

MINUTES

JOINT CITY COUNCIL/CITY COUNCIL AS SUCCESSOR AGENCY TO DISSOLVED REDEVELOPMENT AGENCY/HOUSING AUTHORITY/COMMUNITY FACILITIES FINANCING AUTHORITY OF THE CITY OF DUARTE REGULAR MEETING – SEPTEMBER 13, 2016

CALL TO ORDER	The City Council/City Council as Successor Agency to Dissolved Redevelopment Agency/Housing Authority/Community Facilities Financing Authority of the City of Duarte met in a regular meeting in the Council Chambers, 1600 Huntington Drive, Duarte, California. Mayor Kang called the meeting to order at 6:34 p.m.
RECORDATION OF ATTENDANCE	The following were in attendance: PRESENT: Fasana (6:38-10:05 p.m.), Finlay (6:36-9:45 p.m.), Paras-Caracci, Reilly, Kang ABSENT: None ADMINISTRATIVE STAFF PRESENT: City Manager George, City Attorney Cosgrove
ADOPTION OF AGENDA	Reilly moved, Paras-Caracci seconded to adopt the Agenda, and carried with Fasana and Finlay not present.
CLOSED SESSION Performance Evaluation	Lino Paras spoke about City Manager functions, street sweeping, and the fire department, and stated he would like City Council to give a fair evaluation. Cosgrove announced the Closed Session was pursuant to Government Code Section 54956.7(b)(1); Public Employee Performance Evaluation; Annual evaluation of City Manager; Designated City representative: David Cosgrove, City Attorney. City Council reconvened at 7:06 p.m., with all members present.
PLEDGE TO THE FLAG	Bob Machuca led the Pledge of Allegiance to the Flag.
MOMENT OF REFLECTION	A moment of reflection was observed.
FITNESS/MENTAL WARM-UP	Reilly and Finlay provided the warm-up. Lino Paras discussed the election.
PUBLIC REPORT OF CLOSED SESSION ITEMS	Cosgrove announced the City Council met in a Closed Session to discuss preliminary procedures regarding the City Manager's annual evaluation. The discussion will be continued to the next meeting.
SPECIAL ITEMS Recognition – City of Hope Mentorship Graduates CTE and SEPA	Karen Herrera introduced Marla Keith, DUSD, who described the CTE Program (City of Hope Career Technical Education) and introduced the graduates who previously received City certificates. Mayor Kang presented certificates to the Science Education Partnership Award (SEPA) Summer Research Program graduates, and congratulations were extended to all students.

09/13/16

Mayor's Youth Council update	Felipe Valdez, Mayor's Youth Council, announced upcoming Teen Center events and activities.
Introduction – LAEDC Rep.	Bob Machuca, LA County Economic Development Corporation, introduced Daina Moore, the City of Duarte's new representative from LAEDC, who thanked the City for the opportunity to work together.
Presentation – Measure M Metro – Los Angeles County Improvement Plan	Pauletta Tonilas, LA County Metropolitan Transportation Authority, made a PowerPoint presentation about Measure M, LA County Traffic Improvement Plan, including the process, public input, polling, elements, goals, impacts, and accountability.
ANNOUNCEMENTS	Arturo Nevarez announced community coffee event with Assemblymember Hernandez on September 17. Joanna Gee, Duarte Library, announced workshops, programs, story times, and classes in September and October. Karen Herrera presented community announcements, including upcoming events, programs, and activities in September and October.
ORAL COMMUNICATIONS	The following spoke on items not on the Agenda. Kevin Sexton – Weeds and dirt by Edison towers, coyotes. Finlay asked for a report about the brush that was dumped by the water tank above the Mesa.
CONSENT CALENDAR	Finlay moved, Paras-Caracci seconded to approve the Consent Calendar as follows, and carried unanimously. Approve Items A, B, C, D, M, N, O. Receive and File Item J. Remove Item E, F, G, H, I, K, L.
Item N – RESOLUTION 16-27 Part-Time Clerk-Typist/Recept.	Council Bill 16-R-27 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ESTABLISHING AN HOURLY RATE SCHEDULE FOR PART-TIME CLASSIFIED EMPLOYEES
ITEMS REMOVED Item E – Co-sponsor request City of Hope – Walk for Hope ITEM E – APPROVED	Fasana moved, Paras-Caracci seconded to approve the request by the City of Hope for City co-sponsorship of Walk For Hope Los Angeles event to be held on November 6, 2016, at the City of Hope, and the Hope, Sweat, and Cures events to be held on October 26, 2016, March 18-19, 2017, and May 12-14, 2017, and carried unanimously.
Item F – Co-sponsor request Duarte Health Fair ITEM F – APPROVED	It was noted that the Chamber of Commerce was also a sponsor the event. Reilly moved, Paras-Caracci seconded to approve the request by Duarte Health Fair Committee for City co-sponsorship of Duarte Health Fair to be held on March 4, 2017, at the Duarte

Item I (Considered out of order) Council Bill 16-R-25 Support Measure M (Metro)	Senior Center, and carried unanimously. Council Bill 16-R-25 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, SUPPORTING THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY SALES TAX MEASURE (MEASURE M) ON THE NOVEMBER 8, 2016, BALLOT TO GENERATE ADDITIONAL REVENUES FOR TRANSPORTATION IMPROVEMENTS IN LOS ANGELES COUNTY
ITEM I – APPROVED RESOLUTION NO. 16-25 Item G – Co-sponsor request Export Trade Seminar ITEM G – APPROVED	Finlay moved, Reilly seconded to adopt Resolution No. 16-25, and carried unanimously. Karen Herrera presented a staff report about the item. Reilly moved, Finlay seconded to approve the request by Congressmember Napolitano for City co-sponsorship of the Export Trade Seminar to be held on October 20, 2016, at Duarte Performing Arts Center, and carried unanimously.
Item H – Council Bill 16-R-25 Support Measure A (Parks)	Council Bill 16-R-25 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, SUPPORTING THE PASSING BY A 2/3 MAJORITY VOTE OF THE SAFE, CLEAN NEIGHBORHOOD PARKS, OPEN SPACE, BEACHES, RIVERS PROTECTION, AND WATER CONSERVATION MEASURE (MEASURE A) DURING THE NOVEMBER 8, 2016, ELECTION
ITEM H – APPROVED RESOLUTION NO. 16-25 Item K – Reject all bids Gold Line Station improvements ITEM K – APPROVED	Reilly moved, Fasana seconded to adopt Resolution No. 16-25, and carried unanimously. Rafael Casillas, Public Works Manager, presented a staff report about the item, and answered questions from City Council. Finlay moved, Paras-Caracci seconded to reject all bids submitted for the Gold Line Station Pedestrian and Bicycle Improvements, and authorize staff to re-advertise the project, and carried unanimously.
Item L – Exchange Agreement LA County MTA ITEM L – APPROVED	Rafael Casillas, Public Works Manager, presented a staff report about the item. Finlay moved, Fasana seconded to authorize the City Manager to execute an Exchange Agreement with Los Angeles County Metropolitan Transportation Authority for the exchange of Federal Surface Transportation Program Local (STP-L) funds, and carried unanimously.
PUBLIC HEARING Town Center Specific Plan Council Bill 16-R-23 General Plan Amendment 15-2	Mayor Kang announced this was the time and place set for a Public Hearing to consider items pertaining to the Town Center Specific Plan. Craig Hensley presented a detailed staff report and PowerPoint presentation about the Town Center Specific Plan, including its

Council Bill 16-R-24
Final Supplemental EIR

Council Bill 16-O-08 (1st reading)
Zone Change 15-2

Council Bill 16-O-09 (1st reading)
Town Center Specific Plan

background, plan preparation, Ad Hoc Committee, project analysis, general plan amendment, zone change, incentive zoning guidelines, implementation, environmental findings, and economic study.

Genevieve Sharrow, MIG, presented an overview of the Town Center Specific Plan document, including purpose, key features, vision elements, land use/zoning, development standards, design standards/guidelines, implementation, and environmental review.

Christopher Beynon, MIG, presented additional comments.

Tina Carey, Duarte Town Center Ad Hoc Committee Chair, provided information about serving on the Committee, and the process.

Notice of the hearing was given, the affidavit is on file, and no written communications were received on the matter.

Mayor Kang asked if there was anyone in the audience who wished to speak on the item. There were none.

Mayor Kang closed the Public Hearing.

City Councilmembers expressed appreciation to the Committee, staff, and consultants for their efforts in producing the Town Center Specific Plan document.

Cosgrove read by title Council Bill 16-R-23:

Council Bill 16-R-23 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, APPROVING GENERAL PLAN (G.P.A. 15-2) TO AMEND THE LAND USE ELEMENT AND LAND USE POLICY MAP OF THE DUARTE GENERAL PLAN FROM VARIOUS GENERAL PLAN DESIGNATIONS TO TOWN CENTER SPECIFIC PLAN ON PROPERTIES, GENERALLY, NORTH OF THE 210 FREEWAY ON HIGHLAND AVENUE AND BUENA VISTA STREET TO HUNTINGTON DRIVE, AND ON HUNTINGTON DRIVE GENERALLY BETWEEN SANTO DOMINGO AVENUE AND BUENA VISTA STREET

RESOLUTION NO. 16-23

Reilly moved, Finlay seconded to adopt Resolution No. 16-23, and carried unanimously.

Cosgrove read by title Council Bill 16-R-24:

Council Bill 16-R-24 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, CERTIFYING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE TOWN CENTER SPECIFIC PLAN AS ADEQUATE AND COMPLETE, APPROVING CERTAIN FINDINGS RELATED THERETO, AND ADOPTING A MITIGATION MONITORING PROGRAM

RESOLUTION NO. 16-24

Reilly moved, Fasana seconded to adopt Resolution No. 16-24, and to include the addendum to the report that was received on this date as part of the Exhibit, and carried unanimously.

Cosgrove read by title Council Bill 16-O-08:

Council Bill 16-O-08 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, MODIFYING THE CITY OF DUARTE ZONING MAP (ZC 15-2) FROM VARIOUS ZONES TO TOWN CENTER SPECIFIC PLAN ON PROPERTIES, GENERALLY, NORTH OF THE 210 FREEWAY ON HIGHLAND AVENUE AND BUENA VISTA STREET TO HUNTINGTON DRIVE, AND ON HUNTINGTON DRIVE GENERALLY BETWEEN SANTO DOMINGO AVENUE AND BUENA VISTA STREET (First Reading)

Finlay moved, Paras-Caracci seconded to introduce Council Bill 16-O-08 for first reading, and carried unanimously.

Cosgrove read by title Council Bill 16-O-09:

Council Bill 16-O-09 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, ADOPTING THE TOWN CENTER SPECIFIC PLAN ON PROPERTIES GENERALLY NORTH OF THE 210 FREEWAY ON HIGHLAND AVENUE AND BUENA VISTA STREET TO HUNTINGTON DRIVE, AND ON HUNTINGTON DRIVE GENERALLY BETWEEN SANTO DOMINGO AVENUE AND BUENA VISTA STREET (First Reading)

Reilly moved, Paras-Caracci seconded to introduce Council Bill 16-O-09 for first reading, and carried unanimously.

BUSINESS ITEMS

Town Center Ad Hoc Comm.
(Item Continued)

Reilly moved, Kang seconded to continue the recognition of the Duarte Town Center Ad Hoc Committee members to a future meeting, and carried unanimously.

RECESS

Mayor Kang called a Recess at 9:34 p.m. City Council reconvened at 9:39 p.m., with all members present.

Fasana declared a conflict of interest with regard to Agenda Item 15.B (Emergency purchases pertaining to the post-Fish Fire emergency response), due to his personal place of residence.

Finlay declared a conflict of interest with regard to Agenda Item 15.B (Emergency purchases pertaining to the post-Fish Fire emergency response), due to an investment in real property.

Fasana moved, Kang seconded to depart from the Agenda, and to move directly to Item 17 (Items from City Council/City Manager), and carried unanimously.

ITEMS FROM CITY COUNCIL/
CITY MANAGER
(Considered out of order)

FINLAY: Attended many recent events, and stated she is now leaving the meeting to visit her new granddaughter.

FASANA: Congratulated Grocery Outlet, the community, and staff, stated the emergency workshop held at Valley View was excellent, congratulated Doran Barnes on his recent appointment as Chair of the American Public Transit Association, and stated he was contacted by a resident about trash on Mt. Olive, and inquired about the status (Villalobos responded).

REILLY: Stated she loves the Town Center Specific Plan, inquired if our ordinance includes prohibition of drugs like spice (Villalobos responded), stated APU is hosting a symposium to reduce hunger and homelessness in the San Gabriel Valley on September 24, she thinks we should get involved as it is regional, stated the 605 Freeway sign in front of 2222 Huntington Drive is blocked by tree branches, and asked if they can be cut so the sign is visible.

GEORGE: Stated the City has received inquiries about its involvement in the School District's decision about schools, he has expressed to Superintendent Mucerino the City's interest to maintain public open space and park space, and stated based upon the new information about the emergency response plan, he was recently informed of the possibility that Beardslee School may not be closed.

PARAS-CARACCI: Inquired about the possible date of the street sweeping preliminary report (George responded), stated some of the tops on the new trash cans are tilted and have been jarred, thanked committee members and the Chamber for the Women's Business Expo, congratulated Doran Barnes on his appointment as the new chair of the APTA, congratulated Foothill Transit for receiving over \$22 million grant dollars this year, asked that a staff member from Foothill Transit be invited to a Council Meeting to present one of the videos and provide an update, observed that in some cities, public input forms are given to the City Clerk who calls the names, and stated it is the responsibility of public officials to give out facts to educate the public so they can have their own personal opinions.

KANG: Stated that the Women's Expo was fantastic, inquired about the update regarding buses and possibly contracting with Foothill Transit, and stated he is looking forward to the street sweeping report.

BUSINESS ITEMS
(Considered out of order)
Emergency Purchases
Post-Fire Fire

Due to the previously declared conflicts of interest, Fasana and Finlay left the building.

Kristen Petersen presented a staff report about the Agenda item requesting a number of authorizations pertaining to the post-Fish Fire emergency response, and provided additional information about the purchase of emergency supplies, potential agreement with NRCS, right of entry agreement with DUSD, execution of

contracts/purchase orders, and budget amendment.

There was discussion about communication with residents in the affected area. Paras-Caracci stated she would like a copy of the information provided to the residents of the 161 homes in the post-Fish Fire area.

Paras-Caracci moved, Reilly seconded to authorize emergency purchases pursuant to Duarte Municipal Code Section 2.36.050; authorize the City Manager to enter into a Cooperative Agreement with the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS); authorize the City Manager to execute a temporary right-of-entry agreement with Duarte Unified School District; authorize the Purchasing Officer to execute all contracts and purchase orders related to the implementation of the NRCS Agreement; and approve a budget amendment in the amount of \$400,000 pertaining to the post-Fish Fire emergency response, and carried with Fasana and Finlay absent due to declared conflicts of interest.

ADJOURNMENT

The meeting was adjourned at 10:19 p.m. in memory of Herbert Bock.

