, 1999
Course 200 - Principles of Real Estate Negotiation, IRWA, 2001 **Course 801**- Land Titles, IRWA 2001
Course 201 -Communications in Real Estate Acquisitions, IRWA, 2001 **Course 205** - Bargaining Negotiations, IRWA, 2001
Course 430- Standards of Professional Practice, Part C - Appraisal Institute, 2002
Course 400 - 7 Hour National Uniform Standards of Professional Practice (USPAP), Appraisal Institute, 2004
Course 410 -15 Hour National Uniform Standards of Professional Practice (USPAP), Appraisal Institute, 2005
Course - URAR - Uniform Residential Appraisal Report, Appraisal Institute, 2005 **Course - 900** - Engineering, IRWA, 2006
7-Hour National USPAP Update Course, Appraisal Institute, 2007 **Annual Valuation Seminar**, IRWA, 2010, 2013, 2014
Supporting Capitalization Rates, Appraisal Institute, 2010
Condemnation Appraising Principles & Applications, Appraisal Institute 2010 **Business Practices & Ethics**, Appraisal Institute, December 2010 **7-Hour National USPAP Update** Course, McKissock, March 2011 **Course 213** - Conflict Management, IRWA, October 2011
Course 700-GRE - The Appraiser as an Expert Witness, Appraisal Institute, March 2012
Course 705-GRE - Litigation Appraising - Specialized Topics, Appraisal Institute, March 2012 **Federal and California Statutory and Regulatory Law Course**, Appraisal Institute, 2012 **Annual Litigation Seminar**, Appraisal Institute, 2013
7-Hour National USPAP Update Course, McKissock, April 2013
Course 103 - Ethics and the Right of Way Profession, IRWA, November 2016 **Course 200** - Principles of Real Estate Negotiation, IRWA, November 2016 **7-Hour National USPAP Update Course**, McKissock, April 2017
7-Hour National USPAP Update Course, McKissock, January 2019

OTHER QUALIFICATIONS

Qualified as an expert witness in Real Estate Valuation in the Superior Court of the State of California in Los Angeles, Riverside, San Bernardino and Ventura Counties.

RECENT STATE/FEDERAL RIGHT-OF-WAY PROJECT INVOLVEMENTS

Warren County - Route 122 - Section 1.40 Guernsey County - Route 209 - Section 11.50 Ottawa County - Route 163 - Section 0.04 Meigs County - Route 124 - Section 22.72 Meigs County - Route 124 - Section 31.57 Athens County-Route 33 - Section 30.980 Fairfield County-Route 33 - Section 13.25 Los Angeles County - Inverse Condemnation Caltrans - Pearblossom SR 138 Caltrans - I-210 Extension through Rialto

I have been involved in various Local Public Agency projects around the State of Ohio and the State of California that were not State or Federally funded. A partial list of clients in this capacity are as follows:

City of Columbus
City of Dublin
City of Fontana
City of Glendora
City of Heath
City of Hilliard
City of Westerville
City of Perrysburg
City of Rancho Cucamonga
City of Rialto
City of San Jacinto
Delaware County Engineers Office
Franklin County Engineer's Office
Los Angeles Redevelopment Agency
Summit County Engineer's Office
Los Angeles World Airports

I certify that to the best of my knowledge, the above statements are true and correct.

Respectfully submitted,

Kim Pasquariello, SR/WA
State of California Certificate No. AG004306

FRANCES WOLFE MASON, MAI

President - MASON, dba DSM, INC.
fmason@dsm2cloud.com
Fran-mason.com
Mason2.com

Years of Experience
30+

Education
Voluntary Continuing Educational Program, The Appraisal Institute

Registrations
MAI Designated Member, The Appraisal Institute

Certified General Real Estate Appraiser, State of California

Real Estate Broker, State of California

Assignments include complex properties, full and partial takings in fee, as well as easements for projects in Fresno, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties. Types of properties involved in eminent domain or litigation actions include residential, commercial, industrial and agricultural, both improved and unimproved. Services rendered involve appraisal review, full and partial take appraisal report preparation of retail, office, industrial, mobile home parks, business parks, telecommunications sites, agricultural and residential uses, including determination of severance damages and/or benefits for condemnation acquisitions, inverse condemnation, redevelopment acquisitions, property tax appeals, deficiency judgments, financial decisions and planning purposes. Additionally, non litigation assigments for tax planning, partnerships and corporations include market value appraisals, fair rental studies and highest and best use studies for vacant land of all types, sizes and uses, multi-family apartment and condominium complexes, industrial and manufacturing properties, aviation oriented property and port oriented real estate.

RELEVANT EXPERIENCE

1995- CURRENT: President of David S. Mason, Inc. dba, DSM, Inc and dsm2cloud.com, a California corporation. David S. Mason, Inc. is a WBE as certified by the California Supplier Clearinghouse and an SBE as certified by the California Department of General Services.

1992 TO 2019: President and Managing Partner of Mason & Mason Real Estate Appraisers, Consultants and Property Management, A California Corporation. Mason & Mason is a WBE as certified by the California Supplier Clearinghouse.

In addition to the above, non-litigation assignments for tax planning, partnerships and corporations include market value appraisals, fair rental studies and highest and best use studies for vacant land of all types, sizes and uses; telecommunications sites; multi-family apartment and condominium complexes; industrial and manufacturing properties; aviation oriented property and port oriented real estate.

Vacant land appraisals include 81,000+ acre Hearst Ranch (conservation easement), San Luis Obispo County, California; 42,000± acres desert and water toll areas Blythe, California and 23,000 acres desert, vineyards and orchards, Cadiz, California. Many appraisals have also been completed on historic properties located in Pasadena, including: Pasadena YWCA, Pacific Asia Museum, Pasadena YMCA, Pasadena Central Library, The Rose Bowl, DeLacey and Schoolhouse parking garages.

PRIVATE CLOUD WEBSITE MANAGED PROJECTS

The Private Cloud Website and owned software provided both secure, triple firewalled privately owned hardware and Mason Project Management Software to support the following Projects, to name a few:

AVIATION

Private sector upgrade and expansion of Southern California general aviation airport. Teams members include entrepreneur, nationally known private airport planning company, airport management, airport commissioner, law firm, project manager and valuation specialists, both economic and cost analysts.

TRANSPORTATION

Public sector construction of the extension of the 210 Freeway; inverse condemnation lawsuit by property owners resulting from the project. Coordination of the real property efforts involving Caltrans legal, real property appraisers, noise experts, structural engineers and environmental experts to coordinate the inspection and reporting for defense purposes relative to 1,600 ownerships.

UTILITY

Southern California Edison - Private sector upgrade and expansion of an 80 mile electrical transmission corridor through the High Desert of the Antelope and Santa Clarita Valleys. Team members include the real property agents for Southern California Edison, their management, acquisition agents, appraiser, title officers and surveyors.

Los Angeles County Sanitation Districts – Construction of a new sewage disposal facilities serving Lancaster and Palmdale, California as well as the spreading ground for the treated effluent. Consisted, respectively of the full or partial acquisition of 3,000 parcels of improved and vacant desert acreage. The acquisition team was made up of title officers, appraisers, acquisitions agents, legal experts and representatives of the County Sanitation Districts. The acquisitions were completed from start to final trial within 6 years and at an acquisition cost per parcel 23% over the original appraised value.

Southern California Edison - Private sector upgrade and undergrounding of California's first 500k underground transmission corridor thru the Chino Hills area. Team members include the real property agents for Southern California Edison, their management, acquisition agents, appraiser, title officers and surveyors.

SPECIALIZED STUDIES

METROPOLITAN WATER DISTRICT STUDY OF DEEPWATER TUNNEL IMPACTS ON RESIDENTIAL VALUES

Study of Deep Water Tunnel Impacts on Residential Values for the proposed MWD Inland Feeder Deep Water Tunnel project. The goal of the study was to determine what, if any, impact a deep underground water tunnel would have on a property's market value. A search of improved properties was undertaken to locate neighborhoods where water tunnel easements are identified, and which were reasonably, demographically similar to the residential areas of San Bernardino and Riverside Counties, the site(s) of the proposed project, and study the market activity over a long, time period (January 1988 to December 31, 1997) to ascertain whether or not the average price per square foot differed between eased properties and not eased properties. Tasks included: obtaining Tunnel Easement Deeds/Right of Way Maps from various water distribution agencies; Plotting them to the assessor's parcel maps to identify potential study subject properties; Comparing title reports, tract maps, assessor's maps & the right of way maps to ascertain properties over a deep water tunnel, where the buyer would have notice that the property was eased; and

Contacting buyers, sellers, buyer/sellers brokers, lending agencies and various city Board or Association of Realtors & various title companies.

SOUTHERN CALIFORNIA EDISON PROXIMITY STUDY HIGH VOLTAGE TRANSMISSION CORRIDORS

Study of properties which are proximate to and have nearby visibility of high voltage transmission corridors and structures as part of the appraisal process for the Southern California Edison Tehachapi Renewables Transmission Project (TRTP). Tasks included: Exterior inspections of each study or affected property and neighborhood; Research, data gathering and inspections of all sales within each neighborhood for the specified time frame (01-2004 thru 11-2008); Verification of sales through public records, deeds and MLS when available; Analysis of each study or affected property in relation to the neighborhood unaffected sales with the specific study area; and Conclude as to any value diminution or enhancement to the study property as a result of proximity to a high voltage transmission corridor or structure visibility.

STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STUDY OF FREEWAY PROXIMITY IMPACTS ON RESIDENTIAL PROPERTY VALUES

Study to determine if there is a market value difference between the value of properties which are adjacent to a proposed or existing freeway right of way as compared to comparable residences with their market, covering 1992 to 2009. Tasks included: Selection of Study areas located within Los Angeles and San Bernardino Counties in Southern California; Exterior inspection of each study property and the comparable sales within the study areas; Analysis of each study property in relation to the comparable sales; Analysis of the study properties in the periods before and after the "events" to discern whether the "event" triggered a value differential; and Concluded as to any value diminution or enhancement as a result of the construction, opening and operation of the Foothill Route 210 Freeway (formerly known as Route 30 Freeway).

SOUTHERN CALIFORNIA EDISON TEHACHAPI RENEWABLES TRANSMISSION PROJECT (TRTP)

Acquisition and litigation appraisals for an 80 mile, high voltage electric transmission corridor, involving wind farms, solar farms, improved and vacant desert acreage located in the Antelope and Santa Clarita Valleys in Southern California. Tasks included: written notice to property owners of the pending appraisal inspection(s); Inspection of the subject and comparable sales properties; Interviews with County & City Planning, Building & Safety and Public Works Departments researching General Plan, Zoning, Other Ordinances & allowable uses of the subject properties; Research of current market demand & recent market trends in the affected areas.

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS SUN VALLEY WATERSHED MANAGEMENT PLAN

Litigation Appraisal to estimate the compensation as a result of the partial taking of the Strathern Pit property in Tujunga, California for the purpose of flood control, increasing water conservation, recreational opportunities, wildlife habitat and improve water quality. Tasks included: An inspection of the subject property and its surroundings, inspections of the market data & entitlement status; Interviews with various City, County & Federal Agencies as to planning, feasibility of use, potential zone changes, pit operations, soils & community plans; and conclude a value of the subject property.

CITY OF SAN DIEGO / PORT OF SAN DIEGO ARBITRATION CASES

Arbitration Panels involving Ground Lease Rent Re-Negotiations. Tasks included: Appointed Arbitrator; review valuations; participate in a formal hearing as the hearing officer, render a final decision as to value/rent.

- SeaWorld
- DeAnza Harbor Resort & Golf
- San Diego Marriott Hotel

CC ITEM 2D

☒City Council
☐Successor Agency
☐Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Mayor and Members of the City Council

From: William K. Tam, City Manager

Issue: Irwindale City Council Select a Name for "A" Street (Mayans Housing Project) and Adopt a Resolution to Rename "A" Street

City Manager's Recommendation:

(1) That the City Council review and select a name from the ten (10) City of Irwindale Facility and Street Naming Applications received.
(2) Adopt Resolution No. 2021-43-3255 entitles, "A Resolution of the City Council of the City of Irwindale Changing the Street Name of "A" Street to _____".

Administrative Action:

Prepared /Submitted by:

Theresa Olivares, Assistant City Manager
(626) 430-2294

Reviewed by:

Adrian R. Guerra, City Attorney — ***Electronically Approved***

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, City Manager

Background and Analysis:

Staff received ten (10) City of Irwindale Facility and Street Naming Applications (Applications) to rename "A" Street, the new street constructed as part of the Mayans Housing Project. The City of Irwindale Facility and Street Naming Policy ("Policy") identifies the process to name/rename a street in honor of an individual or organization. The Policy requires the City Manager's office to review the applications and place the

matter on a City Council agenda for formal review and selection by the Council. The Policy also states the project developer propose the name for new street in a new subdivision, reviewed by the Planning Commission, and approved by the City Council. The tract map for the Mayans Housing Project, which includes "A" Street, did not include a proposed street name.

The Applications received propose the following street names for Council's consideration:

Proposed Name	Honoree	Applicant
Aguayo	Ben Aguayo	Ben Aguayo
Silva Street	Silva Family, including Luisa Silva	Robert Diaz
Ambriz Street	Albert D. Ambriz	Virginia F. Ambriz
Ayutla Circle	None	Lupe Anguiano-Ortiz
Ayutla Circle	H. Manuel Ortiz	H. Manuel Ortiz
Robert Diaz Drive, Robert Diaz Lane, Robert Diaz Circle, Diaz Drive, Diaz Circle	Robert Diaz/Diaz Family	R. Arce
Chavez Street	Raymond Chavez	Alice Chavez
Ayutla Circle	Hector M. Ortiz	Manuel H. Ortiz
Quarry Lane	None	Christina Fraijo
Aguilera Avenue	Tony Aguilera	Linda Strobehn

The Policy requires the applicant to provide clear evidence that the person or organization honored made a significant and lasting contribution to the betterment of Irwindale. In order to evaluate the Applications, the Policy identifies the following criteria for Council to consider:

- No street shall be named after a seated elected or appointed official.

- Street be named after an individual that has made significant and substantial contributions of a service, cultural or historic nature to the City of Irwindale, as determined by the City Council. The contributions do not have to be financial in nature; they may include extensive service and/or support to the City organization of the community in general.

- Consider the area in which the honoree made the most contribution when determining to name a street after that person.

- No street shall be named or renamed after an individual until at least one (1) year following the death of such individual. This provision may be waived by a super majority vote of at least four (4) City Council members.

Of the ten (10) applications received, it has been determined that two (2) of the applications do not meet the Policy criteria:

1. Name: Ayutla Circle Application submitted by H. Manuel Ortiz to recognize H. Manuel Ortiz.

   Reason: This application identifies the honoree as H. Manuel Ortiz, a current elected official, which is prohibited under the policy.

2. Name: Ayutla Circle Application submitted by Manuel H. Ortiz to recognize Hector Manuel Ortiz.

   Reason: This application identifies the honoree as H. Manuel Ortiz, a current elected official, which is prohibited under the policy.

Staff is requesting that the Council select the name for "A" street and adopt the attached resolution to confirm the City Council's action with regard to the street name change. With its execution, this resolution will be submitted to the Registrar Recorder's office and the Los Angeles County Board of Supervisors for proper recordation of the street name change.

Fiscal Impact:

The estimated cost for the street rename and street sign is $3,120. Funding is available in the Low and Moderate Income Housing FY 2020-2021 budget to cover the estimated $3,000 cost for the Engineer to file a Certificate of Correction to rename the street and record the street name change. Sufficient funds are available in the City's General Fund to purchase two (2) new street signs estimated to cost $120.

Attachment(s):

1. Resolution 2021-43-3255
2. City of Irwindale Facility and Street Naming Policy
3. City of Irwindale Facility and Street Naming Application

RESOLUTION NO. 2021-43-3255

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IRWINDALE CHANGING THE STREET NAME OF "A" STREET TO _____.

WHEREAS, the Streets and Highways Code Section 907.5 and Government Code Section 34092 provide that the legislative body of a city may name any city street or change the name of any city street; and

WHEREAS, the City received ten (10) City of Irwindale Facility and Street Naming Applications (Applications) to rename "A" Street, the new street constructed as part of the Mayans Housing Project; and

WHEREAS, the City Council of the City of Irwindale has resolved to change the street name of "A" Street to _____.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF IRWINDALE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Irwindale hereby approves and recognizes the street name change of "A" Street to _____.

SECTION 2. That the Chief Deputy City Clerk and the Public Works Engineering Department are hereby directed to take whatever steps are required by law to notify the public of said name change, including providing any required notices, including to the Los Angles County Board of Supervisors pursuant to California Government Code Section 34092.

SECTION 3. The Chief Deputy City Clerk is directed to transmit a certified copy of this Resolution to the Los Angeles county Registrar Recorders Office for recordation.

SECTION 4. 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 5. This resolution shall take effect immediately and the Chief Deputy city Clerk shall certify to the passage and adoption of this Resolution.

PASSED, APPROVED AND **ADOPTED** this 26th day of May 2021.

H. Manuel Ortiz, 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. 2021-43-3255 was adopted by the City Council of the City of Irwindale, at a regular meeting held on the 26th day of May, 2021, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Laura M. Nieto, MMC
Chief Deputy City Clerk

CITY OF IRWINDALE
FACILITY AND STREET NAMING POLICY

PURPOSE: To establish uniform procedures for the naming or renaming of City facilities and streets in a manner that is compatible with community interest to enhance the values and heritage of the City of Irwindale.