Mayor Samuel Kang

ATTEST:

City Clerk



City of Duarte

Council Warrant Register Over \$5000

By Payment Number

Payment Dates 09/14/2016 - 09/27/2016

Payment Number	Payment Date	Payable Number	Vendor #	Description	Vendor Name	Account Number	Project Account Key	Payment Amount
205880	9/27/2016		3889		BRIGHTVIEW LANDSCAPE SERVICES INC			21,764.41
		5126498		Landscape Maintenance Srvc	9/2016	100-1020-7724		115.00
		5126498		Landscape Maintenance Srvc	9/2016	100-1415-7916		2,130.00
		5126498		Landscape Maintenance Srvc	9/2016	100-1825-7945	250016-Oper of Acq Prop-1229 Pops Road	41.67
		5126498		Landscape Maintenance Srvc	9/2016	100-1825-7945	990002 - Oper of Acq Prop - Duarte Trailer Park	41.67
		5126498		Landscape Maintenance Srvc	9/2016	240-2410-7915		7,500.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2410-7917		4,630.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2420-7914		345.16
		5126498		Landscape Maintenance Srvc	9/2016	240-2421-7914		1,300.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2422-7914		480.58
		5126498		Landscape Maintenance Srvc	9/2016	240-2423-7914		900.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2424-7914		550.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2425-7914		400.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2426-7914		180.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2427-7914		630.33
		5126498		Landscape Maintenance Srvc	9/2016	240-2431-7914		800.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2432-7914		835.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2433-7914		530.00
		5126498		Landscape Maintenance Srvc	9/2016	240-2434-7914		355.00
205886	9/27/2016		5120		CHARLES ABBOTT ASSOCIATES INC			15,234.80
		56124		Building & Safety Services	8/2016	100-1405-7800		15,234.80
205891	9/27/2016		2028		COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS			12,627.00
		REPW-16081101029		Industrial Waste Inspections	6/2016	100-1405-7801		478.68
		REPW-16081101116		FY16 Replace Traffic Signal Video D/C		240-2405-7890		6,276.81
		REPW-16081101117		Storm Drain CPS/Las Lomas	6/2016	100-1405-7802		5,250.28
		REPW-16081101189		FY16 Traffic Signal O&M	6/2016	240-2405-7890		621.23
205914	9/27/2016		4845		LARES CONSTRUCTION & ROOFING CORP			5,450.00
		0816 - 1418encanto		Encanto Pk Restroom Roof Repair		100-1610-7652		1,100.00
		0816 - 1418pool		FC Pool House Reroof		100-1610-7652		4,350.00
205918	9/27/2016		0056		LOS ANGELES COUNTY SHERIFF'S DEPARTMENT			309,657.46
		170014NH		Sheriff Contract	7/2016	100-1205-7781	201616-Sheriff Contract-Calgrip FY2016-17	15,291.83
		170014NH		Sheriff Contract	7/2016	100-1205-7781		284,865.63
		170014NH		Sheriff Contract	7/2016	290-2905-7781		9,500.00
205925	9/27/2016		5224		PLACEWORKS			26,498.11
		60331		COH Specific Plan/EIR	8/2016	100-1405-7965	201406-Prof Serv-City of Hope EIR Reimb	26,498.11
205929	9/27/2016		0904		RKA CONSULTING GROUP			6,235.00
		25248		Engineering Services	7/2016	100-1405-7969		400.00
		25249		Engineering-2016/16 LLD	7/2016	100-1405-7969		832.50
		25250		Contract City Engineer	7/2016	100-1405-7969		2,625.00
		25251		Public Works Inspections	7/2016	100-1405-7967		1,440.00
		25252		Engineering-Complex Fire	7/2016	100-1405-7969	201632-Fish Fire-Engineering Svcs	937.50
205930	9/27/2016		0196		RUTAN & TUCKER LLP			13,761.68
		754764		General Attorney (Retainer Fees)	7/2	100-1015-7680		13,597.68
		755969		General Attorney (Retainer Fees)	7/2	100-1015-7680		164.00
205931	9/27/2016		0220		SAN GABRIEL VALLEY NEWSPAPERS			5,097.36
		0000282540		Legal Advertising	8/2016	100-1010-7670		5,097.36
Payment Total:								416,325.82

Report Summary**Fund Summary**

Fund	Payment Amount
100 - GENERAL FUND	380,491.71
240 - LIGHTING AND LANDSCAPE DISTRICT FUND	26,334.11
290 - SUPPLEMENTAL LAW ENFORCEMENT FUND	9,500.00
Grand Total:	416,325.82

Account Summary

Account Number	Account Name	Payment Amount
100-1010-7670	Legal Notices	5,097.36
100-1015-7680	City Attorney	13,761.68
100-1020-7724	Post Office Parking	115.00
100-1205-7781	Contract Law Enforceme	300,157.46
100-1405-7800	Building Department Ser	15,234.80
100-1405-7801	Industrial Waste Inspecti	478.68
100-1405-7802	NPDES Requirements	5,250.28
100-1405-7965	Professional Services	26,498.11
100-1405-7967	Public Works Inspection	1,440.00
100-1405-7969	City Engineer	4,795.00
100-1415-7916	Landscape-Sport Park	2,130.00
100-1610-7652	Building Maint Services	5,450.00
100-1825-7945	Operation Of Acq Prop	83.34
240-2405-7890	Repairs-Traffic Signal	6,898.04
240-2410-7915	Landscape-Citywide	7,500.00
240-2410-7917	Landscape-Medians	4,630.00
240-2420-7914	Landscape Maintenance	345.16
240-2421-7914	Landscape Maintenance	1,300.00
240-2422-7914	Landscape Maintenance	480.58
240-2423-7914	Landscape Maintenance	900.00
240-2424-7914	Landscape Maintenance	550.00
240-2425-7914	Landscape Maintenance	400.00
240-2426-7914	Landscape Maintenance	180.00
240-2427-7914	Landscape Maintenance	630.33
240-2431-7914	Landscape Maintenance	800.00
240-2432-7914	Landscape Maintenance	835.00
240-2433-7914	Landscape Maintenance	530.00
240-2434-7914	Landscape Maintenance	355.00
290-2905-7781	Contract Law Enforceme	9,500.00
Grand Total:		416,325.82

Project Account Summary

Project Account Key	Payment Amount
None	373,515.04
201406-Prof Serv-City of Hope EIR Reimb	26,498.11
201616-Sheriff Contract-Calgrip FY2016-17	15,291.83
201632-Fish Fire-Engineering Svcs	937.50
250016-Oper of Acq Prop-1229 Pops Road	41.67
990002 - Oper of Acq Prop - Duarte Trailer Park	41.67
Grand Total:	416,325.82



City of Duarte

Council Warrant Register by Account

By Fund

Payment Dates 09/14/2016 - 09/27/2016

Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
Fund: 100 - GENERAL FUND					
100-1005-7641	U.S. BANK	Fasana Irwindale Chamber Lunch 8/11/16	205787		25.00
100-1005-7646	U.S. BANK	Paras-Caracci Irwindale Chamber Lunch 8/11/16	205787		25.00
100-1005-7647	U.S. BANK	Liz Reilly Irwindale Chamber Lunch 8/11/16	205787		25.00
100-1005-7647	U.S. BANK	Liz Reilly Catalina Express (Contract Cities)	205787		65.00
100-1005-7647	U.S. BANK	Liz Reilly Contract Cities Summit Catalina	205787		425.00
100-1005-7647	DUARTE ADMINISTRATION PETTY C	Coffee/Conservation w/Liz Reilly	205803		15.95
100-1005-7980	DUARTE PIZZA COMPANY	Cultural Awareness Training	205898		80.70
100-1005-7980	U.S. BANK	Closed Session Mtg 8/9/16 (La Caza de El Cabrito)	205788		137.30
100-1010-7610	U.S. BANK	Darrell George Mtg w/W Hollywood City Mgr	205787		92.75
100-1010-7610	U.S. BANK	Parking Meter Mtg w/West Hollywood	205787		3.00
100-1010-7610	U.S. BANK	Mtg w/Glendora Staff-Fire/Flooding (Tropicana)	205787		49.99
100-1010-7610	U.S. BANK	Darrell George Lunch w/ Monrovia City Manager	205787		40.79
100-1010-7610	U.S. BANK	Contract Cities Dinner 7/26/16 (Villa Italia)	205787		463.41
100-1010-7610	DUARTE ADMINISTRATION PETTY C	Media Board Meeting	205803		22.00
100-1010-7610	LEAGUE OF CALIFORNIA CITIES	Darrell/Karen Annual Conf Division Lunch	205916		50.00
100-1010-7610	MMASC	Jackie R 2016 Women's Leadership Summit	205854		100.00
100-1010-7612	U.S. BANK	Karen Herrera CAPIO Annual Membership	205787		225.00
100-1010-7614	DUARTE ADMINISTRATION PETTY C	Office Supplies	205803		61.25
100-1010-7614	STAPLES ADVANTAGE	Office Supplies	205938		32.69
100-1010-7670	SAN GABRIEL VALLEY NEWSPAPERS	Legal Advertising 8/2016	205931		5,097.36
100-1010-7980	U.S. BANK	Council Refreshments (Target)	205787		30.78
100-1010-7980	DUARTE ADMINISTRATION PETTY C	City Council Meeting Refreshments	205803		53.97
100-1010-7980	DUARTE ADMINISTRATION PETTY C	Anniversary Reception/Grocery Outlet Welcome	205803		41.55
100-1015-7680	RUTAN & TUCKER LLP	General Attorney (Retainer Fees) 7/2016	205930		13,597.68
100-1015-7680	RUTAN & TUCKER LLP	General Attorney (Retainer Fees) 7/2016	205930		164.00
100-1015-7686	CITY OF CLAREMONT	PTAF Legal Fees	205889		727.00
100-1020-7716	DUARTE ADMINISTRATION PETTY C	NNO/Emergency Preparedness/Mayor's Breakfast	205803		54.33
100-1020-7716	MICHAEL WINAN'S	Mayor's Prayer Breakfast Singer	205919		150.00
100-1020-7716	SMART & FINAL	Post Fire Preparedness Community Meeting	205936		13.73
100-1020-7722	GRANICUS INC	Website Managed Service 10/1/16 - 12/31/16	205906		2,697.00
100-1020-7724	SOUTHERN CALIFORNIA EDISON	PO Parking Lot Lease 10/1/16 - 12/31/16	205937		1,874.50
100-1020-7724	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Svcs 9/2016	205880		115.00
100-1020-7726	LEVON YOTNAKHPARIAN	CC Cablecast 8/2016	205946		1,100.00
100-1020-7726	U.S. BANK	Levon Y Adobe Creative Cloud	205788		49.99
100-1025-7697	PERS PUBLIC AGENCY COALITION	PERS PAC Membership 10/16 - 9/17	205856		250.00
100-1205-7636	FSP DESIGNS	Staff Uniforms	205904		50.14
100-1205-7636	TOM'S CLOTHING & UNIFORMS IN	Helgesen Animal Control Uniforms	205942		281.22
100-1205-7650	CIMA FIRE PROTECTION CO	Fire Extinguisher Recharge/Service	205888		119.50
100-1205-7650	PAT'S TIRE SERVICE	Truck 13 Road Side Tire Repair	205923		110.00
100-1205-7761	SUPERIOR CT OF CAL CO OF LOS A	Citation Revenue Tax 8/2016	205940		4,320.25
100-1205-7762	CALE AMERICA	Parking Kiosk Sales Tax	205882		768.16
100-1205-7762	CALE AMERICA	Parking Kiosk Enforcement Software	205882		550.00
100-1205-7779	U.S. BANK	Youth Beach Trip 7/27/16 Supplies (Smart & Final)	205944		299.46
100-1205-7779	U.S. BANK	Youth Trip 9/20/16 27 Tickets (LA Dodgers)	205944	201616-Youth Programs-Calgrip FY 2016-	1,210.00
100-1205-7779	U.S. BANK	DART Meeting 7/28/16 Lunch (Wild Thyme Pizza)	205944		63.88
100-1205-7779	U.S. BANK	Red Ribbons-Red Ribbon Week (Nimco Inc)	205944	201616-Youth Programs-Calgrip FY 2016-	340.71
100-1205-7779	U.S. BANK	NNO Event 8/2/16 Art Table Supplies (Amazon)	205944		65.81
100-1205-7779	JONATHAN BUSH	Youth Internship Academy	205797	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	STEVEN CHEN	Youth Internship Academy	205798	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	OSCAR BAEZ	Youth Internship Academy	205794	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	LAILAH SPICER	Youth Internship Academy	205828	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	JUSTINE FLOR	Youth Internship Academy	205806	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	JOSE FERREYRA	Youth Internship Academy	205805	201616-Youth Programs-Calgrip FY 2016-	100.00

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Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
100-1205-7779	ALIYAH CONTRERAS	Youth Internship Academy	205801	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	BRENDA ZARAGOSA	Youth Internship Academy	205835	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	ELIZABETH ALONSO	Youth Internship Academy	205791	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	JAZMIN QUEZADA	Youth Internship Academy	205821	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	ZELDA PACHECO	Youth Internship Academy	205818	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	ADADINA MORALES	Youth Internship Academy	205816	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	ERIC RAMOS	Youth Internship Academy	205822	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	CYNTHIA SIERRA	Youth Internship Academy	205827	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	ANDREA SANCHEZ	Youth Internship Academy	205825	201616-Youth Programs-Calgrip FY 2016-	100.00
100-1205-7779	DUARTE PIZZA COMPANY	DART Workshop Dinner	205898		56.40
100-1205-7779	DYLAN RODRIGUEZ	Youth Internship Academy	205823	201331-PS Youth Programs	100.00
100-1205-7779	SUMMER LAGER	Youth Internship Academy	205814	201331-PS Youth Programs	100.00
100-1205-7779	WILLIAM JENKINS GITTENS	Youth Internship Academy	205809	201331-PS Youth Programs	100.00
100-1205-7779	DAJAE NEAL	Youth Internship Academy	205817	201331-PS Youth Programs	100.00
100-1205-7779	XERION HARRISON	Youth Internship Academy	205811	201331-PS Youth Programs	100.00
100-1205-7779	RANEIM GADALA	Youth Internship Academy	205808	201331-PS Youth Programs	100.00
100-1205-7779	JUSTIN HILLYER	Youth Internship Academy	205813	201331-PS Youth Programs	100.00
100-1205-7779	CHRISTIAN VIVEROS	Youth Internship Academy	205832	201331-PS Youth Programs	100.00
100-1205-7779	DE'VON HEMSLEY	Youth Internship Academy	205812	201331-PS Youth Programs	100.00
100-1205-7779	ALEXIS WALKER	Youth Internship Academy	205833	201331-PS Youth Programs	100.00
100-1205-7780	D & D SERVICES INC	Deceased Animal Disposal 8/2016	205895		288.00
100-1205-7781	LOS ANGELES COUNTY SHERIFF'S D	Sheriff Contract 7/2016	205918	201616-Sheriff Contract-Calgrip FY2016-1	15,291.83
100-1205-7781	LOS ANGELES COUNTY SHERIFF'S D	Sheriff Contract 7/2016	205918		284,865.63
100-1205-7980	U.S. BANK	Crime Prevention Intern Panel Lunch (Villa Italia)	205944		41.42
100-1205-7980	U.S. BANK	CERT Volunteer Dinner/Lunch (Wild Thyme Pizza)	205944		127.49
100-1205-7980	U.S. BANK	NNO Event 8/2/16 Fun Zone Rental (LA Party Works)	205944		287.50
100-1205-7980	U.S. BANK	Staff Training 8/4/16 Dinner (T Phillips)	205944		208.22
100-1205-7980	U.S. BANK	Staff Training Dinner 7/27/16 (T Phillips)	205944		50.00
100-1205-7980	U.S. BANK	NNO Event 8/2/16 Fun Zone Rental (LA Party Works)	205944	201629-Other Exp-PS-Comm. Outreach Pr	500.00
100-1205-7980	U.S. BANK	NNO Event 8/2/16 Giveaways (Target)	205944		69.46
100-1205-7980	U.S. BANK	NNO Event 8/2/16 Salad (Wild Thyme Pizza)	205944		146.25
100-1205-7980	U.S. BANK	Youth Beach Trip 7/27/16 Lunch (Subway)	205944		180.00
100-1205-7980	U.S. BANK	Youth Camping Trip 8/8/16 Lunch (In-N-Out)	205944		108.29
100-1205-7980	U.S. BANK	Youth Camping Trip Yoga Instructor 8/8/16	205944		50.00
100-1205-7980	U.S. BANK	Youth Camping Trip 8/9/16 Breakfast (Wendy's)	205944		19.53
100-1205-7980	LOS ANGELES COUNTY DISTRICT AT	Municipal Code Prosecution	205917		592.13
100-1405-7610	U.S. BANK	Town Center Specific Plan Prep Mtg 7/27/16	205786		160.78
100-1405-7610	SMART & FINAL	Town Ctr Meeting Supplies	205866		171.64
100-1405-7612	U.S. BANK	Hightail Subscription-Lg Data Format	205786		15.99
100-1405-7614	STAPLES ADVANTAGE	Office Supplies	205938		84.43
100-1405-7614	STAPLES ADVANTAGE	Credit for Invoice 3312533986	205938		-18.74
100-1405-7614	STAPLES ADVANTAGE	Office Supplies	205938		44.93
100-1405-7614	STAPLES ADVANTAGE	Office Supplies	205938		69.67
100-1405-7614	STAPLES ADVANTAGE	Office Supplies	205938		134.20
100-1405-7614	STAPLES ADVANTAGE	Office Supplies	205938		23.64
100-1405-7800	CHARLES ABBOTT ASSOCIATES INC	Building & Safety Services 8/2016	205886		15,234.80
100-1405-7801	COUNTY OF LOS ANGELES DEPART	Industrial Waste Inspections 6/2016	205891		478.68
100-1405-7802	COUNTY OF LOS ANGELES DEPART	Storm Drain CPS/Las Lomas 6/2016	205891		5,250.28
100-1405-7965	LDM ASSOCIATES INC	2016/17 CDBG Grant Admin 7/2016	205915		935.00
100-1405-7965	PLACEWORKS	COH Specific Plan/EIR 8/2016	205925	201406-Prof Serv-City of Hope EIR Reimb	26,498.11
100-1405-7967	RKA CONSULTING GROUP	Public Works Inspections 7/2016	205929		1,440.00
100-1405-7969	RKA CONSULTING GROUP	Engineering Services 7/2016	205929		400.00
100-1405-7969	RKA CONSULTING GROUP	Engineering-2016/16 LLD 7/2016	205929		832.50
100-1405-7969	RKA CONSULTING GROUP	Contract City Engineer 7/2016	205929		2,625.00
100-1405-7969	RKA CONSULTING GROUP	Engineering-Complex Fire 7/2016	205929	201632-Fish Fire-Engineering Svcs	937.50
100-1405-7975	U.S. BANK	Facebook Ads	205787		31.14
100-1405-8100	FOOTHILL COMMUNICATIONS LLC	Relocation of Antenna & Equipment	205902		2,609.46
100-1410-7610	LAMBERTO FLORES	PAPA Applicators Test	205843		140.00
100-1410-7610	PAPA	Patrick Olivas CEU Pesticide Seminar	205819		80.00
100-1410-7610	PAPA	Mike Tarr CEU Pesticide Seminar	205819		80.00