GENERAL POLICY

The following guidelines have been established to provide for a consistent and uniform procedure in the naming or renaming of City facilities and streets (collectively, "Facility(ies)").

PROVISIONS

A. General Guidelines

1. The City Council shall have the final authority to name and rename all City Facilities.

2. The City Council shall have the final authority to designate commemorative Facilities names and plaques.

3. Under extraordinary circumstances, the City Council may, with a super majority vote of at least four City Council members, revoke the current name of any Facility.

4. It is the intent of this policy to prohibit the changing of street names that have existing homes or businesses using the street name in their address, except under extraordinary circumstances with a super majority vote of at least four City Council members and written approval of a majority of impacted property owners.

5. No Facility shall be named after a seated elected or appointed official.

B. Qualifications for Naming of City Facilities

1. Qualifying criteria include the following:

   a. City controlled Facilities may be named or renamed after any group, individual, or family, living or deceased that has made significant and substantial contributions of a service, cultural or historic nature to the City of Irwindale, as determined by the City Council. Said contributions do not have to be financial in nature; they may include extensive service and / or support to the City organization of the community in general.

   b. The area in which the honoree made the most contribution should be considered when determining which Facility will be named after that person or

group. That is, when possible, there should be a correlation between the service provided by the honoree and the Facility.

c. No Facility shall be named or renamed after an individual until at least one (1) year following the death of such individual. This provision may be waived by a super majority vote of at least four (4) City Council members. This guideline is appropriate to establish a waiting period to ensure that an individual's accomplishments and contributions will stand the test of time; and that decisions shall not be made on an emotional basis immediately following a person's death.

d. When determining whether to rename a Facility, the party making the determination shall consider all factors he / she / they deem relevant, including whether some or all of the following accurately describe the person or organization for whom the Facility is proposed to be renamed:

   i. The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale; or

   ii. The person or organization made substantial* contributions to the betterment of a specific Facility consistent with the established standards for the Facility; or

   iii. The person or organization made substantial* contributions to the advancement of recreational opportunities with the City of Irwindale; or

   iv. The person or organization was associated with an economic development or redevelopment activity; or

   v. The person or organization had a positive impact on the lives of Irwindale's residents; or

   vi. The person or organization volunteered for ten (10) or more years of service to the community; or

   vii. Upon the naming or renaming of a Facility, the name shall not be used for any other dedication or renaming.

   viii. The City Council, in its sole and unlimited discretion, may remove or change the name of any Facility at any time, unless contractually obligated otherwise.

**Additional information as to how / why the contribution of the individual or organization was significant or substantial may be required.*

C. Facility Naming Criteria

1. Streets

   a. Names for streets shall be unique and distinct. Similar sounding or duplicate street names shall not be considered

   b. Street names shall be selected to either recognize natural features related to the Irwindale community or to recognize a person or organization that have made a lasting and significant contribution to the betterment of the City of Irwindale.

   c. Names with the same theme are suggested for naming streets in an entire subdivision, as a means of general identification.

   d. Discriminatory or derogatory names shall not be allowed.

   e. Names for public and private streets in a new subdivision shall be proposed by the developer, reviewed by the Planning Commission, and approved by the City Council. The street names shall be adopted by the City when the final subdivision map for the development is recorded.

   f. For the purposes of this policy, the changing of street names that have existing homes or businesses using the street name in their address shall not be allowed, except under extraordinary circumstances with a super majority vote of at least four (4) City Council members and written approval of a majority of impacted property owners.

2. City Facilities

   a. For purposes of this Subsection C.2, City facilities refer to parks, buildings, or recreational facilities.

   b. For new City facilities, the naming process shall begin as early in the project as possible.

   c. City facility names shall be selected to either recognize natural features related to the Irwindale community or to recognize a person or organization that made a lasting and significant contribution to the betterment of the City of Irwindale.

   d. Areas within City facilities that may be named separately from the main building include points of entry; rooms / patios within a City building; facility features (such as a column or fountain); walkways; trails, recreational facilities (such as group picnic areas, sports fields, water features, or park

monuments); physical features (such as mountains, hills, or vistas); drive-ways; or other related items.

3. Commemorative Street Names and Plaques

   a. Commemorative street name signs are additions to the street name and will not change the street address. Existing street names shall be retained and a supplemental sign or plaque shall be installed beneath the existing street name signage. Names for the commemorative street name signs shall be selected to either recognize natural features related to the Irwindale community or to recognize a person or organization that have made a lasting and significant contribution to the betterment of the City of Irwindale.

   b. Commemorative plaques shall be placed in public facilities. Names for the commemorative plaques shall be selected to recognize a person or organization that has made a lasting and significant contribution to the betterment of the City of Irwindale.

D. Facility Naming Procedure (Applies to City facilities and streets):

1. Requests for naming and / or changing the name of a City Facility shall be submitted to the City Manager's Office in writing on the City's Facility Naming Application Form. If the proposed Facility is in recognition of a person or organization, the applicant is required to provide clear evidence that the person or organization to be honored has made a significant and lasting contribution to the betterment of the City of Irwindale.

2. All submittals, whether from an individual, organization or City staff, must include the name and address of the submitter. No anonymous submittals will be accepted.

3. Upon receipt of the application, the City Manager or his / her designee shall review the application. If the proposed Facility to be named / renamed is connected or associated with a park, the City Manager or his / her designee shall place the Facility Naming Application Form on a future Park and Recreation Commission agenda for review and consideration. The Park and Recreation Commission shall then consider the application and render a recommendation to the City Council regarding the proposed name / rename.

4. Following that review, the City Manager or his / her designee shall place the proposed facility naming / renaming item on a future City Council agenda for formal review and consideration by the City Council. If the request is denied by the Council, no further action is taken. If the City Council approves the request, staff is directed to go forward with implementing the naming of the Facility. The steps taken to implement the request will be developed as an internal City process. The decision of the City Council will be final.

Attachment 3

RECEIVED

MAY X 5 2021

CITY OF IRWINDALE
OFFICE OF ASST. CM

City of Irwindale
Facility and Street Naming Application

Applicants Name: Ben Aguayo

Address: 16124 Calle De Paseo

Applicants Phone: (626) 523-2114 Applicants E-Mail: bsaguayo@gmail.com

Location of facility or street to be named: City of Irwindale

Individual / Organization to be Recognized: Ben Aguayo

Proposed Name: Aguayo

Please Check all that apply:

- [ ] Is the individual deceased? If yes, what was the date of their death: _____ (mm/dd/yyyy)
- [x] The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- [x] The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- [x] The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- [x] The person or organization was associated with an economic development or redevelopment activity.
- [x] The person or organization had a positive impact on the lives of Irwindale residents.
- [x] The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)

Thank you for your consideration.

Civic involvement: (Explain)

See attached

Connection to the facility or street: (Please explain in depth)

I have been a proud Irwindale resident for 72 years and through my civic involvement I feel I have made a lasting and significant contribution to this city.

Reason for Nomination (required):

I am a proud Irwindale resident and as shown above, I have made substantial contributions to the betterment of the city I love.

Additional Comments (additional information may be attached):

Thank you for your consideration.

For Office Use

Date Received by City Manager's Office: 5/5/2021

Name of Recipient: THERESA OLIVARES

Biographical information:

Born 12/28/1929 in Spadra, CA. In 1948 enlisted in Army, stationed in Japan 1948-1949. Moved to Irwindale in 1949, married Sally Fraijo, a descendant of Gregorio Fraijo. In 1950 - 1952 was in Korean War, then Reserves 1952 - 1960. Sally & I have 3 children, Valerie, Kenny, and Leonard. We have 11 grandchildren, 9 great grandchildren. On 8/18/2020 Sally passed away.

Civic involvement:

- Chairman of Irwindale Park & Rec several times during 1964-1982
- Chairman of Irwindale Planning Commission several times during 1982-1998
- Baseball Manager of Irwindale Clovers during 1960-1968
- Manager of Irwindale Northview Little League Senior Div. during 1964-1968
- Commander of Irwindale AMVETS, 1973-1975 then 1982-1989 consecutive
- Irwindale Honor guard Post 113 during 1968-2015
- Elected State of CA Honor guard Commander 1994-2015, re-elected consecutively
- On 12/7/91 invited to participate in parade for 50th anniversary memorial of Pearl Harbor in Hawaii. There is a picture of this event in City Council building.

Theresa Olivares

From: Ben Aguayo <bsaguayo@gmail.com>
Sent: Wednesday, May 5, 2021 3:04 PM
To: Theresa Olivares
Subject: Street Naming Application
Attachments: Aguayo-Facility and Street Naming.pdf

Hi Theresa,

Hope you're having a good day!

You recently helped me with Paver submittal. Is it ok to send you the Street Naming Application that I've attached or can you direct me to the appropriate person?

Thank you,

Ben Aguayo

RECEIVED
MAY 12 2021
CITY OF IRWINDALE
CITY CLERKS DEPT.

City of Irwindale
Facility and Street Naming Application

Applicants Name: Robert Diaz

Address: 2408 S. Mountain Ave.

Applicants Phone: 626 359-5512 Applicants E-Mail: N/A

Location of facility or street to be named: "A" Street by Shrode Ave and Mountain Ave.

Individual / Organization to be Recognized: Silva Family including Luisa Silva

Proposed Name: Silva Street

Please Check all that apply:

- [x] Is the individual Luisa Silva deceased? Yes If yes, what was the date of their death: 6/1997
- [x] The person or persons organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- [x] The person or persons organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- [x] The person or persons organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- [x] The person or persons organization was associated with an economic development or redevelopment activity.
- [x] The person or persons organization had a positive impact on the lives of Irwindale residents.
- [ ] The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.** See attached

Biographical information: (Explain) See Attached

Civic involvement: (Explain) See Attached

Connection ~~to the facility or~~ street: (Please explain in depth) See Attached

Reason for Nomination (required): See Attached

Additional Comments (additional information may be attached): See Attached

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For Office Use

Date Received by City Manager's Office: 5/12/21

Name of Recipient: [signature]

The Silva family has made a significant and substantial contribution to the City of Irwindale in leadership and service to the community as outlined below. It would be appropriate to name a street as "Silva Street" and give some well-deserved recognition to the Silva family for their contribution to Irwindale. At the very least, Luisa Silva should be recognized for being the first female elected to the Irwindale City Council.

Luisa Silva	First female elected to the Irwindale City Council Before the City incorporated, Luisa Silva along with Mike Miranda and Ellias Ornelas served on national elections board which was responsible for counting Irwindale ballots for national elections
Tony Silva	Instrumental in incorporation of the City of Irwindale by circulating a petition for incorporation
Bobby Silva	One of Irwindale's first police officers when hired as a group of four shortly after Irwindale's incorporation
Rudy Silva	A founding member of the Irwindale Sabres As a youth, won a City-wide contest for coming up with the City's motto, "Jardin De Roca". Former Chair of the Park and Recreation Commission Served as Director of the Irwindale Educational Foundation
Mario Silva	A partner with Rudy Silva in the firm, Silva & Silva, CPA's which audited the City of Irwindale's books for over 20 years
Olivia Silva Tenpenny	Longtime Irwindale employee served as a receptionist, handled payroll, and accounting duties
Consuelo Silva Guerrero	Served as head of Irwindale's post office for a number of years, Active member in the Guadalupanas organization. Her grandson, Daniel Grijalva served as head of the Recreation Department. Her grandaughter, Eloise, is the current Senior Citizens Manager
Margaret Silva Barbosa	Longtime Irwindale City Clerk who also handled City Treasury duties. Wife of council member, Henry V Barbosa, mother of council member, Fred S. Barbosa Son, Henry S. Barbosa provided legal services to Irwindale as part of his law firm. Daughter, Veronica worked for the Recreation Department, particularly with the Early Education Program. Daugher, Dolores currently works for the Senior Citizens Center as an aide. Grandsons,James, Freddie, and Phillip worked for the Recreation Department.
Eva Silva Miranda	Wife of council member and Mayor, Mike Miranda, mother of council member and Mayor, Michael Miranda.

	Eva also worked for a time at the Irwindale Post Office. Her grandson, John Fraijo, is an Irwindale police lieutenant and President of the Irwindale Management Employee Association (IMEA) as well as a current Director of the Irwindale Educational Foundation.
Ester Silva Barbosa	Mother of Frank S, Barbosa, who was the former pool manager, bus driver and former head of the Recreation Department.

City of Irwindale
Facility and Street Naming Application

RECEIVED
MAY 12 2021
CITY OF IRWINDALE
5:05 pm

Applicants Name: Virginia F. Ambriz

Address: 16038 Calle De Paseo

Applicants Phone (626)627-6141 Applicants E-Mail: rudyamarquez2@gmail.com

Location of facility or street to be named: Irwindale City (desicion)

Individual / Organization to be Recognized: Albert D. Ambriz

Proposed Name: Ambriz Street.

Please Check all that apply:

- [x] Is the individual deceased? If yes, what was the date of their death: 06/02/2012 (mm/dd/yyyy)
- [x] The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- [x] The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- [x] The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- [x] The person or organization was associated with an economic development or redevelopment activity.
- [x] The person or organization had a positive impact on the lives of Irwindale residents.
- [x] The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)
Albert D. Ambriz father of three children. He was born and raised in the city of Irwindale,, In 1959 he served in the military. He also served in the year of 1954.

Civic involvement: (Explain) He was a city employee.
In 1948. Albert Ambriz and his mother fought the Rock Quarry's, this matter went into court, and that is how the city become incorporated.
In 1950, he attended meetings at the old neighboorhood building and Pepsi Cola Co. plant in Irwindale.

Connection to the facility or street: (Please explain in depth)
~~N/A~~ -Yearly trash pick up.
-Reparing of roads.

Reason for Nomination (required):
He built his own home in 1960 which it is now named Calle De Paseo. The reasan why I believe my husband should be nominated & it is because HE LOVED HIS CITY AND WAS ALWAYS PROUD TO BE BORN & RAISED IN IRWINDALE. HE NEVER LEFT IRWINDALE.

Additional Comments (additional information may be attached):
1) Albert D. Ambriz would go into Hollywood to pick up movie films each week to be watched at the baseball field. He would set up the screen as well.
2) He would help the Red Cross to set up the equipment to administered Polio Injections
3) 1960? As a city employee, he did the plumbing in the baseball field "rain birds". Former of the road Department

For Office Use

Date Received by City Manager's Office: 5/12/20

Name of Recipient: [signature]

— Additional Comments —

* Helped Mary Mount Joy set up the library. She was our first librarian.

* Maintained the city road Department clean drains etc.

* Set up the booths and electrical work for all the "Fiestas".

* Stablished North View little league Baseball. "Coach" Base Ball when there was no street and no Park.

City of Irwindale
Facility and Street Naming Application

RECEIVED
MAY 12 2021
CITY OF IRWINDALE
5:54pm

Applicants Name: Lupe Anguiano-Ortiz

Address: 4623 Nora Ave

Applicants Phone: (626) 641-3701 Applicants E-Mail: Hmortiz@irwindaleca.gov

Location of facility or street to be named: Mayans Housing project new street

Individual / Organization to be Recognized: _____

Proposed Name: Ayutla Circle

Please Check all that apply:

- ☐ Is the individual deceased? If yes, what was the date of their death: _____ mm/dd/yyyy
- ☐ The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- ☐ The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- ☐ The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- ☐ The person or organization was associated with an economic development or redevelopment activity.
- ☒ The person or organization had a positive impact on the lives of Irwindale residents.
- ☒ The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)
Ayutla is a small and quiet town in in the state of Jalisco, Mexico

Civic involvement: (Explain)

Connection to the facility or street: (Please explain in depth)

Ayutla Market has been a Landmark in our city for many years. Being the only market in town it identifies the city's small population.
Ayutla market having various owners has benefited the residents in many ways.
People can probably remember "Sam" as a good friend to the residents and community.

Reason for Nomination (required):

Some of our residents have roots to the town of Ayutla and is also home town to our current Mayor H. Manuel Ortiz

Additional Comments (additional information may be attached):
Ayutla is a small and quiet town in in the state of Jalisco, Mexico

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For Office Use

Date Received by City Manager's Office: 5/12/21

Name of Recipient: _____

City of Irwindale
Facility and Street Naming Application

RECEIVED
MAY 12 2021
CITY OF IRWINDALE 5:54pm

Applicants Name: H. Manuel Ortiz

Address: 4623 Nora Ave

Applicants Phone: (626) 641-3701 Applicants E-Mail: Hmortiz@irwindaleca.gov

Location of facility or street to be named: Mayans Housing project new street

Individual / Organization to be Recognized: H. MANUEL ORTIZ

Proposed Name: Ayutla Circle

Please Check all that apply:

- ☐ Is the individual deceased? If yes, what was the date of their death: _____ mm/dd/yyyy
- ☐ The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- ☐ The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- ☐ The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- ☐ The person or organization was associated with an economic development or redevelopment activity.
- ☒ The person or organization had a positive impact on the lives of Irwindale residents.
- ☐ The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)

AYUTLA IS A SMALL AND QUIET TOWN IN JALISCO MEXICO.

Civic involvement: (Explain)

Connection to the facility or street: (Please explain in depth)

Ayutla Market has been a Landmark in our city for many years. Being the only market in town it identifies the city's small population.
Ayutla market having various owners has benefited the residents in many ways.
People can probably remember "Sam" as a good friend to the residents and community.

Reason for Nomination (required):

Some of our residents have roots to the town of Ayutla and is also home town to our current Mayor H. Manuel Ortiz

Additional Comments (additional information may be attached):

For Office Use

Date Received by City Manager's Office: 5/12/21

Name of Recipient: [signature]

IRWINDALE

City of Irwindale
Facility and Street Naming Application

Applicants Name: R. Arce

Address: 2416 Mountain Ave, Irwindale CA 91010

Applicants Phone: (626)364-5586 Applicants E-Mail: earceponce@gmail.com

Location of facility or street to be named: New homes built on Mountain Ave and Shrode

Individual / Organization to be Recognized: Robert Diaz/Diaz Family

Proposed Name: Robert Diaz Drive, Robert Diaz Lane, Robert Diaz Circle, Diaz Drive, Diaz Circle

Please Check all that apply:

☐ Is the individual deceased? If yes, what was the date of their death: _____ mm/dd/yyyy

☑ The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale

☑ The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.

☑ The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale

☑ The person or organization was associated with an economic development or redevelopment activity.

☐ The person or organization had a positive impact on the lives of Irwindale residents.

☑ The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)

Mr. Diaz father was the first counsel member elected and helped incorporate the city. Mr. Diaz is almost a life long citizen of Irwindale. The Diaz family purchased property on Morada in Irwindale in 1930's! Mr. Diaz father was founding member of Irwindale Sister City committee, a member of knights of Columbus, Chamber of commerce, Lions, Brother Richard Diaz was also a mayor, counsel member and founding member of the Rotary. His Mother was also active in the city by being a part of the welfare committee. She would give our turkeys and food during the holidays. She registered people to vote voluntarily and was also a member of the chamber of commerce

Civic involvement: (Explain)

Mr. Diaz was previously a planning Commissioner, counsel member, retired teacher and in college he volunteered in the city library as a tutor.He was previously the mayor.

Connection to the facility or street: (Please explain in depth)

Hes been a neighbor to the street for 48 years. He has been at the construction site everyday since they started to build the homes. He is in constant communication with the person in charge of all of the construction. There has been a lot of tagging in this area and when he saw a plain open brick wall being built around the new homes, He told the construction workers about the tagging problem and that the open wall will be a welcome sight to those who do the graffiti. He suggested a bush or flower that will cover the wall be placed. He wants it to remain new and beautiful to the new incoming residents.

Reason for Nomination (required):

There is a street named after Santos Diaz but it is not dedicated Robert or his family. They deserve recognition for their countless contributions to this community. Mr. Diaz owned Diaz Liquor which was a economical contribution for many years to the city. Mr. Diaz has numerous properties to which he rents out to low income families like myself. He took a chance on me and my boyfriend and rented us this property a year ago. We are both in our late 20's trying to start our life together and he gave us the opportunity to live here with affordable rent. We would have NEVER otherwise had the opportunity to live in a rental home.

Additional Comments (additional information may be attached):

The Diaz family deserves recognition and to have their legacy be set in stone in this community to which they have all had so much involvement in. Mr. Diaz has been at the construction site EVERY single day since they started building those homes. He asks questions and tries to learn what he can from the construction workers. He loves the city and wants to make sure the new residents will be happy. Robert Diaz has attended countless counsel meetings and genuinely cares about the well being of Irwindale. It is not one person in the Diaz family that has been involved in the city, it has been the entire family.

For Office Use

Date Received by City Manager's Office: 5/10/21

Name of Recipient: [signature]

City of Irwindale
Facility and Street Naming Application

RECEIVED
MAY 13 2021
CITY OF IRWINDALE

Applicants Name: ALICE CHAVEZ

Address: 16134 PROGRESS LANE IRWINDALE

Applicants Phone: 626-209-5303 Applicants E-Mail: alicechavez15@yahoo.com

Location of facility or street to be named: Irwindale

Individual / Organization to be Recognized: Raymond Chavez

Proposed Name: Chavez Street

Please Check all that apply:

[X] Is the individual deceased? If yes, what was the date of their death: 04/23/2018 (mm/dd/yyyy)

[X] The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale

[ ] The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.

[X] The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale

[X] The person or organization was associated with an economic development or redevelopment activity.

[X] The person or organization had a positive impact on the lives of Irwindale residents.

[ ] The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)

Raymond Chavez was born on Nov 5, 1967 and passed on Apr 23 2018. He was married and has 2 daughters and resided in the City of Pico. Rivera, where he was also employed. He graduated from USC with a degree in Communications. He was born and raised in the City of Irwindale and loved his community very much.Raymond spent many of youth years working as a lifeguard and swim instructor for the recreation department.

Civic involvement: (Explain)

Please see attached.

Connection to the facility or street: (Please explain in depth)

Raymond loved the City of Irwindale and what opportunities it brings for its residents. Housing for the residents was a big deal to him and he took it very serious. Being able to help residents stay within the city limits was dear to his heart. It would be a great honor to have a street name after him.

Reason for Nomination (required):

Please see attached.

Additional Comments (additional information may be attached):

For Office Use

Date Received by City Manager's Office: 5/13/21

Name of Recipient: _____

Civic involvement:

Raymond Chavez served on the Irwindale City Council from 1994-1999. Serving as Mayor from 1996-1997. He served during a challenging era in the city's history and was instrumental on many issues from a divisive Card Casino initiative submitted to our voters: Sand and Rock industry litigation that ultimately led to a city vote to implement a new tax and fee structure along with financial assurances for city quarries to be rehabilitated. This is turn would enhance and bolster revenues for future generations; A start to finish and successful 36-unit housing phase for low and moderate residents covering streets from Peppertree Lane to Martinez St to Calle Breceda. He served with poise, logical reasoning, and transparency in what became an impactful term in office. He took his fiduciary responsibility to the city very seriously and looked to expand our areas of influence regionally that would in turn give notoriety to the city and its residential base. His vision was to create a city logo that would be more business and community friendly. Raymond felt the current logo lacked a heritage combined with a modernization of a city that had not reached its potential. He spearheaded this endeavor and although it was not widely accepted, he promoted a new logo and moved forward with it. It is now the city's adopted logo and it properly conveys the rich history and as well as the pride and vision of our present and future. Raymond was an amazing public servant during a difficult time in the city's history. He was engaging and always looked out for the betterment of the community he loved.

Reason for Nomination:

Raymond Chavez was born and raised in Irwindale and was as well liked and friend to all he encountered. He was the epitome of a person that you would want to represent you on the city council. He provided a great example and made quite an impression on those he met. If you could send one person to a locality to represent what the people of Irwindale are about, you would send Raymond. He was diverse and resourceful and could carry a conversation and identify with just about anyone. Raymond loved the outdoors and loved life and take advantage of opportunities and learn all he could about everything. He loved his family very much and cared for the residents of Irwindale. A source of inspiration has always been his work ethic and his motivation and drive to better himself. Raymond worked his way up to a position of stature and built himself up never being content but always looking towards a brighter day. It runs parallel with our community as we are ever evolving to become progressive and lasting community that we can be proud of. You could not do any better than to recognize and name a street after Raymond Chavez.

IRWINDALE

RECEIVED
MAY 13 2021
3:02 p.m.
CITY OF IRWINDALE

City of Irwindale
Facility and Street Naming Application

Applicants Name: Manuel H. Ortiz

Address: 16018 Peppertree Ln., Irwindale, CA 91706

Applicants Phone: (626) 617-4755 Applicants E-Mail: manuelhectorortiz@gmail.com

Location of facility or street to be named: In Irwindale, west side of city

Individual / Organization to be Recognized: Hector M. Ortiz

Proposed Name: Ayutla Circle

Please Check all that apply:

- ☐ Is the individual deceased? If yes, what was the date of their death: _____ mm/dd/yyyy
- ☐ The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- ☐ The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- ☐ The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- ☐ The person or organization was associated with an economic development or redevelopment activity.
- ☒ The person or organization had a positive impact on the lives of Irwindale residents.
- ☒ The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)

Hector M. Ortiz was born in Ayutla, Jalisco, Mexico. Mr. Ortiz moved to Irwindale and has some of children living in the city. In 2005, Mr. Ortiz was voted in as councilmember for Irwindale. Mr. Ortiz focuses on areas as Public Safety, Housing and Fiscal Responsibility.

Civic involvement: (Explain)

Hector M. Ortiz is currently the Mayor for the City of Irwindale. Mr. Ortiz has served the City of Irwindale since 2005 and selected mayor three times. Mr. Ortiz has contirbuted a lot of his time helping residents and business owners in Irwindale.

Connection to the facility or street: (Please explain in depth)

The proposed name, Ayutla Circle, has many connections to the City of Irwindale. One main connection is Hector M. Ortiz, the Mayor, was born in this small town. Having the name Ayutla Circle is another characteristic that Irwindale can continue as it has in the past with other street names.

Reason for Nomination (required):

I nominate Ayutla Circle because there are many residents, a past business owner, current business owner, and companies in Irwindale that employ employees who are from Ayutla. If choosen the name can be reflected for years to come.

Additional Comments (additional information may be attached):

Hector M. Ortiz was born in Ayutla, Jalisco, Mexico. Mr. Ortiz moved to Irwindale and has some of children living in the city. In 2005, Mr. Ortiz was voted in as councilmember for Irwindale. Mr. Ortiz focuses on areas as Public Safety, Housing and Fiscal Responsibility.

For Office Use

Date Received by City Manager's Office: 5/13/21

Name of Recipient: _____

City of Irwindale
Facility and Street Naming Application

Applicants Name: Christina Fraijo

Address: 16081 Calle del Norte, Irwindale CA

Applicants Phone: 833-7188 Applicants E-Mail: n/a

Location of facility or street to be named: new street in Duarte area

Individual / Organization to be Recognized: n/a

Proposed Name: Quarry Lane

Please Check all that apply:

- ☐ Is the individual deceased? If yes, what was the date of their death: _____ (mm/dd/yyyy)
- ☐ The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale
- ☐ The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.
- ☐ The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale
- ☐ The person or organization was associated with an economic development or redevelopment activity.
- ☐ The person or organization had a positive impact on the lives of Irwindale residents.
- ☐ The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)
You can email my daughter Christina Jauregui if you need an email address as ohtodream1@yahoo.com

Civic involvement: (Explain)

Connection to the facility or street: (Please explain in depth)

Reason for Nomination (required):
City sent a flyer out and I wanted to participate

Additional Comments (additional information may be attached):
You can email my daughter Christina Jauregui if you need an email address as ohtodream1@yahoo.com

---

For Office Use

Date Received by City Manager's Office: 5/13/21

Name of Recipient: [signature]

RECEIVED
MAY 13 2021
CITY OF IRWINDALE
5:24pm

City of Irwindale
Facility and Street Naming Application

Linda Strobehn
Applicants Name: _____

4833 Calle Del Sur
Address: _____

626-960-5898 robertmorago0230@msn.com
Applicants Phone: _____ Applicants E-Mail: _____

Location of facility or street to be named: _____

Tony Aguilera
Individual / Organization to be Recognized: _____

Aguilera Ave
Proposed Name: _____

Please Check all that apply:

[X] Is the individual deceased? If yes, what was the date of their death: Jan 2009 (mm/dd/yyyy)

[ ] The person or organization made lasting and significant* contributions to the protection of natural or cultural resources of the City of Irwindale

[ ] The person or organization made substantial contributions* to the betterment of a specific facility or park consistent with the established standards for the facility.

[ ] The person or organization made substantial contributions* to the advancement of recreational opportunities with the City of Irwindale

[ ] The person or organization was associated with an economic development or redevelopment activity.

[X] The person or organization had a positive impact on the lives of Irwindale residents.

[ ] The person or organization volunteered for ten (10) or more years of service to the community.

***Please provide additional information as to how / why the contribution of the individual was significant or substantial not to exceed two (2) typed pages.**

Biographical information: (Explain)
Tony Aguilera was born in Heinz CA. He proudly served in the US Army during WWII were he spent 17 months in a concentration camp. He was awarded two purple hearts, Bronze star, and several campaign medals. Tony and his family settled here in Irwindale in the 40's.

Civic involvement: (Explain)

Connection to the facility or street: (Please explain in depth)

Reason for Nomination (required):
Tony Aguilera had been a long time resident and proud community member of the city of Irwindale. He was involved in community programs such as the Senior center, VFW, and AMVETS. His family still supports his proud patriotism.

Additional Comments (additional information may be attached):
Tony Aguilera was born in Heinz CA. He proudly served in the US Army during WWII were he spent 17 months in a concentration camp. He was awarded two purple hearts, Bronze star, and several campaign medals. Tony and his family settled here in Irwindale in the 40's.

For Office Use

Date Received by City Manager's Office: 5/17/21

Name of Recipient: Theresa Devera

SA ITEM 1A1

IRWINDALE CITY COUNCIL CHAMBERS
5050 N. IRWINDALE AVENUE
IRWINDALE, CALIFORNIA 91706

APRIL 28, 2021
WEDNESDAY
7:14 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, Mark A. Breceda, Manuel R. Garcia; Mayor Pro Tem Larry G. Burrola; Mayor H. Manuel Ortiz

Present: William Tam, City Manager; Theresa Olivares, Assistant City Manager; Adrian Guerra, City Attorney; Ty Henshaw, Police Chief; Arsanious Hanna, City Engineer; Eva Carreon, Director of Finance; Marilyn Simpson, Community Development Director; Mary Hull, Human Resources Manager, Elizabeth Rodriguez, Public Services Director; Brandi Jones, Senior Planner; Jeff Wagner, Information Technology Manager; Iris Espino, Economic Development Coordinator; and Laura Nieto, Chief Deputy City Clerk

SPONTANEOUS COMMUNICATIONS

DENA ZEPEDA

Dena Zepeda asked about the scheduled event to honor former Parks and Recreation Commission Chairman Dan Diaz, to which Mayor Ortiz reiterated that the event had been postponed.

CONSENT CALENDAR

MOTION

A motion was made by Councilmember Breceda, seconded by Mayor Pro Tem Burrola, to approve Consent Calendar, reading resolutions and ordinances by title only and waiving further reading thereof. The motion was unanimously approved.

ITEM NO. 1A1
MINUTES

MINUTES

The following minutes were approved:

1) Regular meeting held April 14, 2021

ITEM NO. 1B
WARRANTS

WARRANTS

The warrants were approved.

ITEM NO. 1C
INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021

INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021 (Joint Item on City Council and Housing Authority agendas)

The Investment Quarterly Report for March 31, 2021, was received and filed.

END OF CONSENT CALENDAR

NEW BUSINESS None.

PUBLIC HEARINGS None.

FUTURE AGENDA ITEMS REQUESTED BY COUNCIL MEMBERS None.

ADJOURNMENT There being no further business to conduct, the meeting was adjourned at 7:16 p.m.

Laura M. Nieto, MMC
Chief Deputy City Clerk

HA ITEM 1A2

IRWINDALE CITY COUNCIL CHAMBERS
5050 N. IRWINDALE AVENUE
IRWINDALE, CALIFORNIA 91706

APRIL 28, 2021
WEDNESDAY
5:30 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 Larry G. Burrola; Chair H. Manuel Ortiz

Also present: William Tam, Executive Director; Adrian Guerra, Board Attorney; Theresa Olivares, Assistant Executive Director; Ty Henshaw, Police Chief; Arsanious Hanna, City Engineer; Eva Carreon, Director of Finance; Marilyn Simpson, Community Development Director; Mary Hull, Human Resources Manager, Elizabeth Rodriguez, Public Services Director; Brandi Jones, Senior Planner; Jeff Wagner, Information Technology Manager; Iris Espino, Economic Development Coordinator; and Laura Nieto, Chief Assistant Authority Secretary

REPORT FROM CLOSED SESSION

At 7:16 p.m., the Housing Authority convened in open session to report the results of the Closed Session meeting held April 5, 2021, as follows:

Conference with Legal Counsel – Exposure to Litigation
Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2),(e)(1)

Number of Potential Cases: Two (2)

A point has been reached where, in the opinion of the Board of the Irwindale Housing Authority and on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the Housing Authority, but the Housing Authority believes are not yet known to a potential plaintiff or plaintiffs, which facts and circumstances need not be disclosed.

ACTION: Discussion held; no reportable action taken on either matter.

SPONTANEOUS COMMUNICATIONS

There were no speakers.

CONSENT CALENDAR

MOTION

A motion was made by Board Member Breceda, seconded by Board Member Ambriz, to approve the Consent Calendar; reading resolutions and ordinances by title only and waiving further reading thereof. The motion was unanimously approved.

ITEM NO. 1A
MINUTES

MINUTES

The following minutes were approved:

1) Regular meeting held April 14, 2021

ITEM NO. 1B
INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021

INVESTMENT QUARTERLY REPORT FOR MARCH 31, 2021 (Joint Item on City Council and Successor Agency)

The Investment Quarterly Report for March 31, 2021, was received and filed.

END OF CONSENT CALENDAR

NEW BUSINESS

ITEM NO. 2A
MAYANS HOUSING PURCHASE PROGRAM RECERTIFICATION

MAYANS HOUSING PURCHASE PROGRAM RECERTIFICATION

BOARD MEMBER BRECEDA

Board Member Breceda declared a potential conflict of interest with this item and exited the Council Chambers at 7:18 p.m.

EXECUTIVE DIRECTOR TAM

Executive Director Tam presented the staff report.