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100-1410-7610	PAPA	Manny Perez CEU Pesticide Seminar	205819		80.00
100-1410-7621	AIRGAS USA LLC	Welding Cylinder Rental	205874		43.55
100-1410-7630	SIMON EQUIPMENT RENTALS	Scissor Lift Rental-CH Lights	205934		179.92
100-1410-7630	SIMON EQUIPMENT RENTALS	Scissor Lift Rental	205934		150.92
100-1410-7630	SIMON EQUIPMENT RENTALS	Forklift Rental	205934		199.20
100-1410-7630	SIMON EQUIPMENT RENTALS	Post Hole Digger Rental-RO Park	205934		44.08
100-1410-7636	L & M FOOTWEAR	Mike Tarr Safety Boots	205933		191.28
100-1410-7650	HOME DEPOT CREDIT SERVICES	Water Truck Repair	205847		37.03
100-1410-7650	ALEX ROMO AUTO & TRUCK REPAI	Veh 7 Flat Tire Repair	205877		24.50
100-1410-7650	HOSE-MAN INC	Water Truck Repairs	205907		27.00
100-1410-7650	AUTOZONE	Truck 11 Headlight Bulb	205879		11.09
100-1410-7650	FERGUSON ENTERPRISES INC	Water Truck Valve	205900		525.19
100-1410-7656	CUMMINS PACIFIC LLC	Emergency Generator Repairs	205894		109.96
100-1410-7656	CUMMINS PACIFIC LLC	Emergency Generator Service	205894		527.50
100-1410-7814	SUPERIOR PROPERTY SERVICES INC	Graffiti Removal 8/2016	205941		333.06
100-1410-7980	HOME DEPOT CREDIT SERVICES	North Yard Supplies-Heavy Duty Tape	205847		10.88
100-1410-7980	ARBOR NURSERY PLUS	Citywide/Hacienda Pk Improvements	205878		426.84
100-1410-7980	HOME DEPOT CREDIT SERVICES	Concrete Mix	205847		34.01
100-1410-7980	HOME DEPOT CREDIT SERVICES	Work Gloves	205847		22.74
100-1410-7980	GARVEY EQUIPMENT COMPANY	Chainsaw Parts	205905		164.75
100-1415-7916	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		2,130.00
100-1500	LUPE VALERIO	2016 Adventure Club Expenses	205831		-326.00
100-1605-7610	DUARTE RECREATION PETTY CASH	Conference Parking	205804		10.00
100-1605-7612	CALIFORNIA PARK & RECREATION S	Lupe Valerio Dues 10/1/16 - 9/30/17	205884		145.00
100-1605-7614	STAPLES ADVANTAGE	Office Supplies	205938		27.45
100-1605-7614	STAPLES ADVANTAGE	FC Printer Toner	205938		152.92
100-1605-7650	CIMA FIRE PROTECTION CO	Fire Extinguisher Recharge/Service	205888		61.00
100-1605-7650	SHELL	Fuel-City Vehicles	205863		15.00
100-1605-7693	CABRERA'S DUARTE	TC MYC Dinner	205837		180.01
100-1605-7728	THE SAUCE CREATIVE SERVICES	College Fair Signs	205932	201709- Duarte's Promise - America's Pro	218.00
100-1605-7728	CALIFORNIA STATE DEPARTMENT	Fingerprint Apps	205885	201709- Duarte's Promise - America's Pro	30.00
100-1605-7728	CMC LIVSCAN & NOTARY SERVICE	Livescan Services 8/2016	205890	201709- Duarte's Promise - America's Pro	40.00
100-1605-7732	THE SAUCE CREATIVE SERVICES	City Picnic Banner	205932		817.50
100-1605-7732	ALEJANDRO FUENTES	City Picnic Entertainment 9/24/16	205844		200.00
100-1605-7732	MAGIC JUMP RENTALS INC	Picnic Jump Rentals 9/24/16	205852		1,128.60
100-1605-7732	IRMA PINEDO	Picnic Entertainment	205857		300.00
100-1605-7732	THIPPHAVANH NORASINGH	City Picnic Sound Engineer/Equipment	205855		700.00
100-1605-7732	BART DAVIS	City Picnic Entertainment	205839		2,000.00
100-1605-7732	WESTERN ANTIQUE POWER ASSOC	City Picnic Entertainment	205873		100.00
100-1605-7732	TODD DIEBOLD	City Picnic Entertainment	205840		200.00
100-1605-7733	U.S. BANK	SC Hollywood Bowl Concert Tickets	205872		120.00
100-1605-7733	DUARTE RECREATION PETTY CASH	SC 100th Birthday Cake	205804		25.00
100-1605-7733	DUARTE RECREATION PETTY CASH	SC Batteries/Plates	205804		29.19
100-1605-7733	DUARTE PETTY CASH/BINGO PRIZE	SC Bingo Prize Money	205897		100.00
100-1605-7733	SMART & FINAL	Senior Ctr Supplies	205936		76.22
100-1605-7733	THE BASHFUL BUTLER LLC	SC Luau Dinner 9/9/16	205796		1,883.52
100-1605-7733	SMART & FINAL	Senior Ctr Supplies	205866		191.57
100-1605-7733	SMART & FINAL	Senior Ctr Luau Supplies	205936		250.04
100-1605-7733	SMART & FINAL	Senior Ctr Supplies	205936		22.47
100-1605-7733	STAPLES ADVANTAGE	SC Coin Envelopes	205867		59.47
100-1605-7733	U.S. BANK	SC Netflix	205788		8.71
100-1605-7733	THEO SIEGEL	Night at the Movies-The Magnificent Seven	205864		150.00
100-1605-7735	U.S. BANK	Youth Trip 9/20/16 27 Tickets (LA Dodgers)	205944		96.00
100-1605-7735	U.S. BANK	World of Dance Int'l Tickets (14)	205944	201616-Teen Center-Calgrip FY2016-17	150.00
100-1605-7735	U.S. BANK	World of Dance Int'l Tickets (14)	205944		305.00
100-1605-7735	DUARTE RECREATION PETTY CASH	TC Event Parking	205804		9.00
100-1605-7735	DUARTE RECREATION PETTY CASH	TC Event Supplies	205804		125.48
100-1605-7735	SMART & FINAL	TC Cooking Class Supplies	205866		12.96
100-1605-7735	SMART & FINAL	TC Cooking Class Supplies	205866		19.62
100-1605-7735	STAPLES ADVANTAGE	TC Office Supplies	205867		117.13

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100-1605-7735	CETH CLARK	Youthworks Internship Program	205800		100.00
100-1605-7735	CLAIRE CHRISLOY PUNO	Youthworks Internship Program	205820		100.00
100-1605-7735	JULIANNA BARRAGAN	Youthworks Internship Program	205795		100.00
100-1605-7736	U.S. BANK	Nature Camp-Raging Waters Cabana 7/26/16	205788		102.00
100-1605-7737	DESERT HOT SPRINGS SPA HOTEL	Desert Trip Excursion Lunch	205896		494.98
100-1605-7737	KENDALL'S CAFE	Desert Trip Excursion Lunch	205911		530.92
100-1605-7737	RALPHS GROCERY COMPANY	Doheny Beach Trip Supplies	205927		23.23
100-1605-7737	CABOT'S PUEBLO MUSEUM	Desert Trip Excursion Admission 10/10/16	205881		297.00
100-1605-7737	SMART & FINAL	Doheny Beach Trip Supplies	205866		122.30
100-1605-7738	SIX FLAGS MAGIC MOUNTAIN	Teen Excursion	205935		1,888.52
100-1605-7739	WEBER'S PRINTING	SC Newsletter 9/2016	205945		254.93
100-1605-7740	LUPE VALERIO	2016 Adventure Club Expenses	205831		344.00
100-1605-7744	U.S. BANK	Health Camp Field Trip Wk 1 (Tanaka Farms)	205872		364.00
100-1605-7744	U.S. BANK	Health Camp Field Trip Wk 2 (Tanaka Farms)	205872		343.00
100-1605-7744	LEVON YOTNAKHPARIAN	Health Camps-PSA Video Production	205946		400.00
100-1605-7744	THE SAUCE CREATIVE SERVICES	Teen Nutrition Council Shirts	205932		141.70
100-1605-7744	CASSANDRA GONZALEZ	Youthworks Internship Program	205810		100.00
100-1605-7744	EMILY DIAZ	Youthworks Internship Program	205802		100.00
100-1605-7744	MARISOL ARIAS	Youthworks Internship Program	205793		100.00
100-1605-7744	ALFREDO ALVARDO	Youthworks Internship Program	205792		100.00
100-1605-7744	LINDSAY E LATHROP	Youthworks Internship Program	205815		100.00
100-1605-7744	FELIPE VALDEZ	Youthworks Internship Program	205830		100.00
100-1605-7744	CYNTHIA SIERRA	Youthworks Internship Program	205827		100.00
100-1605-7745	U.S. BANK	So Cal Club Fee-Duarte Boxing Club (USA Boxing)	205872		203.00
100-1605-7745	U.S. BANK	So Cal Sanction Fee-Duarte Boxing (USA Boxing)	205872		328.00
100-1605-7750	INLAND EMPIRE TOURS & TRANSP	Transportation-Doheny State Beach 8/31/16	205849		1,148.00
100-1605-7750	CROWN CITY BUSES	Teen Excursion (Six Flags) Bus Fee 10/21/16	205893		630.90
100-1605-7980	U.S. BANK	Futsal Soccer Balls (Amazon)	205872		121.55
100-1605-7980	U.S. BANK	Futsal Soccer Balls (Amazon)	205872		119.10
100-1605-7980	U.S. BANK	Return-Futsal Soccer Balls (Amazon)	205872		-109.61
100-1605-7980	U.S. BANK	Credit-Misc Sports Supplies (Score)	205872		-32.54
100-1605-7980	DUARTE RECREATION PETTY CASH	Training Snacks	205804		17.40
100-1605-7980	THE SAUCE CREATIVE SERVICES	Halloween Banner	205932		1,090.00
100-1605-7980	THE SAUCE CREATIVE SERVICES	Swim Team T-Shirts	205932		311.60
100-1605-7980	OFFICE SOLUTIONS INC	ActiveNet Cash Drawer	205922		194.55
100-1610-7616	THE SAUCE CREATIVE SERVICES	Pool Signs	205862		221.20
100-1610-7617	FULLER ENGINEERING INC	Pool Chemicals	205807		713.08
100-1610-7617	FULLER ENGINEERING INC	Pool Chemicals	205807		555.79
100-1610-7617	FULLER ENGINEERING INC	Pool Chemicals	205807		471.75
100-1610-7618	HOME DEPOT CREDIT SERVICES	Paint Supplies	205847		136.60
100-1610-7618	FRONTIER HARDWARE	Paint Supplies	205903		36.22
100-1610-7618	FRONTIER HARDWARE	Knee Pads	205903		35.93
100-1610-7618	FRONTIER HARDWARE	Truck 6 Glue/Shop Towels	205903		15.02
100-1610-7618	FRONTIER HARDWARE	Truck 14 Misc Tools	205903		40.28
100-1610-7618	FRONTIER HARDWARE	Cash Box Install	205903		7.07
100-1610-7618	FRONTIER HARDWARE	Drill Bit	205903		9.25
100-1610-7618	FRONTIER HARDWARE	Cash Boxes Install	205903		73.72
100-1610-7618	FRONTIER HARDWARE	Truck 6 Nozzles	205903		19.60
100-1610-7618	FRONTIER HARDWARE	Truck 6 Keys/Cash Boxes Install/Hand Rail Repair	205903		23.38
100-1610-7618	FRONTIER HARDWARE	LED Bulbs	205903		65.40
100-1610-7618	FRONTIER HARDWARE	Pool Repairs	205903		13.70
100-1610-7618	FRONTIER HARDWARE	Senior Ctr Banner Install	205903		10.41
100-1610-7618	SMART & FINAL	SC Coffee Supplies	205936		139.36
100-1610-7618	SMART & FINAL	SC Coffee Cups	205936		21.36
100-1610-7618	MONROVIA LOCK SHOP	Keys	205920		27.52
100-1610-7618	STAPLES ADVANTAGE	Floormats	205938		30.24
100-1610-7618	KULLY SUPPLY INC	Drinking Fountain Filters	205912		303.81
100-1610-7618	KULLY SUPPLY INC	Drinking Fountain Parts	205912		452.50
100-1610-7618	HOME DEPOT CREDIT SERVICES	Teen Ctr Tree Stakes	205847		17.82
100-1610-7618	WAXIE SANITARY SUPPLY	Janitorial Supplies	205834		4,097.38