DENA ZEPEDA, ANGELICA TORRES, CRYSTAL HERNANDEZ, TERESA ORTIZ

Dena Zepeda, Angelica Torres, Crystal Hernandez, Teresa Ortiz, all spoke against requiring the remaining Mayans Housing Program applicants to recertify their income.

BOARD MEMBER AMBRIZ

Board Member Ambriz concurred with the comments made and agreed that the remaining applicants should not have to go through the recertification process.

MOTION

A motion was made by Board Member Ambriz to discontinue the recertification process and direct staff to send letters to the individuals included in the staff report to rescind the recertification process.

BOARD MEMBER GARCIA

Board Member Garcia noted that the applicants have previously had their income certified and that they should not be required to repeat the process.

VICE CHAIR BURROLA

Vice Chair Burrola suggested for the Housing Authority Board to "overrule" the recertification process, to which Board Attorney Guerra advised that the Housing Authority must ensure that all occupants of housing that is funded by Low and Moderate Housing Funds meet the program's eligibility requirements. He added that, while the current applicants met the requirements in 2019, he could not ensure that they still meet the requirements at this point. However, he advised that,

should the Board desire to determine that the applicants qualify based on their 2019 income and various other factors, this decision is within the Board's purview.

Vice Chair Burrola seconded Board Member Ambriz's motion.

CHAIR ORTIZ

Chair Ortiz concurred with the Board Members' comments and stated that the applicants should not be penalized due to the unprecedented circumstances created by the pandemic.

ROLL CALL

The above-mentioned motion was unanimously approved on roll call vote.

BOARD MEMBER BRECEDA

Board Member Breceda returned to the Council Chambers at 7:36 p.m.

ITEM NO. 2B
EQUITY SHARING POLICY

EQUITY SHARING POLICY

BOARD ATTORNEY GUERRA

Board Attorney Guerra presented the staff report.

DENA ZEPEDA

Dena Zepeda asked why residents do not receive "kick downs" like they used to.

DIANA DIAZ

Diana Diaz spoke against the amount of Irwindale houses that have 45-year covenants as a result of homeowners' participation in Housing Authority rehabilitation loan and home purchasing programs, particularly for senior homeowners who may not have realized what they were agreeing to when participating in the programs.

Responding to a comment by Diana Diaz, Board Attorney Guerra advised that the equity sharing provision utilized by Elk Grove, as referenced in the staff report, seems to allow for the negotiation of equity distribution on a case-by-case basis. He spoke on the need for the Housing Authority to protect its investments.

BOARD MEMBER AMBRIZ

Board Member Ambriz acknowledged the Housing Authority's inability to modify the state's 45-year covenants, and asked whether a compelling reason could exist to modify the covenants, to which Board Attorney Guerra advised that state law provides that when homes are funded through the Housing Authority's Low and Moderate Fund, the 45-year covenants are attached. He also elaborated on which actions would trigger the equity-sharing provisions of the agreements.

Board Member Ambriz expressed his hope that a new equity-sharing policy can help homeowners get out of their respective 45-year covenants.

BOARD MEMBER GARCIA

Board Member Garcia noted the need to differentiate between the Housing Authority's substantial rehabilitation loans and its housing purchase programs. He spoke against the Housing Authority's current equity-sharing provision for those that participated in the substantial rehabilitation loan program.

BOARD MEMBER BRECEDA

Board Member Breceda concurred that many homeowners did not realize what they were agreeing to when participating in these programs, and stated his belief that the programs have hurt the residents. He stated that the city should not use residents' homes to generate revenue, to which Board Attorney Guerra reiterated the need for the Housing Authority to protect its investments in such a manner that would be defensible. He stated that the current program, as much as everybody hates it, is the most defensible, and warned that the further the Housing Authority deviates from it, an argument could be made that the Housing Authority is not protecting its investment.

BOARD MEMBER AMBRIZ

Board Member Ambriz stated his belief that permitting homeowners to retain 95% of the equity of their homes, with the remaining 5% being returned to the Housing Authority, would protect the Housing Authority's investment.

BOARD ATTORNEY GUERRA

Board Attorney Guerra clarified how the equity-sharing amounts are calculated, and stated that the equity-sharing policy he has proposed is much better than what is currently in place since it would allow the Housing Authority to recoup a large amount of its investment, and the property owner would be able to retain most of the house's equity.

BOARD MEMBER GARCIA

Board Member Garcia agreed that Board Attorney Guerra's proposal is better than the current policy, and stated his belief that the years of residency by the homeowners' should be considered as equity.

CHAIR ORTIZ

Chair Ortiz stated his desire for the proposed policy to be amended so that the homeowners' would be eligible to retain an even larger share of their homes' equity.

BOARD ATTORNEY GUERRA

Board Attorney Guerra expounded on how his proposal would lower the amount of equity that the Housing Authority would retain, but acknowledge that the ultimate decision relating to equity sharing amounts lies with the Housing Authority Board.

CAMILLE DIAZ

Camille Diaz agreed with Board Member Garcia's comment about differentiating the substantial rehabilitation loan from the homebuyer program, and on the need for these to have separate equity provisions for the two programs.

CHAIR ORTIZ

Chair Ortiz requested that Board Attorney Guerra update the proposed policy to allow for the homeowners' to keep a larger share of their homes' equity, and for the provision to be differentiated between the substantial rehabilitation loan program from the homebuyer program.

ITEM NO. 2C
CONSIDERATION OF LAS CASITAS TENANT SELECTION

CONSIDERATION OF LAS CASITAS TENANT SELECTION PROCESS

BOARD MEMBER BRECEDA

Board Member Breceda declared a potential conflict of interest, recused himself from participating in discussing this matter, and exited the Council Chambers at 8:16 p.m.

RECESS

At 8:16 p.m., the Housing Authority Board took a short recess.

RECONVENE

At 8:21 p.m., the Housing Authority Board returned to Open Session with all members present except for Board Member Breceda.

BOARD ATTORNEY GUERRA

Board Attorney Guerra presented the staff report.

DENA ZEPEDA

Dena Zepeda suggested that the Housing Authority Board determine tiebreakers amongst the program applicants.

BOARD MEMBER AMBRIZ

Board Member Ambriz agreed that the Board should determine the tie-breaking applications.

BOARD MEMBER GARCIA

Board Member Garcia expressed concern over the amount of homes that have been allotted amongst the various income categories, and suggested modifying these numbers so that more apartments become designated for very low or extremely low income households, to which Board Attorney Guerra noted that the allotments are set by the Regulatory Agreement with Northridge Management, but that he would check to see if there is a way to modify the agreement.

CHAIR ORTIZ

Chair Ortiz agreed that the current moderate-income apartment that is vacant should be changed to a lower-income category, and requested that Board Attorney Guerra look into the request.

VICE CHAIR BURROLA

Responding to a question by Vice Chair Burrola, Board Attorney Guerra reiterated the request for him to look into changing the current allotment of senior apartments amongst the various income categories.

BOARD MEMBER AMBRIZ

Board Member Ambriz also requested that Board Attorney Guerra look into whether the Housing Authority Board can conduct tie-breaking events.

PUBLIC HEARINGS

None.

FUTURE AGENDA ITEMS REQUESTED BY BOARD MEMBERS

None.

ADJOURNMENT

There being no further business to conduct, the meeting was adjourned at 8:30 p.m.

_____

Laura M. Nieto, MMC
Chief Assistant Authority Secretary

HA ITEM 2B

☐City Council
☐Successor Agency
☒Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Chair and Members of the Housing Authority

From: William K. Tam, Executive Director

Issue: Amendment of Las Casitas Guidelines to Revise Tenant Selection Process

Executive Director's Recommendation:

Approve amendment of the "Las Casitas" Irwindale Housing Authority Guidelines, Policies and Procedures for Senior Low/Moderate Income Housing Apartment Rental Program to clarify that (1) the Executive Director is vested with the authority to make the final determination of priority rankings in the tenant selection process absent a tie; and (2) with regards to the existing blind priority ranking tie-breaking process for tenant selection, such procedure is to be carried out publicly by the Board during a duly noticed Board meeting.

Prepared and Submitted by:

Robert J. Lee, Assistant Authority Counsel — *Electronically Approved*

Reviewed by:

Adrian Guerra, Authority Counsel — *Electronically Approved*

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, Executive Director

BACKGROUND:

The Las Casitas Regulatory Agreement and Declaration of Covenants and Restrictions ("Agreement") and associated Irwindale Housing Authority Guidelines, Policies and Procedures for Senior Low/Moderate Income Housing Apartment Rental Program ("Guidelines") were executed and established pursuant to a Disposition and Development Agreement among the former Irwindale Community Redevelopment Agency, the Irwindale Housing Authority, and The Northridge Group, Inc., entered into March of 2011. The Agreement and Guidelines require that all persons residing in the affordable units comply with the tenant selection process prescribed therein. Generally, the requirements under the Agreement are (1) that tenant must be a senior citizen; and (2) compliance with the affordability mix priority. The Agreement also requires that rental priority be given to displaced persons entitled to preference under Health and Safety Code Section 33411.3 (when persons are displaced from a redevelopment project), and from among this group, the higher priority being given to City of Irwindale residents with other eligible persons being given secondary priority.

The Guidelines provide more detailed requirements for tenant selection and break down the process into four priority categories listed below:

First Priority:

- 9 extremely low
- 6 very low
- 5 low
- 5 moderate

Second Priority:

- Disabled – Priority 1
- Veteran – Priority 2
- None of the above - Priority 3

Third Priority:

- Shared Renter for longer than one (1) year prior to Application - Priority 1.
- Shared Renter for less than (1) year prior to Application - Priority 2.
- Persons residing in rental accommodations (single/married) for longer than one (1) year prior to Application - Priority 3.
- Persons residing in rental accommodations (single/married) for less than one (1) year prior to Application - Priority 4.
- Persons owning residence or other residential real property - Priority 5.

Final Priority:

- Category A Continuous Irwindale Resident - Priority 1
- Category B Continuous Resident - Priority 2
- Interrupted Resident - Priority 3
- Former Resident - Priority 4
- Immediate Family Member-Priority 5
- None of the above - Priority 6

The Guidelines' tenant application process is detailed below:

Application Procedure

1. Applications

(a) Upon commencement of the application process, interested persons will be required to complete and sign an Application. As a material part of the Application, interested persons will be required to execute an authorization and waiver form for release of information from persons, firms, public entities and others who may retain data necessary for a complete analysis of the Application. Data needed will include name, address, telephone number, family composition and ages, declaration of income and assets, declaration of outstanding financial obligations, veteran status, declaration of physical status (with appropriate medical confirmation), declaration of home ownership status. (See: § 2.D.1(i).).

Appropriate assistance in completing the Application will be provided to interested persons, if requested.

(b) Applications shall be submitted for review and screening.

(c) Applications will then be assigned to the appropriate First Priority classification under § 2.C.1.

(d) Within each primary eligibility classification (or priority), the Applications will be further prioritized according to the' Second Priority Criteria set forth in § 2.C.2, above.

(e) Applications will be further prioritized with each category by the Third Priority Criteria set forth in § 2.C.3, above.

(f) Applications will be finally prioritized within each classification by the Final Eligibility Criteria set forth in § 2.C.4 :

(g) Within the numerical allotments provided by the First Eligibility Criteria (§ 2.C.1), the final order of priority will be established by adding the numerical priority rating assigned to each Application. The Applications will be ranked,

in order of descending priority, with the smallest total number assigned being the highest priority. For example, an Applicant who is a Displaced Person (Priority 1), Shared Renter (Priority 1) and a Continuous Resident (Priority 1) will have a total Priority Rating of 3 and would be ranked higher than a person who is a "none of the above" (Priority 4), Property Owner (Priority 5) and an Immediate Family Member (Priority 5) with a total Priority Rating of 13.

(h) In the event a tie occurs between two (2) or more Applicants, the total Priority Rating rank order will be assigned by a random blind drawing conducted by the Executive Director.

(i) The Authority staff will verify the following data:

(i) name and address

(ii) residence requirement

(iii) employment

(iv) income

(v) existing equity/assets (if applicable)

(vi) credit history

(vii) property ownership

(j) Documentation necessary to verify income, age, handicap (disability), and residency requirements shall be submitted with application documents and may include, but is not limited to: birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

(k) All data submitted shall be verified as true and correct under penalty of perjury of the laws of the State of California. Failure to so verify shall result in application rejection.

(l) Ineligible Applicants shall be notified, in writing, with a statement indicating why the Applicant has been denied and advising the Applicant of his or her right to appeal the determination in writing within ten (10) days of the letter of denial. Appeals will be heard by the Authority Board and the Authority Board's determination shall be final.

(m) Eligible Applicants shall be mailed the necessary rental agreement documents to begin processing the rental application. The Authority will provide such assistance as may be necessary to ensure timely and complete submissions.

2. Insufficient Eligible Applications

(a) If there are insufficient eligible Applicants during the first thirty (30) days of the Application Deadline, the Board may authorize additional time for further applications which will be processed in accordance with the procedures set forth in § 2.D.1, above.

(b) Priority for Applicants shall be strictly maintained in accordance with the application period during which submittal occurred. Additional Applicants authorized by the Board after the first thirty (30) days shall not be included with the first group of Applicants.

(c) Once rental agreement documents have been approved, then a move-in date will be established.

The Guidelines' tenant application and selection process utilizes the priority and ranking system set forth above. If there is a tie between two or more applicants, the Executive Director conducts a tie-breaking process by a random blind drawing. However, the Guidelines do not state who will make the final determination of priority rankings absent a tie. On April 28, 2021, the Board directed that the Guidelines be amended so that the Executive Director is vested with such ultimate selection authority, with the understanding that the Guidelines already provide for an appeals process for any applicant deemed ineligible. Here, the Board would conduct the hearing on the appeal and the determination would be final. With regards to the tie-breaking process, the Board also directed the Guidelines be amended to include a requirement for the blind tie-breaking procedure to be publicly conducted by the Board during a duly noticed Board meeting.

The Board's approval of the proposed revised Guidelines would effectuate and implement these changes. Attached is the proposed amended Guidelines, both in clean form and in a tracked changes format so that the revisions are easily viewable.

FISCAL IMPACT:

None

ATTACHMENTS:

- Irwindale Housing Authority Guidelines, Policies and Procedures for Senior Low/Moderate Income Housing Apartment Rental Program (clean)
- Irwindale Housing Authority Guidelines, Policies and Procedures for Senior Low/Moderate Income Housing Apartment Rental Program (tracked changes)

IRWINDALE HOUSING AUTHORITY GUIDELINES, POLICIES AND PROCEDURES FOR SENIOR LOW/MODERATE INCOME HOUSING APARTMENT RENTAL PROGRAM

Adopted by the:

Irwindale Housing Authority

Approved: March 9, 2011

Revised: May 26, 2021

GUIDELINES, POLICIES, AND PROCEDURES

SECTION 1. GENERAL

The Irwindale Housing Authority {"Authority") has a goal of providing a multi-family housing stock for Irwindale residents to replace existing substandard housing units and to create safe and sanitary rental opportunities for seniors.

SECTION 2. PROGRAM GUIDELINES, POLICIES AND PROCEDURES

A. Definitions

1. Applicant

A person/family submitting a formal application for consideration and determination of eligibility to rent an apartment hereunder.

2. Application Deadline

The Application Deadline shall be the date established by the Authority as the deadline for submitting Applications for each apartment unit that becomes available.

3. Conflict of Interest

Authority Board members and officers, or management level employees of the Authority are deemed to have a conflict of interest and may not participate in this program. Persons who exercise operational responsibilities relative to any financing pertaining to the apartment project are similarly deemed to have a conflict of interest.

4. Continuous Resident

A "Continuous. Resident(s)" shall be placed in two (2) subcategories thereof: Those persons/families continuously residing in Irwindale since at least fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category A" Continuous Resident. Those persons/families continuously residing in Irwindale for at least thirty-six (36) months but establishing residence on or after fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category B" Continuous Resident.

5. Disabled Family

(a) Any person or his/her family member who has a disability or handicap recognized under the Americans with Disabilities Act of 1990, as amended, which includes:

(i) a physical or mental impairment that substantially limits one or more of the major life activities of such individual; .

(ii) a record of such an impairment; or

(iii) being regarded as having such an impairment (42 U.S.C. §12102.)

(b) A handicap does not include current, illegal use of or addiction to a controlled substance. For purposes of this part, an individual shall not be considered to have a handicap solely because that individual is a transvestite. (24 C.F.R. § 100.201) As used in this definition:

(c) "Physical or mental impairment" includes:

(i) Any physiological disorder or condition, cosmetic; disfigurement, or anatomical loss affecting one or more of the following body systems: Neurological; musculoskeletal; special sense organs; respiratory, including speech organs, cardiovascular; reproductive; digestive; genitourinary; hemic and lymphatic; skin; and endocrine; or

(ii) Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness; and specific learning disabilities. The term "physical or mental impairment" includes, but is not limited to, such diseases and conditions as orthopedic, visual, speech and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, Human Immunodeficiency Virus infection, mental retardation, emotional illness, drug addiction (other than addiction caused by current, illegal use of a controlled substance) and alcoholism.

(d) "Major life activities" means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

(e) "Has a record of such an impairment" means has a history of, or has been misclassified as having, a mental or physical . impairment that substantially limits one or more major life activities.