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100-1610-7618	WAXIE SANITARY SUPPLY	Janitorial Supplies	205834		97.77
100-1610-7618	WAXIE SANITARY SUPPLY	Janitorial Supplies	205834		727.93
100-1610-7618	SUMMIT SUPPLY CORP OF COLORA	Playground Supplies	205939		686.72
100-1610-7618	HOME DEPOT CREDIT SERVICES	North Yard Air Filter	205847		19.49
100-1610-7652	CHARLIE'S FENCE CO	Duarte Pk Tennis Court Fence Repairs	205887		1,475.00
100-1610-7652	LARES CONSTRUCTION & ROOFING	Encanto Pk Restroom Roof Repair	205914		1,100.00
100-1610-7652	LARES CONSTRUCTION & ROOFING	FC Pool House Reroof	205914		4,350.00
100-1610-7652	SIGN A RAMA COVINA	Public Safety Sign & Installation	205865		138.98
100-1610-7652	UNITED SITE SERVICES	Portable Toilet 8/16/16 - 9/12/16	205829		88.67
100-1610-7652	STAR-BRITE CARPET CARE	CC Carpet Cleaning	205868		520.00
100-1610-7652	AIR-TRO INC	Public Safety HVAC Service Call	205875		88.00
100-1610-7652	ALBERTOS PLUMBING	Otis Gordon Pk Plumbing Repairs	205876		120.00
100-1610-7652	ALBERTOS PLUMBING	Valenzuela Park Plumbing Repairs	205876		290.00
100-1610-7652	ALBERTOS PLUMBING	Beardslee Park Plumbing Repairs	205876		550.00
100-1610-7652	ALBERTOS PLUMBING	Fitness Center Plumbing Repairs	205876		340.00
100-1610-7652	CINTAS CORPORATION #693	ROP Bldg Mats	205799		66.31
100-1610-7652	CINTAS CORPORATION #693	SC/FC/CC Mats	205799		210.96
100-1610-7652	CINTAS CORPORATION #693	Duarte Pk Bldg Mats	205799		32.03
100-1610-7652	CINTAS CORPORATION #693	Teen Ctr Mats	205799		108.83
100-1610-7652	CINTAS CORPORATION #693	City Hall Mats	205799		56.40
100-1610-7652	CINTAS CORPORATION #693	Public Safety Mats	205799		38.00
100-1610-7652	EXECUTIVE ELEVATOR INC	SC Elevator Maintenance 8/2016	205899		130.00
100-1610-7652	POST ALARM SYSTEMS	S Yard Alarm Monitoring 10/1/16 - 10/31/16	205926		42.00
100-1610-7830	THE TECHNOLOGY DEPOT INC	PS Phone Greeting/Hours Change	205870		120.00
100-1610-7830	THE TECHNOLOGY DEPOT INC	Phone Support 9/24/16 - 10/23/16	205870		422.00
100-1610-7830	U.S. BANK	SC Elevator 911-Vonage	205788		18.53
100-1610-8100	ARBOR NURSERY PLUS	Moore Park Improvements-Trees	205878	201621-Other Cap ImprovSCE A. Moore P	958.12
100-1805-7610	U.S. BANK	Kristen Petersen PELRA Conf 9/27/16 - 9/29/16	205788		439.00
100-1805-7612	CALIFORNIA CITY MANAGEMENT F	K Petersen Membership FY16/17	205883		400.00
100-1805-7614	STAPLES ADVANTAGE	Office Supplies	205867		40.96
100-1805-7614	OFFICE SOLUTIONS INC	Office Supplies	205922		226.72
100-1805-7614	OFFICE SOLUTIONS INC	Binder	205922		9.00
100-1805-7614	OFFICE SOLUTIONS INC	Office Supplies	205922		144.97
100-1805-7614	OFFICE SOLUTIONS INC	Return (Inv I-01013770)	205922		-20.90
100-1805-7980	U.S. BANK	Microsoft 365 7/28/16 - 8/25/16	205788		12.00
100-1810-7610	U.S. BANK	Michelle B Hotel 2nd Night (JPIA 2016 Forum 10/16)	205788		216.50
100-1810-7612	THE PUBLIC RETIREMENT JOURNAL	Annual Subscription 10/16 - 9/17	205871		250.00
100-1810-7614	U.S. BANK	HR Document Holder (Amazon)	205788		74.36
100-1810-7660	CMC LIVESCAN & NOTARY SERVICE	Livescan Services 8/2016	205890		100.00
100-1810-7671	JOBS AVAILABLE	Job Ad-City Hall Receptionist	205910		292.50
100-1810-7673	IRWINDALE INDUSTRIAL CLINIC	DOT Physical	205909		50.00
100-1810-7980	NAVIA BENEFIT SOLUTIONS	FSA Processing Fee 8/2016	205921		65.00
100-1810-7980	CALIFORNIA STATE DEPARTMENT	Fingerprint Apps	205885		160.00
100-1815-7632	U.S. BANK	Parks & Rec/Pam Adobe Creative Cloud	205788		49.99
100-1815-7632	U.S. BANK	Admin Svcs/R Breceda Adobe Creative Cloud	205788		49.99
100-1815-7632	U.S. BANK	Public Safety/Susie Adobe Creative Cloud	205788		49.99
100-1815-7632	U.S. BANK	Admin/Receptionist Adobe Creative Cloud	205788		49.99
100-1815-7632	U.S. BANK	Admin/Marla-Jackie Adobe Creative Cloud	205788		49.99
100-1825-7613	OFFICE SOLUTIONS INC	Copier Paper	205922		409.18
100-1825-7626	FEDEX	Document Delivery	205841		21.32
100-1825-7631	RICOH USA INC	CH Copier Overage 6/19/16 - 9/18/16	205928		191.12
100-1825-7631	RICOH USA INC	CH Copier Maintenance 9/19/16 - 10/18/16	205928		1,502.11
100-1825-7688	HULS ENVIRONMENTAL MANAGE	Used Oil Grant Consultant 8/2016	205908	240000 - Oil Recycling Grnt -Used Oil Recy	687.50
100-1825-7945	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Svcs 9/2016	205880	250016-Oper of Acq Prop-1229 Pops Roa	41.67
100-1825-7945	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Svcs 9/2016	205880	990002 - Oper of Acq Prop - Duarte Trails	41.67
100-2120	FERNANDO SANCHEZ	Field Rent Deposit Refund	205826		100.00
100-2120	FILM THIS	Film Deposit Refund-Sonic 4/18/16 - 4/19/16	205842		500.00
100-2120	CARA REYES	Gazebo Rent Deposit Refund	205860		50.00
100-2120	ANDREA ROSALEZ	Gazebo Rent Deposit Refund	205824		50.00
100-2120	PKD GROUP HOMES INC	Gazebo Rent Deposit Refund	205858		50.00

Council Warrant Register by Account

Payment Dates: 09/14/2016 - 09/27/2016

Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
100-2120	PATRICIA ALARCON	Gazebo Rent Deposit Refund	205836		50.00
100-2120	BASIL SANCHEZ	Gazebo Rent Deposit Refund	205861		50.00
100-2120	BRIANNA GONZALEZ	Gazebo Rent Deposit Refund	205845		50.00
100-2120	HOME MAX INC	PCC Driveway Cash Bond Refund-1308 Fairlee	205848		1,000.00
100-2120	CALVARY CHAPEL MONROVIA	Gazebo Rent Deposit Refund	205838		50.00
100-2120	MAUREEN RANIT	Pool Rent Deposit Refund	205859		200.00
100-2120	MANUEL LOPEZ	Pool Rent Deposit Refund	205851		200.00
100-2121	LA COUNTY SANDBAGS	Return Bidder Bond/Fish Fire	205850		220.00
100-4201	MARAVILLA FOUNDATION	Mech Pmt Refund 2016-045 (2014 Buena Vista)	205853		56.20
100-4201	SUNRUN INSTALLATION SERVICES I	Solar Panel Pmt Refund 2016-114 (901 Mt Olive)	205869		143.20
100-4806	SONIA FERRER	Excursion Refund-USS Iowa 9/14/16	205774		46.00
100-4806	OLGA GRAU	Excursion Refund-Doheny State Beach	205846		31.00
100-4806	ANN GARNER	Excursion Refund-USS Iowa 9/14/16	205775		46.00
100-4806	GEORGE VANHOVE	Excursion Refund-USS Iowa 9/14/16	205789		46.00
100-4806	HELEN MORA	Excursion Refund-USS Iowa 9/14/16	205781		46.00
100-4806	ODETTE DUGAT	Excursion Refund-USS Iowa 9/14/16	205772		46.00
100-4806	NELCI PEREZ MUNOZ	Excursion Refund-USS Iowa 9/14/16	205782		100.00
100-4806	EMMA ELIZABETH WILLIAMS	Excursion Refund-USS Iowa 9/14/16	205790		46.00
100-4806	MAGDALENA ATENCIO	Excursion Refund-USS Iowa 9/14/16	205767		46.00
100-4806	MERCEDES BOURNE	Excursion Refund-USS Iowa 9/14/16	205770		50.00
100-4806	MARTIN RODEN	Excursion Refund-USS Iowa 9/14/16	205784		150.00
100-4806	BARBARA TJADEN	Excursion Refund-USS Iowa 9/14/16	205785		46.00
100-4806	DAVID MYERS	Excursion Refund-USS Iowa 9/14/16	205783		46.00
100-4806	JUDY BLOOD	Excursion Refund-USS Iowa 9/14/16	205769		50.00
100-4806	OLGA BILBREY	Excursion Refund-USS Iowa 9/14/16	205768		46.00
100-4806	INEZ ALARCON	Excursion Refund-USS Iowa 9/14/16	205766		46.00
100-4806	LORANCE HOLMES	Excursion Refund-USS Iowa 9/14/16	205777		100.00
100-4806	LAWRENCE HARRINGTON	Excursion Refund-USS Iowa 9/14/16	205776		50.00
100-4806	STEPHEN LINELL	Excursion Refund-USS Iowa 9/14/16	205779		46.00
100-4806	HECTOR F MACIEL	Excursion Refund-USS Iowa 9/14/16	205780		46.00
100-4806	TERESA EVANGELISTA	Excursion Refund-USS Iowa 9/14/16	205773		46.00
100-4806	PACITA IRMITER	Excursion Refund-USS Iowa 9/14/16	205778		46.00
100-4806	FELITA BUDI	Excursion Refund-USS Iowa 9/14/16	205771		50.00
Fund 100 - GENERAL FUND Total:					455,109.06

Council Warrant Register by Account

Payment Dates: 09/14/2016 - 09/27/2016

Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
Fund: 240 - LIGHTING AND LANDSCAPE DISTRICT FUND					
240-2405-7888	HOME DEPOT CREDIT SERVICES	Street Light Repairs	205847		54.63
240-2405-7890	COUNTY OF LOS ANGELES DEPART	FY16 Replace Traffic Signal Video D/C	205891		6,276.81
240-2405-7890	COUNTY OF LOS ANGELES DEPART	FY16 Traffic Signal Q&M 6/2016	205891		621.23
240-2410-7891	LANDSCAPE WAREHOUSE INC	Hunt Dr Median Irrigation Repair	205913		104.12
240-2410-7891	LANDSCAPE WAREHOUSE INC	Duarte Rd Median Irrigation Repair	205913		480.59
240-2410-7898	ARBOR NURSERY PLUS	Citywide Improvements-Median Trees	205878		95.92
240-2410-7915	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		7,500.00
240-2410-7917	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		4,630.00
240-2420-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		345.16
240-2421-7887	ARBOR NURSERY PLUS	Las Lomas Trees/Shrubs	205878		29.86
240-2421-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		1,300.00
240-2422-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		480.58
240-2423-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		900.00
240-2424-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		550.00
240-2425-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		400.00
240-2426-7887	HOME DEPOT CREDIT SERVICES	Mikes Ctr Pole Painting	205847		120.15
240-2426-7887	LANDSCAPE WAREHOUSE INC	Mikes Ctr Irrigation Repairs	205913		57.14
240-2426-7887	ARBOR NURSERY PLUS	Mikes Ctr Landscape Improvements	205878		243.72
240-2426-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		180.00
240-2427-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		630.33
240-2431-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		800.00
240-2432-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		835.00
240-2433-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		530.00
240-2434-7914	BRIGHTVIEW LANDSCAPE SERVICES	Landscape Maintenance Srvcs 9/2016	205880		355.00
Fund 240 - LIGHTING AND LANDSCAPE DISTRICT FUND Total:					27,520.24

Council Warrant Register by Account

Payment Dates: 09/14/2016 - 09/27/2016

Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
Fund: 290 - SUPPLEMENTAL LAW ENFORCEMENT FUND					
290-2905-7781	LOS ANGELES COUNTY SHERIFF'S D	Sheriff Contract 7/2016	205918		9,500.00
Fund 290 - SUPPLEMENTAL LAW ENFORCEMENT FUND Total:					9,500.00

Council Warrant Register by Account

Payment Dates: 09/14/2016 - 09/27/2016

Account Number	Vendor Name	Description (Item)	Payment No	Project Key	Amount
Fund: 440 - PROPOSITION A TRANSIT FUND					
440-4405-7613	OFFICE SOLUTIONS INC	Office Supplies	205922		80.86
440-4405-7650	FRONTIER HARDWARE	South Yard Supplies	205903		8.70
440-4405-7650	AUTOZONE	South Yard Vehicle Cleaning Supplies	205879		52.30
440-4405-7814	SUPERIOR PROPERTY SERVICES INC	Graffiti Removal 8/2016	205941		499.59
440-4405-7814	HOME DEPOT CREDIT SERVICES	RO/Encanto Bus Pad Concrete	205847		63.77
440-4405-7887	CUMMINS PACIFIC LLC	Core Return (Inv 008-41732)	205894		-140.40
440-4405-7887	FLEET SERVICE SPECIALIST LLC	Bus 102 Power Steering Pump Repair/Srvc	205901		687.50
440-4405-7887	FLEET SERVICE SPECIALIST LLC	Bus 104 PM Service/Brake Adjustment	205901		672.77
440-4405-7887	PERFORMANCE TRUCK REPAIR INC	Bus 103 Water Pump Replacement	205924		1,022.94
440-4405-7887	CIMA FIRE PROTECTION CO	Fire Extinguisher Recharge/Service	205888		72.50
440-4405-7887	TRIANGLE TRUCK PARTS	Bus 101 Lamp	205943		6.88
440-4405-7887	HOME DEPOT CREDIT SERVICES	RO/Encanto Bus Pad Walkway Repair	205847		13.45
440-4405-7887	CREATIVE BUS SALES	Bus Power Steering Pump	205892		1,305.66
440-4405-7887	CREATIVE BUS SALES	Bus Pocket Brochure Holders	205892		46.10
Fund 440 - PROPOSITION A TRANSIT FUND Total:					4,392.62
Grand Total:					496,521.92

Report Summary

Fund Summary

Fund	Payment Amount
100 - GENERAL FUND	455,109.06
240 - LIGHTING AND LANDSCAPE DISTRICT FUND	27,520.24
290 - SUPPLEMENTAL LAW ENFORCEMENT FUND	9,500.00
440 - PROPOSITION A TRANSIT FUND	4,392.62
Grand Total:	496,521.92

Account Summary

Account Number	Account Name	Payment Amount
100-1005-7641	Travel & Exp - Fasana	25.00
100-1005-7646	Travel & Exp - Paras	25.00
100-1005-7647	Travel & Exp - Reilly	530.95
100-1005-7980	Other Expenses	218.00
100-1010-7610	Travel, Mtgs & Conf	821.94
100-1010-7612	Publications and Dues	225.00
100-1010-7614	Office Supplies	93.94
100-1010-7670	Legal Notices	5,097.36
100-1010-7980	Other Expenses	126.30
100-1015-7680	City Attorney	13,761.68
100-1015-7686	Other Legal Services	727.00
100-1020-7716	Special Community Even	218.06
100-1020-7722	City Web Site	2,697.00
100-1020-7724	Post Office Parking	1,989.50
100-1020-7726	Council Cablecasting	1,149.99
100-1025-7697	PERS Coalition	250.00
100-1205-7636	Uniforms	331.36
100-1205-7650	Vehicle Maintenance	229.50
100-1205-7761	Parking Ticket Collect	4,320.25
100-1205-7762	Parking Pass Kiosk Costs	1,318.16
100-1205-7779	Youth Programs	4,536.26
100-1205-7780	Animal Control	288.00
100-1205-7781	Contract Law Enforceme	300,157.46
100-1205-7980	Other Expenses	2,380.29
100-1405-7610	Travel, Mtgs & Conf	332.42
100-1405-7612	Publications and Dues	15.99
100-1405-7614	Office Supplies	338.13
100-1405-7800	Building Department Ser	15,234.80
100-1405-7801	Industrial Waste Inspecti	478.68
100-1405-7802	NPDES Requirements	5,250.28
100-1405-7965	Professional Services	27,433.11
100-1405-7967	Public Works Inspection	1,440.00
100-1405-7969	City Engineer	4,795.00
100-1405-7975	Economic Development	31.14
100-1405-8100	Other Capital Improvem	2,609.46
100-1410-7610	Travel, Mtgs & Conf	380.00
100-1410-7621	Other Supplies	43.55
100-1410-7630	Equipment Rentals	574.12
100-1410-7636	Uniforms	191.28
100-1410-7650	Vehicle Maintenance	624.81
100-1410-7656	Emergency Generator	637.46
100-1410-7814	Graffiti Removal	333.06
100-1410-7980	Other Expenses	659.22
100-1415-7916	Landscape-Sport Park	2,130.00
100-1500	Advances	-326.00
100-1605-7610	Travel, Mtgs & Conf	10.00
100-1605-7612	Publications and Dues	145.00
100-1605-7614	Office Supplies	180.37
100-1605-7650	Vehicle Maintenance	76.00

Account Summary

Account Number	Account Name	Payment Amount
100-1605-7693	Youth Council	180.01
100-1605-7728	Americorp's VIP Progra	288.00
100-1605-7732	City Picnic	5,446.10
100-1605-7733	Senior Center	2,916.19
100-1605-7735	Teen Center	1,135.19
100-1605-7736	Recreation Classes	102.00
100-1605-7737	Adult Excursions	1,468.43
100-1605-7738	Teen Excursions	1,888.52
100-1605-7739	Publicity	254.93
100-1605-7740	Youth Excursions	344.00
100-1605-7744	Nutrition Program Costs	1,948.70
100-1605-7745	Boxing Program	531.00
100-1605-7750	Bus Rentals	1,778.90
100-1605-7980	Other Expenses	1,712.05
100-1610-7616	Pool Supplies	221.20
100-1610-7617	Pool Chemicals	1,740.62
100-1610-7618	Building Supplies	7,108.48
100-1610-7652	Building Maint Services	9,745.18
100-1610-7830	Telephones	560.53
100-1610-8100	Other Capital Improvem	958.12
100-1805-7610	Travel, Mtgs & Conf	439.00
100-1805-7612	Publications and Dues	400.00
100-1805-7614	Office Supplies	400.75
100-1805-7980	Other Expenses	12.00
100-1810-7610	Travel, Mtgs & Conf	216.50
100-1810-7612	Publications and Dues	250.00
100-1810-7614	Office Supplies	74.36
100-1810-7660	Other Services	100.00
100-1810-7671	Recruiting Advertisemen	292.50
100-1810-7673	Physical Exams	50.00
100-1810-7980	Other Expenses	225.00
100-1815-7632	Software Maintenance	249.95
100-1825-7613	Duplications And Photos	409.18
100-1825-7626	Postage	21.32
100-1825-7631	Equipment Maintenance	1,693.23
100-1825-7688	Oil Recycling Grant	687.50
100-1825-7945	Operation Of Acq Prop	83.34
100-2120	Refundable Deposits	2,350.00
100-2121	Pass Through Deposits	220.00
100-4201	Building Permits	199.40
100-4806	Excursion Fees	1,271.00
240-2405-7888	Repairs-Citywide	54.63
240-2405-7890	Repairs-Traffic Signal	6,898.04
240-2410-7891	Repairs-Medians	584.71
240-2410-7898	Tree Plant-Medians	95.92
240-2410-7915	Landscape-Citywide	7,500.00
240-2410-7917	Landscape-Medians	4,630.00
240-2420-7914	Landscape Maintenance	345.16
240-2421-7887	Repairs & Replacements	29.86
240-2421-7914	Landscape Maintenance	1,300.00
240-2422-7914	Landscape Maintenance	480.58
240-2423-7914	Landscape Maintenance	900.00
240-2424-7914	Landscape Maintenance	550.00
240-2425-7914	Landscape Maintenance	400.00
240-2426-7887	Repairs & Replacements	421.01
240-2426-7914	Landscape Maintenance	180.00
240-2427-7914	Landscape Maintenance	630.33
240-2431-7914	Landscape Maintenance	800.00

Account Summary

Account Number	Account Name	Payment Amount
240-2432-7914	Landscape Maintenance	835.00
240-2433-7914	Landscape Maintenance	530.00
240-2434-7914	Landscape Maintenance	355.00
290-2905-7781	Contract Law Enforceme	9,500.00
440-4405-7613	Duplications And Photos	80.86
440-4405-7650	Vehicle Maintenance	61.00
440-4405-7814	Graffiti Removal	563.36
440-4405-7887	Repairs & Replacements	3,687.40
	Grand Total:	496,521.92

Project Account Summary

Project Account Key	Payment Amount
None	447,076.81
201331-PS Youth Programs	1,000.00
201406-Prof Serv-City of Hope EIR Reimb	26,498.11
201616-Sheriff Contract-Calgrip FY2016-17	15,291.83
201616-Teen Center-Calgrip FY2016-17	150.00
201616-Youth Programs-Calgrip FY 2016-17	3,050.71
201621-Other Cap ImprovSCE A. Moore Park Landscape	958.12
201629-Other Exp-PS-Comm. Outreach Program	500.00
201632-Fish Fire-Engineering Svcs	937.50
201709- Duarte's Promise - America's Promise Exp	288.00
240000 - Oil Recycling Grnt -Used Oil Recycling Grnt	687.50
250016-Oper of Acq Prop-1229 Pops Road	41.67
990002 - Oper of Acq Prop - Duarte Trailer Park	41.67
	Grand Total:
	496,521.92

ORDINANCE 16-O-08**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA,
MODIFYING THE CITY OF DUARTE ZONING MAP (ZC 15-2) FROM VARIOUS
ZONES TO TOWN CENTER SPECIFIC PLAN ON PROPERTIES, GENERALLY, NORTH
OF THE 210 FREEWAY ON HIGHLAND AVENUE AND BUENA VISTA STREET TO
HUNTINGTON DRIVE AND ON HUNTINGTON DRIVE GENERALLY BETWEEN
SANTO DOMINGO AVENUE AND BUENA VISTA STREET**

WHEREAS, in accordance with Section 19.142.020 of the Duarte Development Code, the City Council of the City of Duarte ("City Council") initiated a Zone Change (ZC 15-2) to amend the Development Code and the Zoning Map as set forth in Exhibit "A," attached hereto and made a part of this Ordinance (the "Zone Change") to change the zoning designation and modify the Zoning Map for the approximately 75 acre area generally north of the 210 Freeway on Highland Avenue and Buena Vista generally between Santa Domingo Street and Buena Vista Street; and

WHEREAS, on August 15, 2016 the Planning Commission held a duly noticed public hearing on the proposed Zone Change (ZC 15-2) and corresponding Town Center Specific Plan, General Plan Amendment (G.P.A. 15-2), and Draft Supplemental Environmental Impact Report ("EIR") for the Town Center Specific Plan (State Clearinghouse No. 2015101082), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Duarte, and the Planning Commission received public testimony; and

WHEREAS, after the duly noticed public hearing on August 15th, the Planning Commission adopted Resolution No. PC 16-11 recommending the City Council adopt and approve of the proposed Zone Change; and

WHEREAS, notice of a public hearing before the City Council on the proposed Zone Change, was given in accordance with applicable law; and

WHEREAS, on September 13, 2016 the City Council held a duly noticed public hearing on the proposed Zone Change and corresponding Town Center Specific Plan, General Plan Amendment (G.P.A. 15-2), and Final Supplemental EIR for the Town Center Specific Plan (State Clearinghouse No. 2015101082), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission and Planning Department of the City of Duarte, and the City Council received public testimony; and

WHEREAS, the City Council has considered the proposed Zone Change, which would modify the zoning designations of properties in the plan area to correspond to the designations set forth in the Town Center Specific Plan, as set forth in Exhibit "A" to this Ordinance; and

WHEREAS, the City Council has considered the staff report and all of the information, evidence, and testimony received at the public hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUARTE ORDAINS AS FOLLOWS:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports and verbal testimony, the City Council hereby finds and determines:

1. The Zone Change is intended to ensure the highest and best use for the subject property.
2. The Zone Change is consistent with the General Plan and any applicable specific plan. The Land Use Element of the General Plan contemplates that the City will develop a specific plan "for a 'City Center' whereby the city promotes mixed use, reduced parking and higher densities." (Land Use Element, p. 21.) The Zone Change will implement the proposed Town Center Specific Plan, which implements the vision for the "City Center" set forth in the General Plan and the "Town Center Concept Plan" (approved by the City Council in the early 2000's).
3. The Zone Change will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The purpose of the Zone Change is to implement the Town Center Specific Plan, which is intended to create a vibrant, active Town Center that offers desirable experiences for living, working and shopping in Duarte. That Plan will define permitted uses, regulate the sizes and locations of buildings, specify design guidelines and development standards, identify project infrastructure and services, provide administrative and implementation language, depict one conceptual development scenario, amongst other stipulations, for various properties, including approximately 75 acres, north of the 210 Freeway on Highland Avenue and Buena Vista generally between Santo Domingo Street and Buena Vista Street.
4. The Zone Change is internally consistent with other applicable provisions of this Development Code.
5. The affected sites are physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle access, and public services and utilities and is served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate, to ensure that the proposed use(s) and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located. The City studied the physical suitability of the proposed sites when it adopted the "Town Center Concept Plan" in the early 2000's and further studied suitability through the preparation of the Town Center Specific Plan.
6. The Zone Change and the adoption thereof complies with Government Code Sections 65853 - 65857.

SECTION 3. The City Council hereby accepts the recommendation of the Planning Commission to adopt and approve Zone Change 15-2.

SECTION 4. Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove, the City Council hereby adopts Zone Change 15-2, which changes the zoning designation of parcels shown in Exhibit "A" to this Ordinance to correspond to the Town Center Specific Plan, and that the City Council hereby amends the City of Duarte Official Zoning Map as adopted pursuant to Section 19.06 of the Duarte Development Code. The City Council ratifies and approves any and all actions taken by City Staff, departments and Commissions of the City of Duarte prior to the adoption of this Ordinance for the preparation, review and consideration of Zone Change 15-02.

SECTION 5. The City Council finds and determines this Zone Change is in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000 et seq. (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines) because a Supplemental EIR for the Town Center Specific Plan and the Zone Change have been prepared and circulated for public review and comment, and will be considered for certification by the City Council prior to or concurrently with the City Council's action on the Town Center Specific Plan and the Zone Change.

SECTION 6. The Ordinance shall not be codified but shall amend the City's Official Zoning Map as set forth in Exhibit "A."

SECTION 7. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

SECTION 8. The Ordinance shall take effect thirty (30) days after its adoption. The City Clerk shall certify the adoption of this Ordinance and shall cause this Ordinance to be posted in manner provided for in the Duarte Municipal Code.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council of the City of Duarte this ____ day of _____, 2016.

Mayor Samuel Kang

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Ordinance was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on ____ day of _____, 2016, by the following vote:

AYES: Councilmembers:

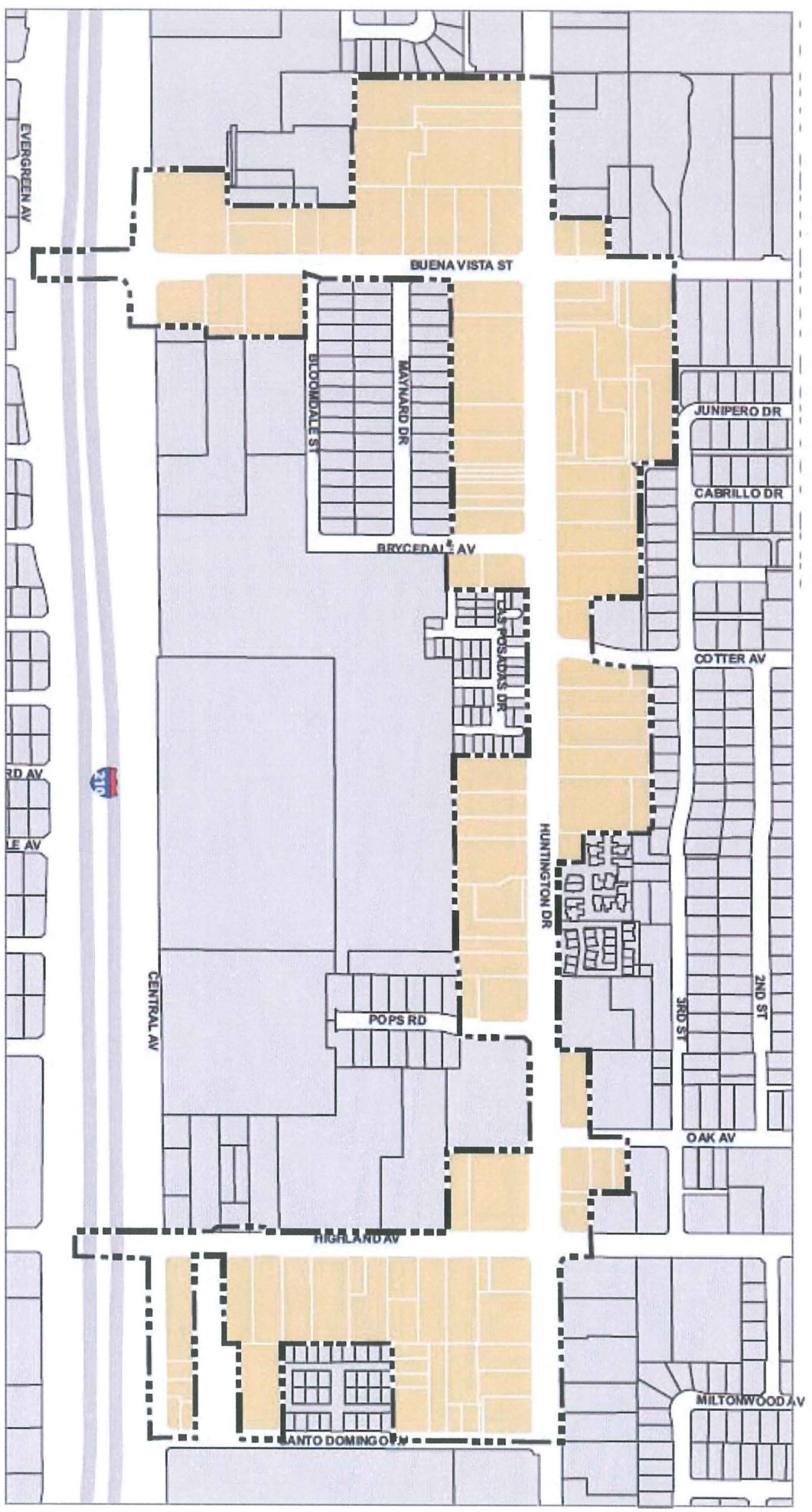
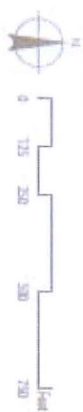
NOES: Councilmembers:

ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

Exhibit A
(starts on following page)

Town Center Specific Plan



ORDINANCE 16-O-09**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA,
ADOPTING THE TOWN CENTER SPECIFIC PLAN ON PROPERTIES GENERALLY
NORTH OF THE 210 FREEWAY ON HIGHLAND AVENUE AND BUENA VISTA
STREET TO HUNTINGTON DRIVE AND ON HUNTINGTON DRIVE GENERALLY
BETWEEN SANTO DOMINGO AVENUE AND BUENA VISTA STREET**

WHEREAS, in accordance with Section 19.150.050 of the Duarte Development Code, the City Council of the City of Duarte ("City Council") initiated the preparation of the proposed Town Center Specific Plan; and

WHEREAS, an electronic copy of the proposed Town Center Specific Plan is available on the City's website (www.duartetowncenter.com), printed copies are available at City Hall, the Duarte Public Library and the City of Duarte Public Safety Office, a printed copy was provided to the Planning Commission of the City of Duarte ("Planning Commission") as an attachment to a staff report in advance of the August 15, 2016 Planning Commission meeting, and a printed copy of the proposed Town Center Specific Plan was provided to the City Council as an attachment to the staff report on this item in advance of the September 13, 2016 City Council meeting; and

WHEREAS, on August 15, 2016, the Planning Commission held a duly noticed public hearing on the proposed Town Center Specific Plan and corresponding General Plan Amendment (G.P.A. 15-2), Zone Change (ZC 15-2), and Draft Supplemental Environmental Impact Report ("EIR") for the Town Center Specific Plan (State Clearinghouse No. 2015101082), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Duarte, and the Planning Commission received public testimony; and

WHEREAS, after the duly noticed public hearing on August 15th, the Planning Commission adopted Resolution No. PC 16-12 recommending the City Council adopt and approve of the proposed Town Center Specific Plan; and

WHEREAS, notice of a public hearing before the City Council on the proposed Town Center Specific Plan adoption, was given in accordance with applicable law; and

WHEREAS, on September 13, 2016 the City Council held a duly noticed public hearing on the proposed Town Center Specific Plan and corresponding General Plan Amendment (G.P.A. 15-2), Zone Change (ZC 15-2), and Final Supplemental EIR for the Town Center Specific Plan (State Clearinghouse No. 2015101082), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission and Planning Department of the City of Duarte, and the City Council received public testimony; and

WHEREAS, the City Council has considered the proposed Town Center Specific Plan which provides, among other provisions, for the planned use and long-term development of real and improved property, for mixed use and other creative development in the City's Town Center area; and

WHEREAS, the City Council has considered the staff report and all of the information, evidence, and testimony received at the public hearing.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUARTE ORDAINS AS FOLLOWS:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports and verbal testimony, the City Council hereby finds and determines:

1. The Town Center Specific Plan Land Use Designation and Zone is intended to ensure the highest and best use for the subject property.
2. The Town Center Specific Plan is in the best interests and welfare of the City and its residents. The purpose of the Plan is to create a vibrant, active Town Center that offers desirable experiences for living, working and shopping in Duarte. The Plan will define permitted uses, regulate the sizes and locations of buildings, specify design guidelines and development standards, identify project infrastructure and services, provide administrative and implementation language, depict one conceptual development scenario, amongst other stipulations, for various properties, including approximately 75 acres, north of the 210 Freeway on Highland Avenue and Buena Vista generally between Santo Domingo Street and Buena Vista Street.
3. The Town Center Specific Plan is consistent with the City's General Plan and any applicable specific plan. The Land Use Element of the General Plan contemplates that the City will develop a specific plan "for a 'City Center' whereby the city promotes mixed use, reduced parking and higher densities." (Land Use Element, p. 21.) The proposed Town Center Specific Plan implements the vision for the "City Center" set forth in the General Plan and the "Town Center Concept Plan" (approved by the City Council in the early 2000's).
4. The Town Center Specific Plan and the adoption thereof complies with Government Code Section 65450 et seq.

SECTION 3. The City Council hereby accepts the recommendation of the Planning Commission to adopt and approve the Town Center Specific Plan.

SECTION 4. Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove, the City Council hereby adopts and approves the Town Center Specific Plan, which provides the zoning and development requirements for the area. The City Council ratifies and approves any and all actions taken by City Staff, departments and Commissions of the City of Duarte prior to the adoption of this Ordinance for the preparation, review and consideration of the Town Center Specific Plan.