(f) "Is regarded as having an impairment" means:

(i) Has a physical or mental impairment that does not substantially limit one or more major life activities but that is treated by another person as constituting such a limitation;

(ii) Has a physical or mental impairment that substantially limits one or more major life activities only as a result of the attitudes of other toward such impairment; or

(iii) Has none of the impairments defined in paragraph (i) of this definition but is treated by another person as having such an impairment.

Medical certification of a disability or handicap is required from persons claiming disability who are not recipients of benefits under either 42 U.S.C. § 423 (Social Security Act) or § 102 (b) (5) of .the Development Services and Facilities Construction Amendments of 1970. The laws and regulations cited in this Section may be amended from time to time by the appropriate governmental authority. Any such amendments that modify the definitions contained herein shall be automatically incorporated without formal action by the Authority.

6. **Former Resident**

Persons who previously resided within Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, but who do not currently reside in Irwindale, shall be considered to be Former Residents.

7. **Handicapped Person**

A person having a disability or handicap, which (a) is expected to be of long continued and indefinite duration, (b) substantially impedes the person's ability to live independently, and (c) is of such a nature that such ability could not be improved by more suitable housing. Any. member of a family who is handicapped qualifies that family as a Disabled Family, (See: "*Disabled Family*".)

8. **Immediate Family Member**

Parents, grandparents, siblings, or children of Continuous Residents are considered to be Immediate Family Members.

9. **Income Qualification Criteria**

Extremely low, very low, low and moderate income qualification criteria shall be as set forth in Exhibit "A" hereto, which may be amended from time to time without formal action by the Authority or CRA to be consistent with state laws and regulations (Subchapter 2 of Chapter 6.5 of Division 1 of Title 25, California Code of Regulations;, see also: California Health and Safety Code §§ 50106, 50105, 50079.5 and 50093.)

10. **Interrupted Resident**

Any person (or family) who resided in Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately . preceding the Application Deadline, moved away for a period of time, but has reestablished a bona fide residence within the City limits of Irwindale for at least one year prior to the Application Deadline shall be considered to be an Interrupted Resident.

11. **Non-resident**

Any person (or family) who is not now and has not been a resident of Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline.

12. **Renter**

An applicant successfully completing the application process and renting an apartment hereunder.

13. **Senior**

A Senior is a person who is at least sixty-two (62) years of age or older.

14. **Shared Renter**

Persons sharing rental accommodations with unrelated persons.

15. **Veteran**

Any person who has been honorably discharged from one of the military services of the United States shall be considered a Veteran.

B. <u>Eligibility Criteria</u>

Since the Senior Apartment Rental Program is an apartment rental program, there are two (2) primary criteria which must be met to determine eligibility:

1. Income eligibility under § 2.A.9, above.

2. Be a Senior as specified in § 2.A.12, above.

C. <u>Priorities</u>

Eligible applications from persons/families meeting basic income (extremely low, very low, low or moderate income) criteria, shall be processed based upon the following priority schedule and the application procedures in Section 2.D:

1. **First Priority Criteria**

(a) Extremely low income persons/family - nine (9) apartment units **[subject to modification]**

(b) Very low income persons/family - six (6) apartment units **[subject to modification]**

(c) Low income persons/families - five (5) apartment units **[subject to modification]**

(d) Moderate income persons/families - five (5) apartment units **[subject to modification]**

A primary goal of the Authority is to create, to the extent feasible, sufficient new rental units to meet the projected needs of Irwindale Seniors. Accordingly, and notwithstanding the initial allocations established in § 2. C.1, above, pertaining to the number of units allocated among the income categories, the Authority reserves the right to reallocate the final number of units specified for each income category, if deemed necessary and appropriate, to meet the quantified needs of Irwindale Seniors.

2. **Second Priority Criteria**

(a) Disabled Family Priority 1

(b) Veteran Priority 2

(c) None of the above Priority 3

3. **Third Priority Criteria**

(a) Shared Renter for longer than one (1) year prior to Application - Priority 1.

(b) Shared Renter for less than (1) year prior to Application - Priority 2.

(c) Persons residing in rental accommodations (single/married) for longer than one (1) year prior to Application - Priority 3.

(d) Persons residing in rental accommodations (single/married) for less than one (1) year prior to Application - Priority 4.

(e) Persons owning residence or other residential real property - Priority 5.

4. **Final Priority Criteria**

(a) Category A Continuous Irwindale Resident - Priority 1

(b) Category B Continuous Resident - Priority 2

(c) Interrupted Resident - Priority 3

(d) Former Resident - Priority 4

(e) Immediate Family Member - Priority 5

(f) None of the above - Priority 6

D. Application Procedure

***1.* Applications**

(a) Upon commencement of the application process, interested persons will be required to complete and sign an Application. As a material part of the Application, interested persons will be required to execute an authorization and waiver form for release of information from persons, firms, public entities and others who may retain data necessary for a complete analysis of the Application. Data needed will include name, address, telephone number, family composition and ages, declaration of income and assets, declaration of outstanding financial obligations, veteran status, declaration of physical status (with appropriate medical confirmation), declaration of home ownership status. (See: § 2.D.1(i).). Appropriate assistance in completing the Application will be provided to interested persons, if requested.

(b) Applications shall be submitted for review and screening.

(c) Applications will then be assigned to the appropriate First Priority classification under § 2.C.1.

(d) Within each primary eligibility classification (or priority), the Applications will be further prioritized according to the Second Priority Criteria set forth in § 2.C.2, above.

(e) Applications will be further prioritized with each category by the Third Priority Criteria set forth in § 2.C.3, above.

(f) Applications will be finally prioritized within each classification by the Final Eligibility Criteria set forth in § 2.C.4.

(g) Within the numerical allotments provided by the First Eligibility Criteria (§ 2.C.1), the final order of priority will be established by adding the numerical priority rating assigned to each Application. The Applications will be ranked, in order of descending priority, with the smallest total number assigned being the highest priority.

For example, an Applicant who is a Displaced Person (Priority 1), Shared Renter (Priority 1) and a Continuous Resident (Priority 1) will have a total Priority Rating of 3 and would be ranked higher than a person who is a "none of the above" (Priority 4), Property Owner (Priority 5) and an Immediate Family Member (Priority 5) with a total Priority Rating of 13.

(h) The Executive Director shall be vested with the authority to make the final determination of priority ratings. In the event a tie occurs between two (2) or more Applicants, the total Priority Rating rank order will be assigned by a random blind drawing publicly conducted by the Board during a duly noticed Board meeting.

(i) The Authority staff will verify the following data:

(i) name and address

(ii) residence requirement

(iii) employment

(iv) income

(v) existing equity/assets (if applicable)

(vi) credit history

(vii) property ownership

(j) Documentation necessary to verify income, age, handicap (disability), and residency requirements shall be submitted with application documents and may include, but is not limited to: birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

(k) All data submitted shall be verified as true and correct under penalty of perjury of the laws of the State of California. Failure to so verify shall result in application rejection.

(l) Ineligible Applicants shall be notified, in writing, with a statement indicating why the Applicant has been denied and advising the Applicant of his or her right to appeal the determination in writing within ten (10) days of the letter of denial. Appeals will be heard by

the Authority Board and the Authority Board's determination shall be final.

(m) Eligible Applicants shall be mailed the necessary rental agreement documents to begin processing the rental application. The Authority will provide such assistance as may be necessary to ensure timely and complete submissions.

2. **Insufficient Eligible Applications**

(a) If there are insufficient eligible Applicants during the first thirty (30) days of the Application Deadline, the Board may authorize additional time for further applications which will be processed in accordance with the procedures set forth in § 2.D.1, above.

(b) Priority for Applicants shall be strictly maintained in accordance with the application period during which submittal occurred. Additional Applicants authorized by the Board after the first thirty (30) days shall not be included with the first group of Applicants.

(c) Once rental agreement documents have been approved, then a move-in date will be established.

IRWINDALE HOUSING AUTHORITY GUIDELINES, POLICIES AND PROCEDURES FOR SENIOR LOW/MODERATE INCOME HOUSING APARTMENT RENTAL PROGRAM

Adopted by the:

Irwindale Housing Authority

Approved: March 9, 2011

Revised: May 26, 2021

GUIDELINES, POLICIES, AND PROCEDURES

SECTION 1. GENERAL

The Irwindale Housing Authority {"Authority") has a goal of providing a multi-family housing stock for Irwindale residents to replace existing substandard housing units and to create safe and sanitary rental opportunities for seniors.

SECTION 2. PROGRAM GUIDELINES, POLICIES AND PROCEDURES

A. Definitions

1. Applicant

A person/family submitting a formal application for consideration and determination of eligibility to rent an apartment hereunder.

2. Application Deadline

The Application Deadline shall be the date established by the Authority as the deadline for submitting Applications for each apartment unit that becomes available.

3. Conflict of Interest

Authority Board members and officers, or management level employees of the Authority are deemed to have a conflict of interest and may not participate in this program. Persons who exercise operational responsibilities relative to any financing pertaining to the apartment project are similarly deemed to have a conflict of interest.

4. Continuous Resident

A "Continuous. Resident(s)" shall be placed in two (2) subcategories thereof: Those persons/families continuously residing in Irwindale since at least fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category A" Continuous Resident. Those persons/families continuously residing in Irwindale for at least thirty-six (36) months but establishing residence on or after fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category B" Continuous Resident.

5. Disabled Family

(a) Any person or his/her family member who has a disability or handicap recognized under the Americans with Disabilities Act of 1990, as amended, which includes:

(i) a physical or mental impairment that substantially limits one or more of the major life activities of such individual; .

(ii) a record of such an impairment; or

(iii) being regarded as having such an impairment (42 U.S.C. §12102.)

(b) A handicap does not include current, illegal use of or addiction to a controlled substance. For purposes of this part, an individual shall not be considered to have a handicap solely because that individual is a transvestite. (24 C.F.R. § 100.201) As used in this definition:

(c) "Physical or mental impairment" includes:

(i) Any physiological disorder or condition, cosmetic; disfigurement, or anatomical loss affecting one or more of the following body systems: Neurological; musculoskeletal; special sense organs; respiratory, including speech organs, cardiovascular; reproductive; digestive; genitourinary; hemic and lymphatic; skin; and endocrine; or

(ii) Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness; and specific learning disabilities. The term "physical or mental impairment" includes, but is not limited to, such diseases and conditions as orthopedic, visual, speech and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, Human Immunodeficiency Virus infection, mental retardation, emotional illness, drug addiction (other than addiction caused by current, illegal use of a controlled substance) and alcoholism.

(d) "Major life activities" means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

(e) "Has a record of such an impairment" means has a history of, or has been misclassified as having, a mental or physical . impairment that substantially limits one or more major life activities.

(f) "Is regarded as having an impairment" means:

(i) Has a physical or mental impairment that does not substantially limit one or more major life activities but that is treated by another person as constituting such a limitation;

(ii) Has a physical or mental impairment that substantially limits one or more major life activities only as a result of the attitudes of other toward such impairment; or

(iii) Has none of the impairments defined in paragraph (i) of this definition but is treated by another person as having such an impairment.

Medical certification of a disability or handicap is required from persons claiming disability who are not recipients of benefits under either 42 U.S.C. § 423 (Social Security Act) or § 102 (b) (5) of .the Development Services and Facilities Construction Amendments of 1970. The laws and regulations cited in this Section may be amended from time to time by the appropriate governmental authority. Any such amendments that modify the definitions contained herein shall be automatically incorporated without formal action by the Authority.

6. **Former Resident**

Persons who previously resided within Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, but who do not currently reside in Irwindale, shall be considered to be Former Residents.

7. **Handicapped Person**

A person having a disability or handicap, which (a) is expected to be of long continued and indefinite duration, (b) substantially impedes the person's ability to live independently, and (c) is of such a nature that such ability could not be improved by more suitable housing. Any. member of a family who is handicapped qualifies that family as a Disabled Family, (See: "*Disabled Family*".)

8. **Immediate Family Member**

Parents, grandparents, siblings, or children of Continuous Residents are considered to be Immediate Family Members.

9. **Income Qualification Criteria**

Extremely low, very low, low and moderate income qualification criteria shall be as set forth in Exhibit "A" hereto, which may be amended from time to time without formal action by the Authority or CRA to be consistent with state laws and regulations (Subchapter 2 of Chapter 6.5 of Division 1 of Title 25, California Code of Regulations;, see also: California Health and Safety Code §§ 50106, 50105, 50079.5 and 50093.)

10. **Interrupted Resident**

Any person (or family) who resided in Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately . preceding the Application Deadline, moved away for a period of time, but has reestablished a bona fide residence within the City limits of Irwindale for at least one year prior to the Application Deadline shall be considered to be an Interrupted Resident.

11. **Non-resident**

Any person (or family) who is not now and has not been a resident of Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline.

12. **Renter**

An applicant successfully completing the application process and renting an apartment hereunder.

13. **Senior**

A Senior is a person who is at least sixty-two (62) years of age or older.

14. **Shared Renter**

Persons sharing rental accommodations with unrelated persons.

15. **Veteran**

Any person who has been honorably discharged from one of the military services of the United States shall be considered a Veteran.

B. Eligibility Criteria

Since the Senior Apartment Rental Program is an apartment rental program, there are two (2) primary criteria which must be met to determine eligibility:

1. Income eligibility under § 2.A.9, above.

2. Be a Senior as specified in § 2.A.12, above.

C. Priorities

Eligible applications from persons/families meeting basic income (extremely low, very low, low or moderate income) criteria, shall be processed based upon the following priority schedule and the application procedures in Section 2.D:

1. **First Priority Criteria**

(a) Extremely low income persons/family - nine (9) apartment units **[subject to modification]**

(b) Very low income persons/family - six (6) apartment units **[subject to modification]**

(c) Low income persons/families - five (5) apartment units **[subject to modification]**

(d) Moderate income persons/families - five (5) apartment units **[subject to modification]**

A primary goal of the Authority is to create, to the extent feasible, sufficient new rental units to meet the projected needs of Irwindale Seniors. Accordingly, and notwithstanding the initial allocations established in § 2. C.1, above, pertaining to the number of units allocated among the income categories, the Authority reserves the right to reallocate the final number of units specified for each income category, if deemed necessary and appropriate, to meet the quantified needs of Irwindale Seniors.

2. **Second Priority Criteria**

(a) Disabled Family Priority 1

(b) Veteran Priority 2

(c) None of the above Priority 3

3. **Third Priority Criteria**

(a) Shared Renter for longer than one (1) year prior to Application - Priority 1.

(b) Shared Renter for less than (1) year prior to Application - Priority 2.

(c) Persons residing in rental accommodations (single/married) for longer than one (1) year prior to Application - Priority 3.

(d) Persons residing in rental accommodations (single/married) for less than one (1) year prior to Application - Priority 4.

(e) Persons owning residence or other residential real property - Priority 5.

4. **Final Priority Criteria**

(a) Category A Continuous Irwindale Resident - Priority 1

(b) Category B Continuous Resident - Priority 2

(c) Interrupted Resident - Priority 3

(d) Former Resident - Priority 4

(e) Immediate Family Member - Priority 5

(f) None of the above - Priority 6

D. Application Procedure

***1.* Applications**

(a) Upon commencement of the application process, interested persons will be required to complete and sign an Application. As a material part of the Application, interested persons will be required to execute an authorization and waiver form for release of information from persons, firms, public entities and others who may retain data necessary for a complete analysis of the Application. Data needed will include name, address, telephone number, family composition and ages, declaration of income and assets, declaration of outstanding financial obligations, veteran status, declaration of physical status (with appropriate medical confirmation), declaration of home ownership status. (See: § 2.D.1(i).). Appropriate assistance in completing the Application will be provided to interested persons, if requested.

(b) Applications shall be submitted for review and screening.

(c) Applications will then be assigned to the appropriate First Priority classification under § 2.C.1.

(d) Within each primary eligibility classification (or priority), the Applications will be further prioritized according to the Second Priority Criteria set forth in § 2.C.2, above.

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For example, an Applicant who is a Displaced Person (Priority 1), Shared Renter (Priority 1) and a Continuous Resident (Priority 1) will have a total Priority Rating of 3 and would be ranked higher than a person who is a "none of the above" (Priority 4), Property Owner (Priority 5) and an Immediate Family Member (Priority 5) with a total Priority Rating of 13.

(h) ***The Executive Director shall be vested with the authority to make the final determination of priority ratings.*** In the event a tie occurs between two (2) or more Applicants, the total Priority Rating rank order will be assigned by a random blind drawing ***publicly*** conducted by the ***Board during a duly noticed Board meeting*** ~~Executive Director~~.

(i) The Authority staff will verify the following data:

(i) name and address

(ii) residence requirement

(iii) employment

(iv) income

(v) existing equity/assets (if applicable)

(vi) credit history

(vii) property ownership

(j) Documentation necessary to verify income, age, handicap (disability), and residency requirements shall be submitted with application documents and may include, but is not limited to: birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

(k) All data submitted shall be verified as true and correct under penalty of perjury of the laws of the State of California. Failure to so verify shall result in application rejection.

(l) Ineligible Applicants shall be notified, in writing, with a statement indicating why the Applicant has been denied and advising the Applicant of his or her right to appeal the determination in writing within ten (10) days of the letter of denial. Appeals will be heard by

the Authority Board and the Authority Board's determination shall be final.

(m) Eligible Applicants shall be mailed the necessary rental agreement documents to begin processing the rental application. The Authority will provide such assistance as may be necessary to ensure timely and complete submissions.

2. **Insufficient Eligible Applications**

(a) If there are insufficient eligible Applicants during the first thirty (30) days of the Application Deadline, the Board may authorize additional time for further applications which will be processed in accordance with the procedures set forth in § 2.D.1, above.

(b) Priority for Applicants shall be strictly maintained in accordance with the application period during which submittal occurred. Additional Applicants authorized by the Board after the first thirty (30) days shall not be included with the first group of Applicants.

(c) Once rental agreement documents have been approved, then a move-in date will be established.

Electronic Payments

May 2021

May 1 - 15, 2021

Number	Vendor Name	Date	Amount
ACH	CalPERS-Medical	5/1/2021	241,827.34
ACH	CalPERS	5/3/2021	1,590.93
ACH	CalPERS	5/10/2021	542.28
ACH	CalPERS	5/12/2021	76,918.71
ACH	EDD	5/12/2021	20,052.67
ACH	Federal Tax	5/12/2021	51,490.14
ACH	Nationwide-457 Plan & Trust	5/6/2021	12,584.89
ACH	Nationwide-Roth Cotribution-457 Plan & Trust	5/6/2021	2,502.00

HA ITEM 2C

☐City Council
☐Successor Agency
☒Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Chair and Members of the Housing Authority

From: William K. Tam, Executive Director

Issue: Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance – 2425 Ruelas Street, Irwindale, CA 91010

Executive Director's Recommendation:

1. Approve the Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance for the property located at 2425 Ruelas Street, Irwindale, CA 91010.

2. Authorize the Executive Director to execute the Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land, and Substitution of Trustee and Full Reconveyance, subject to Authority Counsel approval as to form.

Prepared and Submitted by:

Robert J. Lee, Assistant Authority Counsel — Electronically Approved

Reviewed by:

Adrian Guerra, Authority Counsel — Electronically Approved

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, Executive Director

Analysis:

1. On August 4, 2003, Daniel M. Rubio and Nelda E. Rubio (Owners) entered into an Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land (Deferred Housing Improvement Loan) (Agreement) with the Irwindale Redevelopment Agency (RDA) for the property located at 2425 Ruelas Street, Irwindale, CA 91010 (Property).

2. The Owners have fulfilled their obligations under the terms of the Agreement. Pursuant to the Agreement, the RDA loaned Owners $49,571.90, which was secured by a deed of trust (Agency Deed of Trust). The Promissory Note indicates that repayment of the note amount is deferred and forgiven at the end of the 10 year period from the date of recordation of the Agreement. The Agreement was recorded February 5, 2004, which means the loan was forgiven on February 4, 2014.

3. Because the Owners had fulfilled their obligations under the terms of the Agreement and repayment of the note amount was deferred and forgiven at the end of the 10 year period, the Irwindale Housing Authority (IHA), as successor to the RDA, executed that certain Full Reconveyance dated February 26, 2014 which was recorded on May 21, 2014, as Instrument No. 20140523593 in the Official Records of Los Angeles County, California, purporting to reconvey all title and interest in the Property "to the person or persons legally entitled thereto" (Full Reconveyance) which in this instance, was the Owners. However, because the IHA, as beneficiary under the Agency Deed of Trust, did not substitute itself as trustee under the Agency Deed of Trust prior to execution of the Full Reconveyance, the IHA did not possess the authority to reconvey the Property and as such, seeks to rectify such oversight by substituting itself as the trustee and reconveying the Property through the proposed Substitution of Trustee and Full Reconveyance. It should be noted that neither the Full Reconveyance nor any associated Quitclaim Deed has been approved by the IHA Board.

4. It is now appropriate for the Board to approve the Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land (Quitclaim Deed), and Substitution of Trustee and Full Reconveyance, for the Property and authorize the Executive Director to execute the same, subject to Authority Counsel approval as to form. Doing so will terminate the Agreement and remove the Agency Deed of Trust from title once recorded.

FISCAL IMPACT:
None

ATTACHMENTS:

- Quitclaim Deed to Terminate Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land

- Substitution of Trustee and Full Reconveyance

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

Irwindale Housing Authority
5050 N Irwindale Avenue
Irwindale, California 91706
Attention: Housing Authority Administrator

APN: 8534-001-113; 8534-001-114

[SPACE ABOVE FOR RECORDER'S USE ONLY]

Exempt from filing/recording fees per Govt. Code §27383

QUITCLAIM DEED TO TERMINATE AFFORDABLE HOUSING AGREEMENT, OPTION TO PURCHASE AND DECLARATION OF COVENANTS RUNNING WITH LAND

GRANTOR DECLARES that this Quitclaim Deed is exempt from Recording Fees pursuant to California Government Code Section 27383 and exempt from Documentary Transfer Tax pursuant to California Revenue and Taxation Code Section 11922.

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, IRWINDALE HOUSING AUTHORITY, a public body, corporate and politic (as successor Housing Authority to the Irwindale Redevelopment Agency) ("**Grantor**") hereby remises, releases and forever quitclaims to DANIEL M. RUBIO AND NELDA E. RUBIO, HUSBAND AND WIFE AS JOINT TENANTS ("**Grantee**"), any and all of Grantor's right, title and interest in the real property legally described on Exhibit A attached hereto with respect to only that certain *"Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land"* dated August 4, 2003, and recorded on February 5, 2004, as Instrument No. 04-0262812 in the Official Records of Los Angeles County, California ("**Agreement**").

This Quitclaim Deed is provided to confirm that the Agreement has terminated in accordance with its terms.

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed on its behalf by its respective officers thereunto duly authorized, this _____ day of May, 2021.

"GRANTOR"

IRWINDALE HOUSING AUTHORITY,
a public body, corporate and politic

By: _____
William K. Tam
Executive Director

ATTEST:

_____
Laura M. Nieto
Chief Authority Assistant Secretary

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

By: _____
Adrian Guerra
Authority Counsel

EXHIBIT A

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Irwindale, and is described as follows:

LOT 9 OF TRACT NO. 45441, IN THE CITY OF IRWINDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1113, PAGE(S) 97 THROUGH 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 8534-001-113; 8534-001-114

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)
) ss.
COUNTY OF LOS ANGELES)

On _____, 2021 before me, _____, a notary public, personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

_____
Notary Public

SEAL:

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

Irwindale Housing Authority
5050 N Irwindale Avenue
Irwindale, California 91706
Attention: Housing Authority Administrator

APN: 8534-001-113; 8534-001-114

[SPACE ABOVE FOR RECORDER'S USE ONLY]

Exempt from filing/recording fees per Govt. Code §27383

QUITCLAIM DEED TO TERMINATE AFFORDABLE HOUSING AGREEMENT, OPTION TO PURCHASE AND DECLARATION OF COVENANTS RUNNING WITH LAND

GRANTOR DECLARES that this Quitclaim Deed is exempt from Recording Fees pursuant to California Government Code Section 27383 and exempt from Documentary Transfer Tax pursuant to California Revenue and Taxation Code Section 11922.

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, IRWINDALE HOUSING AUTHORITY, a public body, corporate and politic (as successor Housing Authority to the Irwindale Redevelopment Agency) ("**Grantor**") hereby remises, releases and forever quitclaims to DANIEL M. RUBIO AND NELDA E. RUBIO, HUSBAND AND WIFE AS JOINT TENANTS ("**Grantee**"), any and all of Grantor's right, title and interest in the real property legally described on Exhibit A attached hereto with respect to only that certain *"Affordable Housing Agreement, Option to Purchase and Declaration of Covenants Running with Land"* dated August 4, 2003, and recorded on February 5, 2004, as Instrument No. 04-0262812 in the Official Records of Los Angeles County, California ("**Agreement**").

This Quitclaim Deed is provided to confirm that the Agreement has terminated in accordance with its terms.

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed on its behalf by its respective officers thereunto duly authorized, this _____ day of May, 2021.

"GRANTOR"

IRWINDALE HOUSING AUTHORITY,
a public body, corporate and politic

By: _____
William K. Tam
Executive Director

ATTEST:

_____
Laura M. Nieto
Chief Authority Assistant Secretary

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

By: _____
Adrian Guerra
Authority Counsel

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APN: 8534-001-113; 8534-001-114

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)
) ss.
COUNTY OF LOS ANGELES)

On _____, 2021 before me, _____, a notary public, personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

_____
Notary Public

SEAL:

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

NAME	Irwindale Housing Authority Attn: Executive Director
ADDRESS	5050 N Irwindale Avenue
CITY STATE & ZIP	Irwindale CA 91706

SUBSTITUTION OF TRUSTEE AND FULL RECONVEYANCE

APN NOs. 8534-001-113; 8534-001-114 Exempt from payment of recording fees pursuant to Govt Code § 6103.

Irwindale Housing Authority, a public body, corporate and politic (as successor Housing Authority to the Irwindale Redevelopment Agency) is the beneficiary ("**IHA**") under that certain Deed of Trust with Assignment of Rents dated August 4, 2003, made by Daniel M. Rubio and Nelda E. Rubio, as husband and wife and joint tenants, as trustor, and First American Title Insurance Company, as trustee, which was recorded on February 5, 2004, as Instrument No. 04-0262811 in the Official Records of Los Angeles County, California, and affecting the land described in said Deed of Trust ("**Deed of Trust**").

The IHA executed that certain Full Reconveyance dated February 26, 2014 which was recorded on May 21, 2014, as Instrument No. 20140523593 in the Official Records of Los Angeles County, California, purporting to reconvey all title and interest affecting the land described in said Deed of Trust to the person or persons legally entitled thereto ("**Full Reconveyance**"). However, because the IHA, as beneficiary under the Deed of Trust, did not substitute itself as trustee under the Deed of Trust prior to execution of the Full Reconveyance, the IHA did not possess the authority to reconvey the land described in the Deed of Trust and as such, seeks to rectify such oversight by substituting itself as the trustee and reconveying the subject land through this Substitution of Trustee and Full Reconveyance.

IHA hereby:

- As beneficiary, substitutes itself as trustee under the Deed of Trust and accepts such appointment; and
- As substitute trustee, hereby RECONVEYS WITHOUT WARRANTY, TO THE PERSON OR PERSONS LEGALLY ENTITLED THERETO, all of the estate, title and interest held by it as trustee under the Deed of Trust.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, IHA as beneficiary and successor trustee has caused this instrument to be executed by its duly authorized officer.

Dated: _____, 2021

As Beneficiary and Substitute Trustee:

IRWINDALE HOUSING AUTHORITY,
a public body, corporate and politic

By: _____
William K. Tam, Executive Director

ATTEST:

_____
Laura M. Nieto
Chief Authority Assistant Secretary

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

By: _____
Adrian Guerra
Authority Counsel

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)
) ss.
COUNTY OF LOS ANGELES)

On _____, 2021 before me, _____, a notary public, personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

_____
Notary Public

SEAL:

HA ITEM 2D

☐City Council
☐Successor Agency
☒Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Chair and Members of the Housing Authority

From: William K. Tam, Executive Director

Issue: Mayans Housing Purchase Program- Award for 704 A Street

Executive Director's Recommendation:

1) Approve proposed applicant to be considered for award at 704 A Street and direct staff to initiate recertification process.

2) Provide other direction to staff.

Prepared and Submitted by:

Jamie L. Traxler, Assistant Authority Counsel

Electronically Approved

Reviewed by:

Adrian Guerra, Authority Counsel

Electronically Approved

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, Executive Director

Background and Analysis:

The Irwindale Housing Authority's ("Housing Authority") Mayans Housing Project affordable housing program ("Program") provides affordable single-family housing opportunities for first-time homebuyers. The Program was initiated in 2014, and the Housing Authority was recently notified that Phase 4 of the project, consisting of 7 total units, is nearing completion with an expected completion date this summer.

According to the Guidelines, Policies and Procedures for the Mayans Housing Purchase Program ("Guidelines"), all income-restricted units have been developed and offered for sale only to qualifying applicants pursuant to the Authority's income eligibility classification criteria.

At its special meeting on December 21, 2020, the Housing Authority Board terminated the Phase 4 Program lottery award for the low-income designated property located at 704 A Street due to the applicant household's income ineligibility. Pursuant to the Program Guidelines, the award for the house at 704 A Street goes to an income-qualified low-income household based on the Program's Priority List of ranked applicants. Attached hereto is a true and correct copy of the Irwindale Housing Authority Final Priority Listing dated September 16, 2019.

Since the unit at 704 A street is designated as low income, the next priority ranked applicant that will be considered by the Housing Authority to receive this unit is Mr. Juan Gonzalez.

In order to ensure that the unit goes to a qualifying applicant, staff will need to recertify Mr. Juan Gonzalez' 2020 income eligibility. The purpose of the recertification would be to certify the applicant's 2020 household income to ensure that it meets the Authority's income eligibility classification criteria for each income-restricted unit based on State of California Department of Housing and Community Development Division of Housing Policy Development ("HCD") 2020 income limits for California counties.

FISCAL IMPACT:

None.

ATTACHMENTS:

1. Irwindale Housing Authority Final Priority Listing dated September 16, 2019.

Attachment #2
Irwindale Housing Authority
Final Priority Listing
Dated: September 16, 2019

Control Number*	Number	Lottery Number	Applicant Name	Co-Applicant Name	Family Size	Eligibility Classification	Final Eligibility Classification	Initial Priority Ranking
EXTREMELY LOW INCOME								
1	1	75	Efigenia Dominguez		5	1	1	2
3	2	33	Lawrence Burrola		2	2	1	3
2	3	37	Aundrea Alvarado		4	2	1	3
6	4	38	Amanda Orosco		2	2	1	3
75	9	51	Lavina Burrola		2	2	4	6
9	9	57	Karen Rodriguez		3	2	4	6
10	11	22	Susan Nunez		1	2	7	9
85	18	71	Angelica Gonzales		4	6	4	10
VERY LOW INCOME								
20	1	18	Delicia Ponce		1	2	1	3
16	2	28	Andrew Guillen		1	2	1	3
21	3	40	Mariana Quinones	Adam Quinones	4	2	1	3
18	4	43	Pete Marez		1	2	1	3
19	5	52	Ruben Mendoza	Alaina Butler	4	2	1	3
17	6	78	Marguerite Lopez		4	2	1	3
4	6	67	Marlene L. Garcia		1	2	1	3
7	7	69	Angelica Torres		1	2	1	3
37	7	76	Veronica Ochoa	Juan Gutierrez	3	2	1	3
15	7	82	Alma L. Bravo	Jose Higareda	4	2	1	3
43	9	11	Victor Dominguez		1	2	2	4
45	10	15	Angelina Ramirez		3	2	2	4
22	8	31	Cassandra Bran Longria	Daniel Longoria	3	2	2	4
23	9	24	Travis Roberg	Mallory Martinez Roberg	5	2	4	6
12	10	10	Victor Robles		3	2	7	9
25	13	54	Veronica C. Espinoza		2	2	7	9
29	15	42	Marvin Herrera	Auda Amariles Cifuentes Bautista	3	6	4	10
30	16	62	Margarita Acevedo		1	6	5	11
LOW INCOME INCOME								
31	1	17	Karolina Arteaga		1	2	1	3
36	2	26	Joe R. Nunez, Jr.		5	2	1	3
32	3	32	Charles Belnavis		1	2	1	3
38	4	46	Doniell N. Strobehn		5	2	1	3
33	5	56	Lydia Fonseca		4	2	1	3
5	5	39	Crystal Hernandez		1	2	1	3
39	11	16	Christine Acero		3	2	2	4
41	12	36	Nicolas Arellano		4	2	2	4
40	15	68	Roman R. Arce	Hermelinda Ponce de Arce	4	2	2	4
8	8	73	Angelo Villa	Andre Villa	2	2	2	4
77	8	9	Juan Gonzalez		2	2	4	6
76	10	80	Danielle Cortez	Christian Cortez	5	2	4	6
59	27	3	Monique Dominguez		1	2	7	9
26	11	6	Melissa Rebecca Jimenez		3	2	7	9
79	16	30	Ignacio Camacho		1	2	7	9

HA ITEM 2E

☐City Council
☐Successor Agency
☒Housing Authority
☐Reclamation Authority
☐Joint Powers Authority

City of
IRWINDALE
AGENDA REPORT

Date: May 26, 2021

To: Honorable Chair and Members of the Housing Authority

From: William K. Tam, Executive Director

Issue: Mayans Housing Purchase Program- Approval of Amendment No. 2 to Irwindale Housing Authority Guidelines, Policies and Procedures for the Mayans Housing Purchase Program

Executive Director's Recommendation:

1) Approve Amendment No. 2 of the Irwindale Housing Authority Guidelines, Policies and Procedures for the Mayans Housing Purchase Program to clarify that (1) Staff is authorized to request and accept affidavits as the approved method for verifying information not readily determined through documentation; (2) an application and/or priority ranking cannot be assigned or assumed in any instance; (3) the definition of "Applicant," includes "Co-Applicant"; (4) adding the definition of "Household" to require any "Applicant", inclusive of a "Co-Applicant," and any other person listed, to live in the home purchased through the Program as their primary residence, and clarify that in order to be considered a household member, each person who is at least eighteen (18) years of age must provide all required eligibility documentation.