SECTION 5. The City Council finds and determines that the Town Center Specific Plan is in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000 et seq. (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines) because a Supplemental EIR for the Town Center Specific Plan has been prepared and circulated for public review and comment, and will be considered for certification by the City Council prior to or concurrently with the City Council's action on the Town Center Specific Plan.

SECTION 6. The Ordinance shall not be codified but, in connection with Zone Change (ZC 15-2), shall amend the City's Official Zoning Map as set forth in Exhibit A.

SECTION 7. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

SECTION 8. The Ordinance shall take effect thirty (30) days after its adoption. The City Clerk shall certify the adoption of this Ordinance and shall cause this Ordinance to be posted in manner provided for in the Duarte Municipal Code.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council of the City of Duarte this ____ day of _____, 2016.

Mayor Samuel Kang

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES) ss.

CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Ordinance _____ was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on ____ day of _____, 2016, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

Exhibit A
(starts on following page)

Final Report

The Economics of Land Use



Fiscal Analysis and Implementation Strategy for Duarte Town Center Specific Plan

Prepared for:

The City of Duarte

Prepared by:

Economic & Planning Systems, Inc.

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Denver
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www.epsys.com

May 24, 2016

EPS #154026

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SECTION 1: INTRODUCTION AND SUMMARY OF FINDINGS

This Report addresses key fiscal, public financing, and related implementation issues associated with the Duarte Town Center Specific Plan. It has been prepared by Economic & Planning Systems, Inc. (EPS) on behalf of the City of Duarte as part of the Specific Plan effort. The proposed Duarte Town Center is a Mixed-Use Activity Center intended to serve as Duarte's Civic and cultural hub and be an active, dynamic, social gathering place for the entire city.

This report is designed to address two inter-related issues: (1) determine how build-out of the Specific Plan is likely to impact the General Fund of the City of Duarte; and (2) identify potential financing and implementation tools to fund the necessary infrastructure and public facilities needed to achieve the Specific Plan vision.

The report builds on a number of prior documents, including the *Town Center Specific Plan Existing Conditions Report*, prepared by MIG in July 2015, the *Market Assessment Study: Duarte Town Center Specific Plan*, prepared by EPS, November 23, 2015, and a number of draft land use program documents, prepared by MIG in March 2016.

The report is organized into three sections, consisting of Summary Findings, Fiscal Impact Analysis, and Infrastructure Financing and Implementation Strategy.

Key Findings

Key findings are described below and shown on **Exhibit 1**. All results are in constant 2015 dollars.

- 1. The Duarte Town Center program proposes approximately 217,000 square feet of net new commercial area, 1,036 net new residential units, and 331 net new hotel rooms.** Net new area is calculated by subtracting the area of total existing uses, which include 107 residential units, 119 hotel rooms, and 516,000 commercial square feet, from the area of the proposed new land use mix of 1,143 units, 450 hotel rooms, and 733,000 commercial square feet. When fully stabilized, the new development will provide capacity for 792 new jobs and 3,051 new residents. Overall, this substantial increase in the level of economic activity will present a variety of fiscal benefits to the City and opportunities for financing critical infrastructure and public facilities over time.
- 2. The Project will generate a fiscal surplus over and above the revenues required to cover the costs to the City of providing public services.** The fiscal impact of the Project on the City's General Fund at Project buildout will be positive, with the revenues generated by the Project estimated to be greater than the costs of providing additional public services. By buildout, the Project is expected to generate annual revenues of approximately \$2.6 million. General Fund costs will sum to approximately \$1.3 million annually. The resulting net impact on the General Fund will be an annual positive surplus of approximately \$1.3 million, equivalent to 9 percent of the Fiscal Year 2014-2015 City Budget. This analysis demonstrates that the Project should be able to cover its service costs and provide surplus revenues to support infrastructure development and to increase levels of service in other parts of the City.

- 3. Duarte real estate market weakness limits short-term financing capacity, which means an opportunistic approach to financing infrastructure development is recommended.** Steps may include finalizing the Specific Plan to ensure development readiness; evaluating financing opportunities when new development increases financing capacity; and expanding the plan area geography to increase financing capacity. Pooling the Town Center, Duarte Station, and City of Hope Plan areas would allow for greater scale economies, access to TOD-oriented financing resources, and possibly also help establish tax-increment-secured tool such as an EIFD or a CRIA.

Exhibit 1 Summary of Net Fiscal Benefits

Category	Outputs
<u>City General Fund Revenues</u>	
Property Taxes	\$525,042
Sales and Use Tax	\$395,497
Franchise Taxes	\$117,012
Business License Tax	\$23,422
Transient Occupancy Tax	\$1,515,020
Real Property Transfer Tax	\$8,897
Total Annual General Fund Revenues (rounded)	\$2,585,000
<u>City General Fund Expenses</u>	
City Council	\$715
City Council/City Clerk	\$5,560
Legal Services	\$4,146
Public Safety	\$513,603
Community Development	\$220,876
Field Services	\$86,313
Parks and Recreation	\$225,802
Facilities Maintenance	\$83,628
Administrative Services	\$149,000
Total Annual General Fund Expenditures (rounded)	\$1,290,000
Net Fiscal Impact	\$1,295,000
<i>% of FY 2014-15 General Fund Budget</i>	<i>9%</i>

Sources: City of Duarte 2014-15 Operating Budget; Economic & Planning Systems, Inc.

SECTION 2: FISCAL IMPACT ANALYSIS

This section evaluates the fiscal impact of the proposed Duarte Town Center Specific Plan on the City's General Fund costs and revenues. The analysis is focused on the net new development at full build-out (the net new commercial square feet, hotel rooms, and residential units) based on typical factors and activities of residents, on-site employees, and visitors. The analysis compares the potential additional costs incurred by the City from providing public services to the Project with the additional tax revenues generated by the Project and indicates whether the Project can be expected to have a positive or negative overall effect on the City's General Fund at buildout.

It should be noted that fiscal results (annual surpluses or deficits) are simply indicators of fiscal performance; they do not mean that the City will automatically have surplus revenues or deficits, because the City must have a balanced budget each year. Persistent shortfalls shown in a fiscal analysis may indicate the need to reduce service levels or obtain additional revenues; persistent surpluses will provide the City with resources to reduce liabilities such as deferred maintenance or improve service levels.

Land Use Program

The proposed Town Center land use program is shown in plain view in **Exhibit 2**. The program at full buildout would substantially change the existing mix of uses, which includes approximately 516,000 square feet of commercial area, 107 residential units, and 119 hotel rooms. At full buildout, the proposed land use program would increase commercial square footage to 733,000 square feet, residential to 1,173 units, and hotel rooms to 450.

In order to measure only new fiscal impacts to the general fund, the analysis considers only net new amounts of these uses. As shown on **Exhibit 3**, net new growth after subtracting new development from existing uses totals 217,000 commercial square feet, 1,036 residential units, and 331 hotel rooms.

Exhibit 2 Proposed Land Use Program

City of Duarte

TOWN CENTER SPECIFIC PLAN

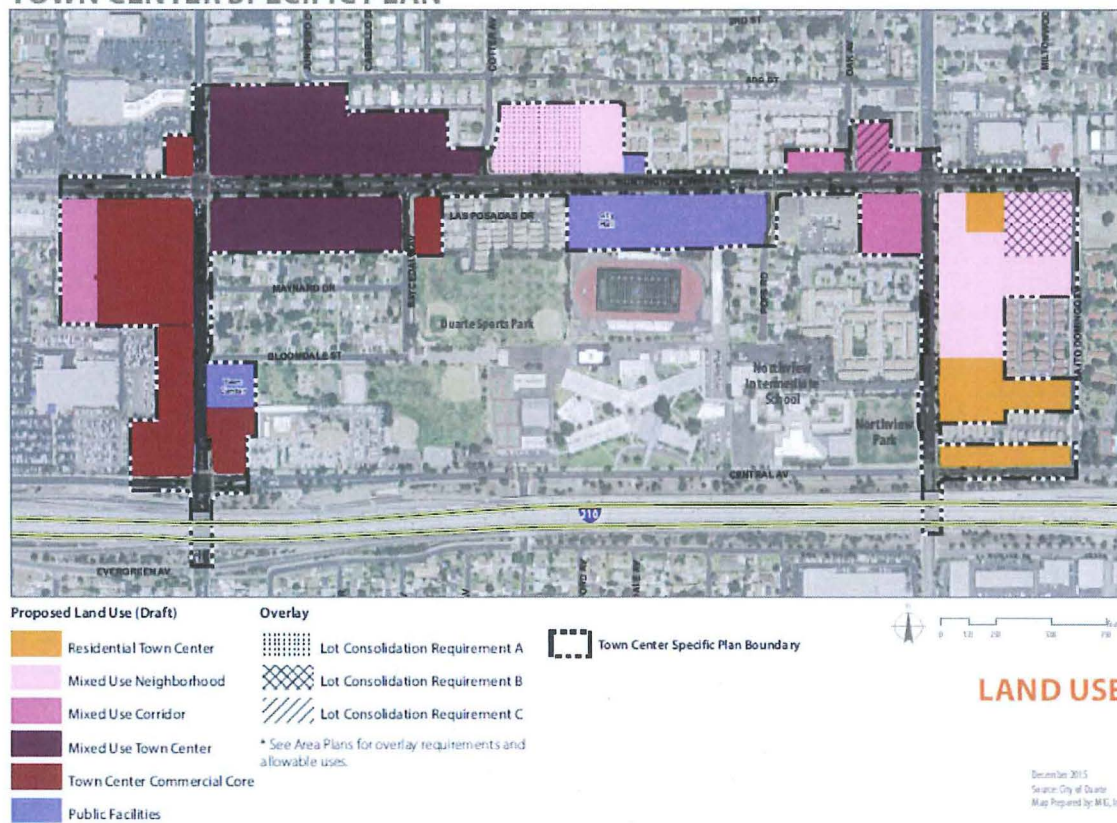


Exhibit 3 Existing, Proposed, and Net New Uses

	Residential Units	Hotel	Commercial Sq.Ft.
Existing Uses			
Commercial Retail	0	0	291,536
Office	0	0	91,043
Single-Family	46	0	0
Multi-Family	61	0	0
Hotel/Motel	0	119	0
Government	0	0	82,954
Institutional: Church	0	0	11,630
Insitutional: Nursing Homes	0	0	38,527
	107	119	515,691
Proposed Uses			
Commercial Retail	0	0	391,970
Office	0	0	222,271
Single-Family	46	0	0
Multi-Family	1,097	0	0
Hotel/Motel	0	450	0
Government	0	0	118,472
Institutional: Church	0	0	0
Insitutional: Nursing Homes	0	0	0
	1,143	450	732,712
Net New Development			
Commercial Retail	0	0	100,433
Office	0	0	131,227
Single-Family	0	0	0
Multi-Family	1,036	0	0
Hotel/Motel	0	331	0
Government	0	0	35,518
Institutional: Church	0	0	(11,630)
Insitutional: Nursing Homes	0	0	(38,527)
	1,036	331	217,021

Source: MIG, Economic & Planning Systems, Inc.

Key Assumptions

The impacts of the proposed land use plan are estimated assuming full buildout and stabilized occupancy of all uses. The assumptions that underlie the analysis come from a variety of sources including: prototype development pro formas from EPS; the City of Duarte 2014/2015 Adopted Operating Budget; U.S. Census Bureau (2013, 5-year estimates); CoStar; the Bureau of Labor Statistics; and other public real estate data. All results are expressed in constant 2015 dollars.

The analysis only considers net new development, which is computed by subtracting proposed total development from total existing development. This approach is conservative and likely underestimates the General Fund revenue impact. When an existing use is replaced by new

construction on a one-to-one basis, fiscal benefits generally increase, because new construction typically has a higher land value and generates greater sales and/or hotel revenue per square foot. But because the analysis only considers net new development, existing development that has been replaced by fiscally positive new development is not counted towards total impact.

Land use assumptions are based on the land-use plan discussed above in **Exhibit 2**. Assessed values for each program element are based on estimated total development costs (including land) of the prototypical uses, which are shown in **Exhibit 4**. For designated "commercial square feet," EPS allocated a portion to office and a portion to retail in accordance with existing and/or proposed nodes, with restaurant uses contributing 25 percent of total retail square feet. For multifamily, EPS assumed all for-rent uses consisting of a higher-density stacked-flat with structured parking product (90 percent of the total units), and attached townhomes (10 percent). A summary of program values is shown on **Exhibit 5** with resulting economic direct impacts shown on **Exhibit 6**.

Exhibit 4 Assumed New Development Prototypes

Use	Description
Multi-family for rent	1,750 square-foot attached townhome
Multi-family for rent	1,100 square-foot wrap with structured parking
Ground-Floor Retail	Ground-floor mixed use, surface parked
Restaurant Pad	Stand-alone pad
Office	1.0 FAR Podium, 75% surface-parked
Hotel	150-175 room limited-service hotel

Source: Economic & Planning Systems

Exhibit 5 Program Elements and Assessed Value Assumptions

Proposed Net New Uses	Net New Development	Value/Unit or /Sq.Ft. ⁽¹⁾	Estimated Value
Hotel	331 rooms	\$210,000	\$69,510,000
Office	131,227 sq.ft.	\$425	\$55,771,513
Retail	100,433 sq.ft.	\$370	\$37,160,284
Multi-Family Residential	1,036 units	\$350,000	\$362,600,000
Total			\$525,041,797

(1) Values based on typical costs with land for prototypical uses, derived from conceptual proformas developed by EPS. Retail assumes a 10/15/75 mix of ground floor restaurant, standalone pad restaurant, and ground-floor retail sq.ft.; multi-family includes a 90/10 mix of for-rent texas-wrap-style and attached townhome typologies.

Source: Economic & Planning Systems, Inc.

Exhibit 6 Summary of Net New Direct Economic Impacts

Category	Outputs
Net New Full-Time Employees	792
Net New Taxable Sales	\$39,549,704

Source: Economic & Planning Systems, Inc.

The analysis uses standard estimating procedures to estimate new General Fund revenues, which are summarized in **Exhibit 7** and discussed further in a separate section below. General Fund expenditures are estimated using a variable-cost-per-capita approach, which assumes that for each budget item, a portion of costs is fixed regardless of service demand, and a portion is variable with service demand. For example, because public safety expenses consist mainly of salaries and overtime hours, most costs in this item are assumed to be variable, as shown in **Exhibit 8**. City Council costs by comparison vary little with regard to changes in residential or service population and most City Council budgeted costs are thus assumed to be fixed.¹

Existing and new daytime service population are key inputs for General Fund revenue and expense projections. The service population is not equivalent to the residential population, as the

¹ Fixed and variable assumptions are EPS estimates based on general rules-of-thumb regarding typical city fixed and variable operating costs

service population must also account for service demand by in-commuting workers and hotel visitors while also deducting demand from out-commuting residents. The service population estimate combined with a General Fund budget estimate provides the basis for calculating the per-capita cost of providing municipal services. See **Exhibit 9** for derivation of the existing service population.

Growth in the residential and service population resulting from net new development will generate both new General Fund revenue and General Fund costs from additional service demand. See **Exhibit 10** for derivation of net-new residential and service population growth.

Exhibit 7 General Fund Revenues and Estimating Factors

General Fund Revenue Item	Basis	Estimating Factor	Net New Tax
General Property Tax	\$525,041,797 new assessed value	1.00% * 10% (General Fund allocation)	\$525,042
Sales and Use Tax	\$39,549,704 new taxable sales	1.00%	\$395,497
Franchise Taxes	3,570 new daytime service pop.	\$33 per new daytime service pop. ¹	\$117,012
Business License Tax	792 new FTE (equivalent) ²	\$30 per new employee ³	\$23,422
Transient Occupancy Tax	\$15,150,201 new room revenue	10% of room revenue ⁴	\$1,515,020
Real Property Transfer Tax	\$65,000 base value	13.69% increase over base value ⁵	\$8,897
Total New General Fund Revenue			\$2,584,890

(1) Factor derived by dividing 2014-15 budgeted amount by estimated 2014 Duarte Service Population

(2) FTE = Full-time employee

(3) Factor derived by dividing 2014-15 budgeted amount by 2014 Duarte city-wide employment

(4) City Transient Occupancy Tax rate

(5) Derived by increasing budgeted revenues in proportion to the increase of City total assessed value due to new Specific Plan build-out

Sources: City of Duarte; Economic & Planning Systems, Inc.