Prepared and Submitted by:

Jamie L. Traxler, Assistant Authority Counsel — ELECTRONICALLY APPROVED

Reviewed by:

Adrian Guerra, Authority Counsel — ELECTRONICALLY APPROVED

Eva Carreon, Finance Director / City Treasurer

Approved by:

William K. Tam, Executive Director

Background and Analysis:

The Irwindale Housing Authority's ("Housing Authority") Mayans Housing Project affordable housing program ("Program") provides affordable single-family housing opportunities for first-time homebuyers. Throughout its administration of the Program, Staff has fielded various inquiries and proceeded to process applications through informal policy decisions which has created the possibility for ambiguities in processing. In order to formalize Staff's processing procedures, Staff now proposes the following amendments to the Irwindale Housing Authority Guidelines, Policies and Procedures for the Mayans Housing Purchase Program ("Guidelines").

Affidavit Procedure

Housing Authority Staff has allowed for applicants to submit affidavits signed and submitted under penalty of perjury in order to verify information that cannot be verified through Documentation as described in Section (D)(1)(i) of the Guidelines, such as birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

Staff is now proposing a formal amendment to the Guidelines which would authorize Staff to accept affidavits signed and submitted under penalty of perjury in order to verify information which cannot be readily verified through other means of Documentation.

Assignment or Assumption of Application

Housing Authority Staff have received inquiries as to whether an Applicant can assign their application to any other person, including a household or family member or third-party who was not listed in the application documents in the event that the Applicant is unable to complete the application process, such as death or incapacity. Essentially, the request asks that the designated person stand in the shoes of and assume the eligibility determination and priority ranking of the Applicant.

Staff have determined that an assignment and/or assumption of an Application and priority listing would violate Housing Authority Law and the Guidelines, and would deny any such request. Program applicants and their families are certified and determined to be eligible based on standardized criteria in order to ensure that any assistance provided by the Authority goes to households truly in need of assistance.

Any person who "assumed" a Program application would have to be treated as the Applicant, and Housing Authority Staff would be required to separately certify that person according to state law and the Authority's income eligibility and priority ranking criteria, which would render any "assignment" or "assumption" of an application and priority ranking invalid.

State law and the Housing Authority have developed eligibility standards and criteria which are designed to be applied equitably, and to allow an assignment or assumption

of an Application would allow for abuse of the Program and provide a loophole to circumvent Program eligibility requirements. For these reasons, Staff have determined that the Housing Authority should deny any request to assign or assume a Program application, and is now proposing a formal amendment to the Guidelines regarding the same.

Amending Definition of "Applicant" to include "Co-Applicant"

"Co-Applicant" is not defined in the Guidelines, however as part of its administration of the Program, Staff have always considered a Co-Applicant to be an "Applicant" defined under section 2(A)(1) as, "[a] person/family submitting a formal application for consideration and determination of eligibility to purchase a home hereunder." Staff now proposes formally amending the Guidelines to include the term "Co-Applicant" in the definition of "Applicant."

Adding a Definition for "Household"

Staff have always required a Co-Applicant and any other person who intends to occupy the home purchased through the Program to be included as a household member for purposes of determining household size, income qualification, and priority eligibility. This is because the income eligibility determination is directly dependent upon the total number of household members. Additionally, any household member must reside on the premises as their primary residence.

Therefore, Staff recommends adding the definition of "Household" to require any "Applicant", inclusive of a "Co-Applicant," and any other person listed, to live in the home purchased through the Program as their primary residence, and clarify that in order to be considered a household member, each person who is at least eighteen (18) years of age must provide all required eligibility documentation.

Conclusion

The Board's approval of the proposed revised Guidelines would immediately effectuate and implement these changes. Attached are the proposed amended Guidelines, both in clean form and in a tracked changes format so that the revisions are easily viewable.

FISCAL IMPACT:

None.

ATTACHMENTS:

- Amendment No. 2 of the Irwindale Housing Authority Guidelines, Policies and Procedures for the Mayans Housing Purchase Program (clean)
- Amendment No. 2 of the Irwindale Housing Authority Guidelines, Policies and Procedures for the Mayans Housing Purchase Program (tracked changes)

IRWINDALE HOUSING AUTHORITY GUIDELINES, POLICIES AND PROCEDURES FOR THE MAYANS HOUSING PURCHASE PROGRAM (Phase 4)

Adopted by the:

Irwindale Housing Authority

Approved: December 18, 2013

Amendment No. 2: May 26, 2020

GUIDELINES, POLICIES, AND PROCEDURES FOR THE MAYANS HOUSING PURCHASE PROGRAM

SECTION 1. GENERAL

The Irwindale Housing Authority ("Authority") is pursuing the development of a housing project, known as the "Mayans" project, which is intended to include affordable single family homes on several sites in the City of Irwindale. The Authority has adopted these Guidelines, Policies, and Procedures to govern the marketing of the homes in the project to further the Authority's goals of providing additional single-family housing stock for Irwindale residents to replace existing substandard housing units and to create decent, safe and sanitary first time ownership opportunities.

SECTION 2. MAYANS HOUSING PURCHASE PROGRAM GUIDELINES, POLICIES AND PROCEDURES

A. Definitions

1. ***Applicant***

A person/family submitting a formal application for consideration and determination of eligibility to purchase a home hereunder. For all purposes used herein, the term "Applicant" shall mean and include a "Co-Applicant."

2. ***Application Deadline***

The Application Deadline shall be the date established by the Authority as the deadline for submitting Applications for this program.

3. ***Conflict of Interest***

Authority Board members and officers of the Authority or Agency, or management level employees of the Authority are deemed to have a conflict of interest and may not participate in this program. Persons who exercise operational responsibilities relative to any financing pertaining to the Mayans project are similarly deemed to have a conflict of interest.

4. ***Continuous Resident***

A "Continuous Residents)" shall be placed in two (2) subcategories thereof: Those persons/families continuously residing in Irwindale since at least fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category A" Continuous Resident. Those persons/families continuously residing in Irwindale for at least thirty-six (36) months but establishing residence on or after

fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category B" Continuous Resident.

5. ***Dependent***

Dependent shall be an immediate family member who resides with an Irwindale resident or former resident,

6. ***Disabled Family***

(a) Any person or his/her family member who has a disability or handicap recognized under the Americans with Disabilities Act of 1990, as amended, which includes:

(i) a physical or mental impairment that substantially limits one or more of the major life activities of such individual;

(ii) a record of such impairment; or

(iii) being regarded as having such an impairment (42 U.S.C. §12102.)

(b) A handicap does not include current, illegal use of or addiction to a controlled substance. For purposes of this part, an individual shall not be considered to have a handicap solely because that individual is a transvestite. (24 C.F.R. § 100.201) As used in this definition.

(c) "Physical or mental impairment' includes:

(i) Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: Neurological; musculoskeletal; special sense organs; respiratory, including speech organs, cardiovascular; reproductive; digestive; genitourinary; hemic and lymphatic; skin; and endocrine; or

(ii) Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities. The term "physical or mental impairment" includes, but is not limited to, such diseases and conditions as orthopedic, visual, speech and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, Human Immunodeficiency Virus infection, mental retardation,

emotional illness, drug addiction (other than addiction caused by current, illegal use of a controlled substance) and alcoholism.

(d) "Major life activities" means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

(e) "Has a record of such an impairment" means has a history of, or has been misclassified as having, a mental or physical impairment that substantially limits one or more major life activities.

(f) "Is regarded as having an impairment" means:

(i) Has a physical or mental impairment that does not substantially limit one or more major life activities but that is treated by another person as constituting such a limitation;

(ii) Has a physical or mental impairment that substantially limits one or more major life activities only as a result of the attitudes of other toward such impairment; or

(iii) Has none of the impairments defined in paragraph (i) of this definition but is treated by another person as having such an impairment.

Medical certification of a disability or handicap is required from persons claiming disability who are not recipients of benefits under either 42 U.S.C, § 423 (Social Security Act) or § 102 (b) (5) of the Development Services and Facilities Construction Amendments of 1970. The laws and regulations cited in this Section may be amended from time to time by the appropriate governmental authority, Any such amendments that modify the definitions contained herein shall be automatically incorporated without formal action by the Authority.

7. ***Displaced Person***

A Displaced Person shall have the meaning set forth in Government Code section 7260 and encompass those persons/families who have been displaced by the former Irwindale Community Redevelopment Agency or Irwindale Housing Authority from legal residential units on or after September 1,2008. A Displaced Person subject to this definition shall have priority over other categories of persons pursuant to Section 2. C below.

8. ***Elderly Family***

An Elderly Family is a family where any member is at least sixty-two (62) years of age or older.

9. ***Employed within City Limits***

Those persons/families continuously working in the City of Irwindale for at least thirty-six (36) months preceding the Application Deadline.

10. ***First Time Homebuyer***

Persons who have not owned a home in whole or part shall be considered First Time Homebuyers. Security interests shall not be deemed ownership unless actual residency took place.

11. ***Former Resident***

Persons who previously resided within Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, but who do not currently reside in Irwindale, shall be considered to be Former Residents.

12. ***Handicapped Person***

A person having a disability or handicap, which (a) is expected to be of long continued and indefinite duration, (b) substantially impedes the person's ability to live independently, and (c) is of such a nature that such ability could not be improved by more suitable housing. Any member of a family who is handicapped qualifies that family as a Disabled Family. (See: ***"Disabled Family".)***

13. ***Immediate Family Member***

Parents, grandparents, siblings, or children of Continuous Residents are considered to be Immediate Family Members.

14. ***Income Qualification Criteria (APPLICABLE TO INCOME-RESTRICTED UNITS ONLY)***

Extremely low, very low, low and moderate income qualification criteria shall be as set forth in Exhibit "A" hereto, which may be amended from time to time without forma! action by the Authority to be consistent with state laws and regulations (Subchapter 2 of Chapter 6.5 of Division 1 of Title 25, California Code of Regulations; see also: California Health and Safety Code §§ 50106,50105, 50079.5 and 50093.)

15. ***Interrupted Resident***

Any person (or family) who resided in Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, moved away for a period of time, but has reestablished a bona fide residence within the City limits of Irwindale for at least one year prior to the Application Deadline shall be considered to be an Interrupted Resident.

16. ***Household***

A household is comprised of an Applicant, and any other person or family member who intend to share residency in the unit, and whose income and resources are available to meet the family's needs. All household members must occupy a home purchased through this Program as their primary residence. Each household member who is at least eighteen (18) years of age must submit all required eligibility documentation as specified herein.

17. ***Non-Resident***

Any person (or family) who is not now and has not been a resident of Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline.

18. ***Purchaser***

An applicant successfully completing the application process and purchasing a home hereunder.

19. ***Veteran***

Any person who has been honorably discharged from one of the military services of the United States shall be considered a Veteran.

B. <u>Eligibility Criteria</u>

Since the Mayans Housing Purchase Program is a sates program, there are three (3) primary criteria which must be met to determine eligibility:

1. Qualification for an appropriate mortgage loan to finance the purchase.

2. Income eligibility under § 2.A.12, above, for units restricted to low to moderate income persons.

3. Be at least eighteen (18) years of age at time of purchase.

C. <u>Priorities</u>

Eligible applications from persons/families meeting basic income (extremely low, very low, low or moderate income) criteria for the Mayans Housing Purchase Program shall be processed based upon the following priority schedule and the application procedures in Section 2.D:

1. **First Priority Criteria: Income Eligibility Classification (applicable to income-restricted units only)**

Phase 1 & 2

(a) Extremely low income persons/family - three (3) -restricted homes **[subject to modification]**

(b) Very low income persons/family - six (6) restricted homes **[subject to modification]**

(c) Low income persons/families - six (6) restricted homes **[subject to modification]**

(d) Moderate income persons/families - six (6) restricted homes **[subject to modification]**

Phase 3

(a) Extremely low income persons/family - one (1) -restricted homes **[subject to modification]**

(b) Very low income persons/family - three (3) restricted homes **[subject to modification]**

(c) Low income persons/families - two (2) restricted homes **[subject to modification]**

Phase 4

(a) Very low income persons/family - four (4) restricted homes **[subject to modification]**

(b) Low income persons/families - three (3) restricted homes **[subject *to* modification]**

A primary goal of the Authority is to create, to the extent feasible, sufficient new owner-occupied single family residences to meet the projected needs of First Time Homebuyers. Accordingly, and notwithstanding the initial allocations established in § 2.C.1, above, pertaining to the number of units allocated among the income categories, the Authority retains the right to reallocate the final number of units specified for each income category, if deemed necessary and appropriate, to meet the quantified needs of First Time Homebuyers.

2. **Second Priority Criteria:**

(a) Displaced Person Priority 1

(b) First Time Homebuyer	Priority 2
(c) Disabled Family	Priority 3
(d) Veteran	Priority 4
(e) Elderly	Priority 5
(f) None of the above	Priority 6

3. **Third Priority Criteria**

(a) Category A Continuous Irwindale Resident - Priority 1

(b) Category 8 Continuous Resident - Priority 2

(c) Interrupted Resident - Priority 3

(d) Former Resident - Priority 4

(e) Immediate Family Member - Priority 5

(f) Employed within the City of Irwindale City limits - Priority 6

(g) None of the above - Priority 7

4. Disqualification or Termination of Applicant. Should any applicant be unable to secure financing following selection of a home, the provisions of Section 2.D.2(d) below shall apply. Further, the Authority retains the right to terminate any applicant's right to continue to participate in the Mayans Housing Selection Program at any time pursuant to Section 2.D,1(j) below.

D. Application Procedure

1. **Applications**

(a) Upon commencement of the application process, interested persons will be required to complete and sign an Application. As a material part of the Application, interested persons will be required to execute an authorization and waiver form for release of information from persons, firms, public entities and others who may retain data necessary for a complete analysis of the Application. Data needed will include name, address, telephone number, family composition and ages, declaration of income and assets, declaration of outstanding financial obligations, veteran status, declaration of physical status (with appropriate medical confirmation), declaration of home ownership status. {See; § 2.D.1(i)) Applications shall also include a requirement of the applicant to secure a "Preliminary Loan Approval Letter" from a qualified lender or

mortgage broker that is working with the applicant. The "Preliminary Loan Approval Letter" shall indicate the names of the applicants), verification that a credit check and reference has been completed and the amount of preliminary loan approval for the applicant(s).

IMPORTANT: APPLICATIONS AND A "PRELIMINARY LOAN APPROVAL LETTER" **MUST** BE RECEIVED BY THE AUTHORITY PRIOR TO THE APPLICATION DEADLINE. APPLICATIONS RECEIVED AFTER THE APPLICATION DEADLINE WILL NOT BE CONSIDERED FOR THIS PROGRAM.

Appropriate assistance in completing the Application will be provided to interested persons, if requested.

(b) Applications along with the "Preliminary Loan Approval Letter" shall be submitted for review and screening.

(c) Applications for income-restricted units will then be assigned to the appropriate First Priority classification under § 2.G.1.

(d) Applications will then be assigned the applicable numerical priority rating according to the Second Priority Criteria set forth in § 2.C.2, above.

(e) Applications will then be further prioritized with each category by the Third Priority Criteria set forth in § 2.C.3, above.

(f) Within the numerical allotments provided by the First Eligibility Criteria (§ 2.C.1), the final order of priority will be established by adding the numerical priority rating assigned to each Application. The Applications will be ranked, in order of descending priority, with the smallest total number assigned being the highest priority. For example an Applicant who is a First Time Homebuyer (Priority 2 in the Secondary Priority Criteria), and Category A Continuous Irwindale Resident (Priority 1 in the Third Priority Criteria) will have a total Priority Rating of 3 and would be ranked higher than an Applicant who is a "none of the above" (Priority 6 in the Second Priority Criteria) and an Immediate Family Member (Priority 5 in the Third Priority Criteria) with a total Priority Rating of 11.

(g) In the event a tie occurs between two (2) or more Applicants, the total Priority Rating rank order will be assigned by a random blind drawing conducted by the Executive Director.

(h) The Authority staff will verify the following data:

(i) name and address

(ii) residence requirement (in) employment

(iii) income

(iv) existing equity/assets (if applicable)

(v) credit history

(vi) property ownership

(i) Documentation necessary to verify income, age, handicap (disability), and residency requirements shall be submitted with application documents and may include, but is not limited to: birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

(j) If Authority staff is unable to verify necessary information through Documentation as described in Section (D)(1)(i) herein, Staff may request and accept a submitted affidavit signed under penalty of perjury to verify any such required information.

(k) All data submitted shall be verified as true and correct under penalty of perjury of the laws of the State of California. Should any applicant submit data to the Authority, which is untrue, incorrect or misleading, the applicant's right to participate In the Mayans Housing Selection Program shall be terminated at any time during the process.

(l) Ineligible or terminated Applicants shall be notified, in writing, with a statement from the Executive Director indicating why the Applicant has been denied and advising the Applicant of his or her right to appeal the determination in writing within ten (10) days of the letter of denial. Appeals will be heard by the Authority Board and the Authority Board's determination shall be final.

2. **Applications**

(a) If by the Application Deadline there are Insufficient eligible Applicants for the available units, the Authority Board may extend the Application Deadline to accept additional applications which will be processed in accordance with the procedures set forth in § 2.D.1, above.

(b) Priority for Applicants shall be strictly maintained in accordance with the application period during which submittal occurred. Additional Applicants authorized by the Board after the first thirty (30) days shall not be included with the first group of Applicants.

(c) Once financing has been approved escrow will be entered into. Upon release of funds in an amount sufficient to purchase the unit, then title will transfer to the Applicant/Purchaser.

(d) Following the award of a home pursuant to the house selection process conducted on September 16, 2019, should any Applicant fail to secure a preliminary loan approval letter by September 30, 2019, the Authority shall notify the Applicant in writing of such failure and, if not remedied within seven (7) calendar days after the date of such notice, the Applicant's right to continue to participate in the Mayans Housing Purchase Program shall terminate and the Authority shall select the next applicant in the final priority listing (dated June 5, 2019) for such home.

(e) An Application submitted to the Authority as provided herein shall not be assigned by the Applicant to any other person for any reason. An Application submitted to the Authority as provided herein shall not be assumed by any other person for any reason.

SECTION 3. FINANCING

The Authority will provide second trust deed financing to assist the purchasers of the income-restricted units, in exchange for the affordability restrictions described in Section 4 below. Such financing shall be subject to additional procedures and guidelines which shall be established by the Authority.

SECTION 4. ADDITION OWNERSHIP REQUIREMENTS

A. All Purchasers of income-restricted units shall be required to enter into appropriate instruments (promissory notes, deed restrictions, repurchase options, *etc.*), as determined by the Authority, with regard to maintenance of the home for very low to moderate income purposes for at least forty- five (46)

years or longer as determined by the Authority and required by law (the "Restriction Period" hereinafter). (See: California Health and Safety Code § 33334.3) The affordability restrictions are described in general below, but the provisions of the promissory note, deed of trust, and regulatory agreement will control.

B. Purchasers of income-restricted units shall be restricted from selling the home purchased hereunder to any person other than another income- qualified buyer or the Authority during the Restriction Period (minimum forty-five (45) years). The resale price to another income-qualified buyer will be restricted to an affordable housing cost which will be determined in accordance with the promissory note, deed of trust, and regulatory agreement. Under certain limited circumstances an income-restricted unit may be sold to a non-qualified buyer, but in that event the Authority will receive a portion of the increase in equity. The percentage of equity coming back to the Authority decreases the longer the home is owned by an income-qualified buyer. The equity sharing procedures and percentages are contained in the regulatory agreement.

C. The Purchaser of an income-restricted unit shall be precluded from encumbrancing, mortgaging, hypothecating or allowing the imposition of liens on the home without the prior, express written permission of the Authority. The limits for such encumbrances shall be the same as the limits set by the Authority for their housing rehabilitation loans, and may be adjusted from time to time. Further limitations are described in the regulatory agreement

D. The Purchaser of an income-restricted unit shall use and occupy the home purchased hereunder as the Purchaser's principal place of residence upon close of escrow or within such timeline as may be established by the Authority and shall continue to so use and occupy the home for the duration of the Restriction Period to the exclusion of all other abodes. The Purchaser shall not rent or lease the home for any reason at any time during the Restriction Period.

E. If the Purchaser of an income-restricted unit fails to make all payments in a timely manner or to keep the home lien free, the Authority shall maintain the right to repurchase or foreclose on the home in accordance with the promissory note, deed of trust, and regulatory agreement

F. A household, family unit, or immediate family members may qualify to purchase only one home under this program. For the purposes of this program, adult, nondependent siblings shall not be prohibited from qualifying independently as a separate household or family unit provided they do not reside together or share housekeeping expenses or duties.

G. Every deed given by the Authority shall refer to these Guidelines and be binding as conditions, covenants and restrictions running with the land.

IRWINDALE HOUSING AUTHORITY GUIDELINES, POLICIES AND PROCEDURES FOR THE MAYANS HOUSING PURCHASE PROGRAM (Phase 4)

Adopted by the:

Irwindale Housing Authority

Approved: December 18, 2013

Amendment No. 2: May 26, 2020

GUIDELINES, POLICIES, AND PROCEDURES FOR THE MAYANS HOUSING PURCHASE PROGRAM

SECTION 1. GENERAL

The Irwindale Housing Authority ("Authority") is pursuing the development of a housing project, known as the "Mayans" project, which is intended to include affordable single family homes on several sites in the City of Irwindale. The Authority has adopted these Guidelines, Policies, and Procedures to govern the marketing of the homes in the project to further the Authority's goals of providing additional single-family housing stock for Irwindale residents to replace existing substandard housing units and to create decent, safe and sanitary first time ownership opportunities.

SECTION 2. MAYANS HOUSING PURCHASE PROGRAM GUIDELINES, POLICIES AND PROCEDURES

A. Definitions

1. ***Applicant***

A person/family submitting a formal application for consideration and determination of eligibility to purchase a home hereunder. For all purposes used herein, the term "Applicant" shall mean and include a "Co-Applicant."

2. ***Application Deadline***

The Application Deadline shall be the date established by the Authority as the deadline for submitting Applications for this program.

3. ***Conflict of Interest***

Authority Board members and officers of the Authority or Agency, or management level employees of the Authority are deemed to have a conflict of interest and may not participate in this program. Persons who exercise operational responsibilities relative to any financing pertaining to the Mayans project are similarly deemed to have a conflict of interest.

4. ***Continuous Resident***

A "Continuous Residents)" shall be placed in two (2) subcategories thereof: Those persons/families continuously residing in Irwindale since at least fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category A" Continuous Resident. Those persons/families continuously residing in Irwindale for at least thirty-six (36) months but establishing residence on or after

fifteen (15) year period immediately preceding the Application Deadline shall be identified as "Category B" Continuous Resident.

5. ***Dependent***

Dependent shall be an immediate family member who resides with an Irwindale resident or former resident,

6. ***Disabled Family***

(a) Any person or his/her family member who has a disability or handicap recognized under the Americans with Disabilities Act of 1990, as amended, which includes:

(i) a physical or mental impairment that substantially limits one or more of the major life activities of such individual;

(ii) a record of such impairment; or

(iii) being regarded as having such an impairment (42 U.S.C. §12102.)

(b) A handicap does not include current, illegal use of or addiction to a controlled substance. For purposes of this part, an individual shall not be considered to have a handicap solely because that individual is a transvestite. (24 C.F.R. § 100.201) As used in this definition.

(c) "Physical or mental impairment' includes:

(i) Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: Neurological; musculoskeletal; special sense organs; respiratory, including speech organs, cardiovascular; reproductive; digestive; genitourinary; hemic and lymphatic; skin; and endocrine; or

(ii) Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities. The term "physical or mental impairment" includes, but is not limited to, such diseases and conditions as orthopedic, visual, speech and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, Human Immunodeficiency Virus infection, mental retardation,

emotional illness, drug addiction (other than addiction caused by current, illegal use of a controlled substance) and alcoholism.

(d) "Major life activities" means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

(e) "Has a record of such an impairment" means has a history of, or has been misclassified as having, a mental or physical impairment that substantially limits one or more major life activities.

(f) "Is regarded as having an impairment" means:

(i) Has a physical or mental impairment that does not substantially limit one or more major life activities but that is treated by another person as constituting such a limitation;

(ii) Has a physical or mental impairment that substantially limits one or more major life activities only as a result of the attitudes of other toward such impairment; or

(iii) Has none of the impairments defined in paragraph (i) of this definition but is treated by another person as having such an impairment.

Medical certification of a disability or handicap is required from persons claiming disability who are not recipients of benefits under either 42 U.S.C, § 423 (Social Security Act) or § 102 (b) (5) of the Development Services and Facilities Construction Amendments of 1970. The laws and regulations cited in this Section may be amended from time to time by the appropriate governmental authority, Any such amendments that modify the definitions contained herein shall be automatically incorporated without formal action by the Authority.

7. ***Displaced Person***

A Displaced Person shall have the meaning set forth in Government Code section 7260 and encompass those persons/families who have been displaced by the former Irwindale Community Redevelopment Agency or Irwindale Housing Authority from legal residential units on or after September 1,2008. A Displaced Person subject to this definition shall have priority over other categories of persons pursuant to Section 2. C below.

8. ***Elderly Family***

An Elderly Family is a family where any member is at least sixty-two (62) years of age or older.

9. ***Employed within City Limits***

Those persons/families continuously working in the City of Irwindale for at least thirty-six (36) months preceding the Application Deadline.

10. ***First Time Homebuyer***

Persons who have not owned a home in whole or part shall be considered First Time Homebuyers. Security interests shall not be deemed ownership unless actual residency took place.

11. ***Former Resident***

Persons who previously resided within Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, but who do not currently reside in Irwindale, shall be considered to be Former Residents.

12. ***Handicapped Person***

A person having a disability or handicap, which (a) is expected to be of long continued and indefinite duration, (b) substantially impedes the person's ability to live independently, and (c) is of such a nature that such ability could not be improved by more suitable housing. Any member of a family who is handicapped qualifies that family as a Disabled Family. (See: ***"Disabled Family".)***

13. ***Immediate Family Member***

Parents, grandparents, siblings, or children of Continuous Residents are considered to be Immediate Family Members.

14. ***Income Qualification Criteria (APPLICABLE TO INCOME-RESTRICTED UNITS ONLY)***

Extremely low, very low, low and moderate income qualification criteria shall be as set forth in Exhibit "A" hereto, which may be amended from time to time without forma! action by the Authority to be consistent with state laws and regulations (Subchapter 2 of Chapter 6.5 of Division 1 of Title 25, California Code of Regulations; see also: California Health and Safety Code §§ 50106,50105, 50079.5 and 50093.)

15. ***Interrupted Resident***

Any person (or family) who resided in Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline, moved away for a period of time, but has reestablished a bona fide residence within the City limits of Irwindale for at least one year prior to the Application Deadline shall be considered to be an Interrupted Resident.

16. ***Household***

A household is comprised of an Applicant, and any other person or family member who intend to share residency in the unit, and whose income and resources are available to meet the family's needs. All household members must occupy a home purchased through this Program as their primary residence. Each household member who is at least eighteen (18) years of age must submit all required eligibility documentation as specified herein.

~~16.~~17. ***Non-Resident***

Any person (or family) who is not now and has not been a resident of Irwindale for at least thirty-six (36) consecutive months within the fifteen (15) year period immediately preceding the Application Deadline.

~~17.~~18. ***Purchaser***

An applicant successfully completing the application process and purchasing a home hereunder.

~~18.~~19. ***Veteran***

Any person who has been honorably discharged from one of the military services of the United States shall be considered a Veteran.

B. Eligibility Criteria

Since the Mayans Housing Purchase Program is a sates program, there are three (3) primary criteria which must be met to determine eligibility:

1. Qualification for an appropriate mortgage loan to finance the purchase.

2. Income eligibility under § 2.A.12, above, for units restricted to low to moderate income persons.

3. Be at least eighteen (18) years of age at time of purchase.

C. Priorities

Eligible applications from persons/families meeting basic income (extremely low, very low, low or moderate income) criteria for the Mayans Housing Purchase Program shall be processed based upon the following priority schedule and the application procedures in Section 2.D:

1. **First Priority Criteria: Income Eligibility Classification (applicable to income-restricted units only)**

Phase 1 & 2

(a) Extremely low income persons/family - three (3) -restricted homes **[subject to modification]**

(b) Very low income persons/family - six (6) restricted homes **[subject to modification]**

(c) Low income persons/families - six (6) restricted homes **[subject to modification]**

(d) Moderate income persons/families - six (6) restricted homes **[subject to modification]**

Phase 3

(a) Extremely low income persons/family - one (1) -restricted homes **[subject to modification]**

(b) Very low income persons/family - three (3) restricted homes **[subject to modification]**

(c) Low income persons/families - two (2) restricted homes **[subject to modification]**

Phase 4

(a) Very low income persons/family - four (4) restricted homes **[subject to modification]**

(b) Low income persons/families - three (3) restricted homes **[subject *to* modification]**

A primary goal of the Authority is to create, to the extent feasible, sufficient new owner-occupied single family residences to meet the projected needs of First Time Homebuyers. Accordingly, and notwithstanding the initial allocations established in § 2.C.1, above, pertaining to the number of units allocated among the income categories, the Authority retains the right to reallocate the final number of units specified for each income category, if deemed necessary and appropriate, to meet the quantified needs of First Time Homebuyers.

2. **Second Priority Criteria:**

(a) Displaced Person Priority 1

(b) First Time Homebuyer	Priority 2
(c) Disabled Family	Priority 3
(d) Veteran	Priority 4
(e) Elderly	Priority 5
(f) None of the above	Priority 6

3. **Third Priority Criteria**

(a) Category A Continuous Irwindale Resident - Priority 1

(b) Category 8 Continuous Resident - Priority 2

(c) Interrupted Resident - Priority 3

(d) Former Resident - Priority 4

(e) Immediate Family Member - Priority 5

(f) Employed within the City of Irwindale City limits - Priority 6

(g) None of the above - Priority 7

4. Disqualification or Termination of Applicant. Should any applicant be unable to secure financing following selection of a home, the provisions of Section 2.D.2(d) below shall apply. Further, the Authority retains the right to terminate any applicant's right to continue to participate in the Mayans Housing Selection Program at any time pursuant to Section 2.D,1(j) below.

D. Application Procedure

1. **Applications**

(a) Upon commencement of the application process, interested persons will be required to complete and sign an Application. As a material part of the Application, interested persons will be required to execute an authorization and waiver form for release of information from persons, firms, public entities and others who may retain data necessary for a complete analysis of the Application. Data needed will include name, address, telephone number, family composition and ages, declaration of income and assets, declaration of outstanding financial obligations, veteran status, declaration of physical status (with appropriate medical confirmation), declaration of home ownership status. {See; § 2.D.1(i)) Applications shall also include a requirement of the applicant to secure a "Preliminary Loan Approval Letter" from a qualified lender or

mortgage broker that is working with the applicant. The "Preliminary Loan Approval Letter" shall indicate the names of the applicants), verification that a credit check and reference has been completed and the amount of preliminary loan approval for the applicant(s).

IMPORTANT: APPLICATIONS AND A "PRELIMINARY LOAN APPROVAL LETTER" **MUST** BE RECEIVED BY THE AUTHORITY PRIOR TO THE APPLICATION DEADLINE. APPLICATIONS RECEIVED AFTER THE APPLICATION DEADLINE WILL NOT BE CONSIDERED FOR THIS PROGRAM.

Appropriate assistance in completing the Application will be provided to interested persons, if requested.

(b) Applications along with the "Preliminary Loan Approval Letter" shall be submitted for review and screening.

(c) Applications for income-restricted units will then be assigned to the appropriate First Priority classification under § 2.G.1.

(d) Applications will then be assigned the applicable numerical priority rating according to the Second Priority Criteria set forth in § 2.C.2, above.

(e) Applications will then be further prioritized with each category by the Third Priority Criteria set forth in § 2.C.3, above.

(f) Within the numerical allotments provided by the First Eligibility Criteria (§ 2.C.1), the final order of priority will be established by adding the numerical priority rating assigned to each Application. The Applications will be ranked, in order of descending priority, with the smallest total number assigned being the highest priority. For example an Applicant who is a First Time Homebuyer (Priority 2 in the Secondary Priority Criteria), and Category A Continuous Irwindale Resident (Priority 1 in the Third Priority Criteria) will have a total Priority Rating of 3 and would be ranked higher than an Applicant who is a "none of the above" (Priority 6 in the Second Priority Criteria) and an Immediate Family Member (Priority 5 in the Third Priority Criteria) with a total Priority Rating of 11.

(g) In the event a tie occurs between two (2) or more Applicants, the total Priority Rating rank order will be assigned by a random blind drawing conducted by the Executive Director.

(h) The Authority staff will verify the following data:

(i) name and address

(ii) residence requirement (in) employment

(iii) income

(iv) existing equity/assets (if applicable)

(v) credit history

(vi) property ownership

(i) Documentation necessary to verify income, age, handicap (disability), and residency requirements shall be submitted with application documents and may include, but is not limited to: birth certificates, current pay check stubs, income tax returns, employment/salary verification, bank statements for all checking and/or savings accounts, telephone records and utility records, hospital admittance records, medical care records, and records of educational institutions and public agencies as the same are relevant to matters pertaining to verification of information submitted.

(j) If Authority staff is unable to verify necessary information through Documentation as described in Section (D)(1)(i) herein, Staff may request and accept a submitted affidavit signed under penalty of perjury to verify any such required information.

(k) All data submitted shall be verified as true and correct under penalty of perjury of the laws of the State of California. Should any applicant submit data to the Authority, which is untrue, incorrect or misleading, the applicant's right to participate In the Mayans Housing Selection Program shall be terminated at any time during the process.

(l) Ineligible or terminated Applicants shall be notified, in writing, with a statement from the Executive Director indicating why the Applicant has been denied and advising the Applicant of his or her right to appeal the determination in writing within ten (10) days of the letter of denial. Appeals will be heard by the Authority Board and the Authority Board's determination shall be final.

2. **Applications**

(a) If by the Application Deadline there are Insufficient eligible Applicants for the available units, the Authority Board may extend the Application Deadline to accept additional applications which will be processed in accordance with the procedures set forth in § 2.D.1, above.

(b) Priority for Applicants shall be strictly maintained in accordance with the application period during which submittal occurred. Additional Applicants authorized by the Board after the first thirty (30) days shall not be included with the first group of Applicants.

(c) Once financing has been approved escrow will be entered into. Upon release of funds in an amount sufficient to purchase the unit, then title will transfer to the Applicant/Purchaser.

(d) Following the award of a home pursuant to the house selection process conducted on September 16, 2019, should any Applicant fail to secure a preliminary loan approval letter by September 30, 2019, the Authority shall notify the Applicant in writing of such failure and, if not remedied within seven (7) calendar days after the date of such notice, the Applicant's right to continue to participate in the Mayans Housing Purchase Program shall terminate and the Authority shall select the next applicant in the final priority listing (dated June 5, 2019) for such home.

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