Exhibit 8 General Fund Expenditures and Estimating Factors

General Fund Expenditure Item	FY 2014-15 Budget ¹	% of Costs Variable ²	Population Factor ³	Budgeted Cost Per Population Basis ⁴	Estimating Factor	Net New Fiscal Cost
	<i>a</i>	<i>b</i>	<i>c</i>	$(a * b) / c = d$	<i>e</i>	$d * e$
City Council	\$106,900	5%	26,696 service pop.	\$0.20	3,570 new service pop.	\$715
City Council/City Clerk	\$831,500	5%	26,696 service pop.	\$1.56	3,570 new service pop.	\$5,560
Legal Services	\$155,000	20%	26,696 service pop.	\$1.16	3,570 new service pop.	\$4,146
Com. Promotions & Memberships	\$191,000	0%	26,696 service pop.	\$0.00	3,570 new service pop.	\$0
Public Safety ⁵	\$4,267,400	90%	26,696 service pop.	\$143.87	3,570 new service pop.	\$513,603
Community Development ⁶	\$2,064,600	80%	26,696 service pop.	\$61.87	3,570 new service pop.	\$220,876
Field Services	\$806,800	80%	26,696 service pop.	\$24.18	3,570 new service pop.	\$86,313
Parks and Recreation	\$1,767,900	90%	21,499 res pop.	\$74.01	3,051 new res. pop.	\$225,802
Facilities Maintenance	\$781,700	80%	26,696 service pop.	\$23.43	3,570 new service pop.	\$83,628
Administrative Services ⁷	\$2,228,400	50%	26,696 service pop.	\$41.74	3,570 new service pop.	\$149,000
Transfers Out	\$447,600	0%	26,696 service pop.	\$0.00	3,570 new service pop.	\$0
Total General Fund Expenditures	\$13,648,800					\$1,289,642

(1) City of Duarte 2014-15 Budget (Estimated Actual Results)

(2) Source: EPS, based on general rules of thumb regarding typical city fixed and variable operating costs

(3) Service and residential population factors shown on separate exhibit. Derivation of Resident-to-Employee Equivalences from Estimated Service Population

(4) Per-cap cost multipliers calculated by dividing budgeted items by the service population factor of 26,696 or residential population factor of 21,499.

(5) Police only. Fire safety services provided by the County and billed directly to land owners.

(6) Includes Planning, Engineering/Public Works, Building and Safety

(7) Includes finance, human resources, IT, transit, risk management, and contract administration

Sources: City of Duarte 2014-15 Operating Budget; Economic & Planning Systems, Inc.

Exhibit 9 Existing Service Population (Citywide)

Service Population Category	Labor Force & Commute Patterns ¹		Resident to Employee Equivalencies			Estimated Service Pop.
	Number	Distribution	Weighting ²	Weighted Average	Normalized to 100%	
		<i>a</i>	<i>b</i>	<i>= a * b</i>		
Duarte Residents						
Not in Labor Force/Unemployed	11,868	55%	100%	55%		
Employed in Duarte	804	4%	100%	4%		
Employed Outside Duarte	8,827	41%	66%	27%		
Total Residents	21,499	100%		86%	100%	21,499
Employees in Duarte						
Live in Duarte	804	7%	100%	7%		
Live Outside Duarte	10,693	93%	34%	32%		
Total Jobs	11,497	100%		39%	45%	5,197
Estimated Service Population						26,696

(1) U.S. Census Bureau (2013 5-year estimates) and census LEHD On The Map Application (2014)

(2) Workday weighting based on percent of annual number of 'waking' hours (5,840 = 16 hours * 365 days) relative to time at job (2,000 = 40 hours * 50 weeks)

Sources: U.S. Census; Economic & Planning Systems.

Exhibit 10 New Residential and Service Population (Town Center Plan Area)

Net New Land Uses	New Development	New Employees		Residents			Hotel Guests ⁴	Service Population ⁵
		By Use ¹	# new	Persons/ HH ²	Occupied HHS ³	Residents		
Hotel	331 rooms	7 rooms/emp.	47	0	0	0	161	182
Office	131,227 sq.ft.	300 Sq.Ft./emp.	437	0	0	0		198
Retail	100,433 sq.ft.	350 Sq.Ft./emp.	287	0	0	0		130
Multi-Family Residential	1,036 units	50 units/emp.	21	3.10	984	3,051		3060
Total			792		984	3,051		3,570

(1) Employee multipliers are rules-of-thumb based on common practice and prior EPS experience

(2) United States Census Bureau, 2013 (5 Year Estimates), ESRI Business Analyst Online, for Duarte

(3) Assumes 5% vacancy

(4) Hotel guests reflect partial service demand compared to full-time residents and are estimated as 58% of daily hours x 76% assumed occupancy x 331 rooms x 1.1 guests/room.

(5) New employees x 45% weighting factor, new residents x 100% weighting factor. (See Exhibit 9 for derivation of weighting factors.)

Source: Economic & Planning Systems, Inc.

General Fund Revenues

This section provides further discussion of how, on a budget item-by-item basis, the proposed land use program will generate new General Fund revenue.

Transient Occupancy Tax (TOT)

The proposed program includes 331 net new hotel rooms, which are expected to capture visitors who currently uses facilities outside of the City. The net increase in Transient Occupancy Tax (TOT) revenue of \$1.52 million is based on an estimated \$15.2 million in new room revenues. The TOT rate is currently 10 percent, all of which goes to the General Fund. This calculation is shown on **Exhibit 12**.

Exhibit 11 Transient Occupancy Tax Calculation

Item	Calculation
Net New Hotel Rooms	331
Average Daily Rate ¹	\$165
Occupancy	76%
Revenue	\$15,150,201
Transient Occupancy Tax (TOT) Rate	10%
Net New TOT	\$1,515,020

(1) Estimated 2015 LA County Average (PKF Consulting)

Sources: City of Duarte; PKF; Economic & Planning Systems, Inc.

Property Tax

Property taxes are based on the assessed value of land and on-site improvements, as well as the value of unsecured property, which refers to business property such as office furniture, machinery, equipment, etc. Though the actual assessed value of the program will be determined by market conditions and other factors at the time of assessment, the analysis uses estimated development costs as a proxy for estimating the assessed value of the new development, which is consistent with the approach used by the County Assessor's Office. EPS based all cost estimates on typical development costs for prototypical versions of the assumed uses. According to these assumptions, the Project's assessed value will be about \$525 million at buildout (see **Exhibit 12**). Los Angeles County currently collects property tax based on 1.0 percent of the assessed value, and the City of Duarte receives approximately 10 percent of the 1.0 percent property tax base from the area. This share is assumed fixed going forward.

Exhibit 12 Property Tax Calculation

Category	Assumption	Calculation
Net new Assessed Value (AV)		\$525,041,797
Property Tax Total	1.0% of AV	\$5,250,418
Share of Property Tax to General Fund ¹		10%
Net New Property Tax to General Fund		\$525,042

(1) Rate provided by the City of Duarte and represents a general estimate based on historical performance

Sources: City of Duarte; Economic & Planning Systems, Inc.

Sales Tax

The Project is expected to generate sales tax through spending at the new retail, service, and restaurant destinations, at the hotel, and as a result of spending of new residents and employees at nearby retail establishments in the City of Duarte. As shown in **Exhibit 13**, the project program overall may generate an estimated \$39.5 million in new retail sales, of which the City receives \$395,000 annually.

While Duarte may currently be over-retailed, there is greater long-term potential through broader “place-making efforts”, expansion of the residential customer base within the walkable area, and growth in the regional economy will lead to a more robust retail mix in the Plan Area. Consequently, the retail taxable spending estimate, as shown in **Exhibit 13**, assumes that fully 75 percent of the spending at new retail outlets will be net-new to the City of Duarte.

The hotel food and beverage spending estimate, also shown in **Exhibit 13**, is based on a rule-of-thumb that such spending is generally equivalent to 25 percent of room revenue. Employee retail sales expenditures are based on ICSC data adjusted by EPS for typical worker taxable spending. And finally, household taxable spending is based on the average Duarte HH income at 29 percent taxable and 50 percent of that captured in the City of Duarte.

Exhibit 13 Sales Tax Calculation

Category	Assumptions		Taxable Spending
Retail	100,433 \$350 75%	Sq. Ft. /Sq. Ft. ¹ Net new spending in Duarte ²	\$26,363,715
Hotel Food & Beverage	\$15,150,201 25%	Estimated room revenue of room revenue ³	\$3,787,550
Employee Expenditures	792 \$2,600 25%	New employees Annual taxable spending/employee ⁴ Duarte capture ⁵	\$514,804
Household Expenditures	984 ⁶ \$62,250 29% 50%	Net new residential units Median Duarte HH Income ⁷ Taxable Spending/HH ⁸ Duarte capture ⁵	\$8,883,635
New Taxable Sales			\$39,549,704

- (1) Assumes a retail mix of restaurants, retail, and commercial services.
(2) Portion of spending that does not cannibalize existing Duarte spending
(3) EPS assumption, based on experience with prototypical hotel operating models
(4) Based on data on office worker taxable spending as reported by ICSC, with inflation adjustments and adjustments for retail workers made by EPS.
(5) EPS estimate of spending captured in the City of Duarte
(6) Includes assumed 5% vacancy
(7) U.S. Census Bureau (2013 5-year estimates)
(8) Based on the Bureau of Labor Statistics Consumer Expenditure Survey
Sources: City of Duarte, U.S. Bureau of Labor Statistics; Economic & Planning Systems, Inc.

Franchise Taxes

The Town collects Franchise Taxes for, among many items, cable television and electric utility provision. The net increase in Franchise Fees associated with the Project is estimated at \$115,000 based on a cost factor of \$33 per daytime service population. This calculation is shown on **Exhibit 7**.

Business License Tax

The increase in commercial area in the proposed program is expected to increase business license tax revenue to the City. These proceeds are estimated at a rate based on existing workers and the City's budget. At \$30 per estimated new employee, new business license proceeds are expected to be approximately \$23,000. This calculation is shown on **Exhibit 7**.

Real Property Transfer Tax

The expansion in the number of commercial properties in the City should expand the number of property transactions, and with them, real property transfer tax proceeds. These are calculated

in proportion to the City's increase in total assessed value, which computes to an increase of approximately 15 percent based on the City's 2015-16 assessed value. This calculation, which generates \$8,900 in net new proceeds for the City, is shown on **Exhibit 14**.

Exhibit 14 Real Property Transfer Tax Calculation

Item	Calculation
Base Value for Real Property Transfer Tax (FY 2014-15)	\$65,000
Citywide Assessed Value (2015-16 Base Value)	\$3,835,977,581
Project Assessed Value	\$525,041,797
Net Increase in Assessed Value	13.7%
Net Increase in Real Property Transfer Tax	\$8,897

(1) City of Duarte 2014-15 Budget (Estimated Actual Results)
Sources: City of Duarte; Economic & Planning Systems, Inc.

General Fund Expenditures

This section describes the methodology and key assumptions used for calculating various General Fund expenditure items. Certain expenditures, such as City Council and Facilities Maintenance, are assumed to consist of fixed costs that will not change with regard to the proposed new development, while others, such as Public Safety, are assumed to consist entirely of variable costs that increase in direct proportion with service demand. A summary of the approach is shown in **Exhibit 8**.

Police Services

Duarte's police department provides police protection and traffic enforcement to residents and employees in the City. The Project will generate new employees and residents in the City who will require additional law enforcement officers and/or staff time and associated equipment and training. To estimate the impact of the new development on service demand, a cost of \$144 per new service population equivalent (a factor combining both new residents and new employees), based on the existing City budget, is computed, resulting in a net cost increase of \$514,000. See **Exhibit 8** for the calculation.

Community Development

The Community Development Department includes all planning, engineering, public works, and buildings/safety services. The cost associated with Community Services is assumed to be \$62 per service population equivalent, resulting in net new fiscal costs of \$221,000 per year. See **Exhibit 8** for the calculation.

Parks & Recreation

This category includes costs associated with maintaining parks and recreational facilities. No new public parks or streets are proposed as part of the Project, but the significant increase in the

residential population will incur an increase of costs associated with normal wear and tear on the City's facilities. The cost associated with Parks and Recreation services is assumed to be \$74 per new resident, based on the existing City budget, for an increase of \$226,000 per year in fiscal costs. See **Exhibit 8** for the calculation.

Administrative Services

This category includes costs associated with finance, human resources, IT, transit, risk, management, and contract administration. To be conservative, the analysis assumes that Administrative Services costs are fully variable with regard to service population. The cost associated with Administrative Services is assumed to be \$42 per service population equivalent, resulting in net new fiscal costs of \$149,000 per year. See **Exhibit 8** for the calculation.

Legal Services and Field Services

Legal and Field Services are assumed to be variable with the service population. Estimated at \$1.16 and \$24 respectively per service population equivalent, Legal and Field Services add \$90,000 in new annual fiscal costs. See **Exhibit 8** for the calculation.

Fire Services

Fire services are provided to the Town of Duarte by the Los Angeles County Fire Department. The County receives a portion of the 1 percent basic property tax revenue to provide fire prevention and protection as well as emergency medical services. Therefore, the City would not incur increased General Fund expenses as a result of the Proposed Project and associated increased service population, and fire prevention and emergency medical services are not further addressed in this report.

Net Fiscal Impact on General Fund

Based on the assumptions and analysis described above, the annual net fiscal impact associated with the proposed development is estimated at approximately \$1.3 million at Project buildout, as shown in **Exhibit 15**. The Project is estimated to generate about \$2.6 million in General Fund revenues compared to \$1.3 million in General Fund costs. Actual fiscal impacts will vary due to the actual timing of Project buildout and changes in economic and budgetary conditions.

Exhibit 15 Net Fiscal Impact

Category	Outputs
<u>City General Fund Revenues</u>	
Property Taxes	\$525,042
Sales and Use Tax	\$395,497
Franchise Taxes	\$117,012
Business License Tax	\$23,422
Transient Occupancy Tax	\$1,515,020
Real Property Transfer Tax	\$8,897
Total Annual General Fund Revenues (rounded)	\$2,585,000
<u>City General Fund Expenses</u>	
City Council	\$715
City Council/City Clerk	\$5,560
Legal Services	\$4,146
Public Safety	\$513,603
Community Development	\$220,876
Field Services	\$86,313
Parks and Recreation	\$225,802
Facilities Maintenance	\$83,628
Administrative Services	\$149,000
Total Annual General Fund Expenditures (rounded)	\$1,290,000
Net Fiscal Impact	\$1,295,000
<i>% of FY 2014-15 General Fund Budget</i>	<i>9%</i>

Sources: City of Duarte 2014-15 Operating Budget; Economic & Planning Systems, Inc.

SECTION 3: INFRASTRUCTURE FINANCING AND IMPLEMENTATION

This section provides a general description of financing and implementation options and strategies to advance the goals of the Duarte Town Center Specific Plan. At this point, the specific strategies and funding sources are identified for discussion purposes to guide subsequent analytical efforts. The ultimate mix of financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters, finance experts, and others.

Regardless of the strategy selected, Duarte should consider implementing an incentive and infrastructure financing program that achieves the following:

- Realizes goals of Specific Plan
- Articulates trade-offs acceptable to the community
- Can be implemented without over-burdening City Staff and other resources
- Responds to the realities of Duarte's current market position
- Is flexible enough to respond to changing market conditions

Plan Area infrastructure requirements are likely to include streetscape improvements such as the installation of bulb-outs to calm traffic and facilitate walking and biking; enhancements such as street trees and benches; and lighting improvements at key intersections such as at Brycedale, Cotter, and/or under the Highland underpass. Additional infrastructure improvements, which may be required based on increased demand resulting from new development, may include capacity expansion of utilities such as water, power, sewer, and storm drains.

Infrastructure Financing Capacity

Both the Plan Area and the City of Duarte present a number of strengths and weaknesses with respect to infrastructure financing capacity. A careful assessment of these characteristics is an important first step in the formulation of an effective infrastructure phasing and financing strategy. The EPS market study provides additional detail with regard to specific development feasibility consideration and value creation opportunities over time.

Critical strengths and weaknesses of the Project Area with respect to financing necessary infrastructure are further summarized below.

Strengths:

- **Long-Term Market:** Duarte's accessible location within the strong San Gabriel Valley economy and recent completion of the Gold Line extension to Azusa through Duarte are strong assets for promoting future development and revitalization, which should help the City overcome current near-term market softness.

- **Fiscal Benefits:** As noted in the fiscal impact analysis above, the Plan Area at full buildout would generate an annual fiscal surplus (in 2015 dollars) of \$1.3 million, which reflects a 9 percent increase in the General Fund budget that can be used to help pay for new infrastructure.
- **Entitlement:** The completion of the Town Center Specific Plan will provide supportive land use regulations for infill development and densification of the Plan Area.
- **Community Support:** The Duarte community is generally supportive of new infrastructure investment and development that would support a Town Center. The City has a business-friendly reputation.
- **Infrastructure Requirements:** As of this writing, the Plan Area does not feature any major infrastructural deficiencies or impediments that would require an extraordinary amount of infrastructure investment.

Weaknesses:

- **Short-Term Market:** As noted in the Market Assessment Study prepared by EPS in 2015, the Duarte real estate market for retail, residential, and office development is relatively soft compared with competing cities in the immediate vicinity. In the short-to-medium term, the City is most likely to attract development as a lower-cost alternative to these competing cities.
- **Size:** At approximately 55 total net acres (or 76 gross acres), the Plan Area is relatively small, which means value potential and relative creditworthiness of the area may not provide adequate or efficient scale for some public financing techniques.
- **Short-Term Fiscal Resources:** While build-out of the Town Center Specific Plan program is expected to generate substantial General Fund revenue, this resource will be realized on a gradual, incremental basis. Meanwhile, like many California cities, Duarte's current General Fund capacity is limited and focused on meeting basic City services. Moreover, as a small middle-income city with a low property tax apportionment factor of 10 percent, Duarte generates a relatively low amount of property tax with limited capacity for establishing a property-tax secured financing tool like an EIFD or CRIA.
- **Property Ownership Patterns:** The Specific Plan Area is characterized by multiple property owners with diverse objectives, time horizons, and financial circumstances. Under these circumstances, organizing and approving unified and strategic financing programs can be challenging.

Infrastructure Financing Options

There are a range of funding sources and financing options available for infrastructure development in California. While various innovative tools and techniques may be available, four primary sources will nearly always form the backbone of any financing program, as follows:

1. Development-Based Funding
2. Land-Secured Funding and Financing
3. City Funding and Financing
4. State and Federal Programs

The applicability of each of these financing categories to the Town Center Specific Plan area is further discussed below. **Exhibit 16** provides an overview of these funding categories, including a brief summary of the funding characteristics:

- **Cash or Debt:** Is the tool a new source of funding, a financing mechanism, or both?
- **Revenue Stream:** Where does the funding come from?
- **Required Approval:** Does the tool require voter approval, a new City ordinance, or other approach to implementation?
- **Role and Scale:** Is the tool the principal source of funding for an infrastructure program or one of many sources of funds required? Would the tool be appropriate for a citywide program, area program, or project-specific infrastructure?

Appendix A provides a fuller description of the funding sources and financing mechanisms that fall under these general categories.

Exhibit 16 Summary of Infrastructure Funding and Financing Tools

Funding / Financing Type	Cash / Debt	Revenue Stream	Required Approval	Infill Financing Role and Scale
<u>Development-Based Funding</u>				
Project Exactions	Cash	One-time investments by new development	Conditions of map approval; no voter approval	Primary Source; Project Scale
Area Development Impact Fees	Cash	Obligatory one-time fees on new development	Local ordinance; no voter approval	Primary Source; District Scale
City Development Impact Fees	Cash	Obligatory one-time fees on new development	Local ordinance; no voter approval	Supporting Source; City Scale
Private Financing, Development Agreements, and Partnerships	Cash and other contributions	Voluntary contributions by new development	No voter approval	Primary Source; Project Scale
<u>Land-Secured Funding and Financing</u>				
Community Facilities Districts	Cash or debt	Special taxes on real property	2/3 voter approval; Landowner vote if <12 voters	Primary or Supporting Source; District Scale
Special Benefit Assessment Districts	Cash or debt	Real property assessments	Majority landowner approval, protest proceeding	Supporting Source; District Scale
<u>City Funding and Financing</u>				
General Obligation Bonds	Debt	Ad valorem property tax	2/3 voter approval	Primary Source; City Scale
Revenue Bonds	Debt	Enterprise (utilities) revenue	No voter approval	Primary Source; City or District

Exhibit 16 Summary of Infrastructure Funding and Financing Tools (continued from previous page)

City Funding and Financing (Continued from previous page)

Parcel Taxes	Cash or debt	Flat rate property tax	Majority or 2/3 voter approval (general or special purpose)	Primary or Supporting Source; City or District Scale
Sales Tax and Other Local Taxes	Cash or debt	Local-option taxes	Majority or 2/3 voter approval (general or special purpose)	Primary Source City Scale
Capitalizing Leases	Debt	General Fund obligation	2/3 voter approval	Primary Source; Project Scale
Infrastructure Financing Districts	Cash or debt	Property tax increment	2/3 voter approval	Supporting Source; City or District Scale
Enhanced Infrastructure Financing Districts	Cash or debt	Property tax increment	55% voter approval for debt	Supporting Source; City or District Scale
Community Revitalization and Investment Authority	Cash or debt	Property tax increment	No vote required; Subject to protest	Supporting Source; City or District Scale

State and Federal Programs

Grant Programs	Cash	State and federal government funds	No voter approval	Supporting Source; City or District Scale
State Infrastructure Bank	Debt	General Fund obligation	Depends on funding source	Supporting Source; District Scale
Statewide Community Infrastructure Program	Debt	Local assessment district or CFD special tax	No voter approval	Supporting Source; District or Project Scale

Development-Based Funding

California jurisdictions have relatively broad authority to impose obligations on new development to help cover the cost of infrastructure and related community benefits. California cities have a long history of obtaining community benefits from real estate development through a variety of mechanisms, including fees, conditions of approval, and development agreements. Development impact fees, usually imposed under the Mitigation Fee Act, are probably the most common form because they can be applied to “by-right” development projects, assuming appropriate “nexus” requirements are met.

However, when the public sector creates value through up-zoning and infrastructure development, landowners enjoy a financial gain in the form of higher land value, which is realized when they sell or develop their land. This increase in land value is an unearned financial benefit that accrues to the private sector, though it is generated (and commonly paid for) by tax-payer funded public entities. At the same time, this benefit may provide an economic incentive in a sluggish market to transition land to a higher use or a use more consistent with a city’s goals. Community Benefit Incentive Zoning is a particular variety of development-based funding with potential application to the Town Center Specific Plan, as described further below.

Community Benefit Incentive Zoning

Community Benefit Incentive Zoning (CBIZ) programs are structured around an exchange in which municipalities offer optional increases in development potential in return for public assets (or funds) desired by the community. The development incentive must be above what normally would be allowed and the public benefit must be beyond what otherwise would be required. Because these programs are optional, development outcomes vary based on the degree of participation in the plan. That is, some developments may not take advantage of the incentive while others will. The optional nature of the program creates increased uncertainty regarding the final urban form that ultimately will be achieved.

Additionally, the magnitude of the community benefit sought/expected must be equal to or less than the value of the incentive offered. In order to receive community benefits, the public sector creates value through the provision of an incentive (commonly increased development density). CBIZ programs are founded on the concept of “value capture.” CBIZ programs must be carefully tailored to be attractive to project proponents and simultaneously achieve quality of life goals of the community. Program design and development should evaluate the range of potential development outcomes, including the built form and magnitude of expected community benefits, to ensure that the exchange of development rights for community benefits is desirable.

The Concept of Value Capture

Cities and government agencies create real estate value with investments in public facilities and services (e.g., transit and utilities upgrades) as well as through changes to zoning code that increase the value of land. As noted above, this creates an unearned financial benefit that accrues to landowners. The term “value capture” reflects the situation in which the public sector reclaims some of this unearned value created for the private sector by public sector activities.

If the public sector seeks/expects to collect more value than is created, in the form of community benefits, it is unlikely that project proponents will use the program. Since the value of development incentives varies with market conditions, development incentives may be very valuable in a strong market but of lesser or no value in a weak market. Therefore, CBIZ

programs respond to market conditions or anticipate that the program will not be used during periods of market weakness.

CBIZ requires a healthy real estate market with sufficient market value to support the incentives. For example, in order for a CBIZ program that seeks to capture value from an incentive (such as increased density or greater development potential) to be successful, there must be market demand to support the higher-density, higher-cost real estate products that are made available through the zoning change.

CBIZ Program Basics

There are two primary types of CBIZ programs: “negotiation-based” and “plan-based” programs. Negotiated community benefits may occur in the context of a Development Agreement or other negotiation process. Plan-based programs are “formulaic” (the term used here) and typically are implemented in a “ministerial” fashion, without discretion.

- In a **Negotiation-Based CBIZ Program**, development incentive and associated community benefits package are jointly agreed upon between the municipality and the project proponent. That is, the CBIZ program does not define fixed relationships between incentives and required community benefits. Negotiated programs are relatively costly to administer, may be perceived by the community as opaque processes, and may be viewed as risky by the development community. However, these programs offer the flexibility to increase or reduce community benefit requirements to reflect changing market conditions. The primary advantage of negotiation-based programs is that the potential for the community benefits requirement may be crafted to reflect the economics of the proposed project and the current real estate market, while the disadvantage is that the negotiation process can be labor intensive and may not be practical (particularly for smaller projects).
- Under a **Formulaic (Plan-Based) CBIZ Program**, specific development incentives are made available in return for the provision of pre-defined community benefits. The principal advantage of a formulaic approach is reduction of project risk, for both the development community and the municipality and community, due to program certainty and lower program administration costs. The key disadvantage is that the program cannot respond to unique project challenges or fast-changing market conditions. The concept of a **Development Opportunity Reserve** is one potential variation of the formulaic CBIZ that might be well suited to the Town Center. A Development Opportunity Reserve establishes a particular level of additional density or additional land use entitlement that may be allowed in a plan area but isn’t assigned to particular parcels. Allocation of the “reserve account” may be done on a competitive basis, with petitioning development projects qualifying on the basis of compliance with pre-set “community objectives,” which could include parcel assembly, development of catalytic or preferred project types, and / or participation in infrastructure financing efforts.

Applicability to Town Center Specific Plan

CBIZ programs are successful when there is strong enough market demand for the higher-density products made available through the zoning change to pay for expected benefits. In addition, administration of CBIZ programs can be labor-intensive for City Staff, especially where competitive applications for a limited supply of reserve or benefit is entailed. Currently, because the Town Center sub-market real estate market remains relatively “soft” for many of the

development prototypes envisioned for the Plan, CBIZ may not be an effective short-term tool for the City. Nevertheless, the structure and elements of a CBIZ can be advanced as part of the planning process to set expectations and ground rules for when development becomes more viable. For example, the terms, conditions, and mechanisms for a CBIZ Program such as a Development Opportunity Reserve program could be developed and incorporated into the Specific Plan to support long-term implementation of desired public facilities and infrastructure.

Land-Secured Funding and Financing

There is a long history in California and elsewhere in the United States of using land-secured financing methods to fund local infrastructure or provide services that benefit a particular area (ranging from an entire jurisdiction to sub-areas of all sizes). While increased voting requirements from Proposition 218 have created limitations on these mechanisms, the Mello-Roos Community Facilities District (CFD) remains a relatively flexible and well-used infrastructure finance tool. In addition, the State has recently increased the ease in which jurisdictions can leverage property tax increment through the Enhanced Infrastructure Financing Districts. However, several issues may limit the application of these tools in within the Town Center:

- **Multiple property Owners:** In the case of a CFD, a two-thirds voter approval is needed in areas that have more than 12 residents (landowners can approve special taxes in areas with 12 or fewer residents). This can be a difficult threshold in areas with numerous property owners.
- **Low Property Tax Allocation Factor:** The City has a relatively low property tax apportionment factor of 10 percent. Consequently, Duarte generates a relatively low amount of property tax with limited capacity for establishing a property-tax secured financing tool like an EIFD or CRIA.

City Funding and Financing

Cities have a number of ways in which they can raise money for capital projects, including seeking voter approval of general obligation bonds or special tax bonds, use of enterprise revenues (i.e., revenue-generating services) for enterprise investments (e.g., water and sewer utilities), and through "capitalizing leases" funded with general fund revenue sources. (City use of various State and federal grant program funds that continue to be available, as discussed separately below).

The long-term General Fund surplus associated with build-out of the Town Center area may present some opportunities for infrastructure financing. In most cases, this can be accomplished through a vote by City Council to obligate General Fund revenue for a particular purpose or period of time. For example, the City can vote to obligate sales tax increment from the Project Area to certain types of infrastructure and related improvements.

Another opportunity is the use of revenue from City-owned property, either through long-term lease or sale. For example, should the City choose to sell existing vacant properties within the Plan Area, or redevelop any part of the Civic Center and re-allocate any portion of it for commercial uses, the disposition or ground rent proceeds could be re-directed to support infrastructure development.

State and Federal Programs

Local and regional government entities commonly participate in a range of State and federal grant programs, compete for special grants, and partner with other public agencies on strategic infrastructure improvements. These grant programs and cooperative efforts, while mainly focused on maintenance of existing infrastructure, can be managed in a way that supports revitalization and infill development efforts. While the availability and level of funding from these sources are generally difficult to predict a-priori, the City should continue explore and pursue these opportunities as they arise.

Recommended Next Steps

Given the opportunities and constraints of the Town Center plan area discussed above, the following approach to infrastructure development strategy is recommended:

1. Continued progress towards improving the project area's development readiness by finalizing the Specific Plan, pursuing individual project opportunities, and supporting on-going re-tenanting and property re-investment activity. Indeed, approval of the Specific Plan itself represents one of the most important steps to improving the feasibility of infrastructure financing because doing so provides the guidance, certainty, and authority needed to induce further private sector investment.
2. Consider expanding Plan Area geography and/or coordination with related planning efforts. The City may consider pooling the Town Center Specific Plan with Duarte Station and City of Hope Master Plan (under development) areas for the purpose of infrastructure financing, as the relatively small size of the Town Center Area alone may constrain the range of financing options. Together, the City of Hope Master Plan and Duarte Station plans anticipate a substantial growth in the employment and residential bases of the City, which will increase demand for commercial and residential uses in the Town Center area and lead to greater area-wide motorized and non-motorized circulation. Coordinated development and financing of supportive infrastructure improvements could allow for cost sharing, implementation scale economies, access to TOD-oriented financing resources, and possibly also the establishment of a tax-increment-secured tool such as an EIFD or a CRIA.
3. Develop a detailed infrastructure financing plan. The City should initiate further analysis related to the scope, feasibility and capacity of the specific financing mechanisms identified in **Exhibit 16** and described further in **Appendix A**. The optimal financing plan will likely include a number of complementary tools reflecting the following interrelated analyses:
 - a. **Estimate market value, timing, and feasibility for proposed Plan Area uses.** Strong market support is a precondition for generating financing capacity for a wide range of developer-sourced forms of financing, including developer impact fees, Community Benefit Incentive Zoning programs, and developer exactions. Such financing tools capture residual surplus value that remains after the developer's expected return, so without sufficient market support, these resources may not materialize.
 - b. **Determine city willingness and ability to fund catalytic new infrastructure upfront.** Infrastructure development can create conditions that help stimulate new development, but many financing mechanisms capture value after the fact, which presents timing and phasing challenges as well as repayment risks. The City's willingness

and ability to fund infrastructure bonds up front, based on General Fund capacity (including expected fiscal benefits discussed above in Chapter 2) and other potential sources, is a key component in providing this catalytic infrastructure.

- c. **Consider increasing the size of the plan area and the scope of proposed infrastructure improvements.** As noted above, an infrastructure strategy that combines the Town Center, Duarte Station, and City of Hope plan areas will increase potential for implementing land-secured tools, such as an EIFD or CRIA, or obtaining certain transit- or complete streets-oriented grants. As noted above, scale and scope economies are an important pre-condition for use of many of these tools.
- d. **Assess potential public and stakeholder support for voter- or property-owner-approved sources of financing.** Tools such as special assessment and community facilities districts, ad valorem tax-funded GO bonds, and development-supporting sales and property tax increases, require voter approval. Considerations such as the location of district boundaries, size of expected voter contributions, and general political sentiment can determine the efficacy of these tools and whether they are even worth pursuing.



APPENDIX A

Infrastructure Funding Tools

APPENDIX A: INFRASTRUCTURE FUNDING TOOLS

The infrastructure and development funding and financing options currently available to California cities fall into four general categories:

1. Development-Based Funding
2. Land-Secured Funding and Financing
3. City Funding and Financing
4. State and Federal Programs

The following section describes each of the funding sources and financing mechanisms that fall under these general categories. Without Redevelopment, development-based funding, including citywide and area development impact fees, project-specific exactions, private financing, and land-secured taxes and debt, are the primary tools for funding new development-required infrastructure. These sources in some cases may be layered or augmented with local sources that offer “bridge” financing and/or provide funding for specific infrastructure projects.

1. Development-Based Funding

Development Impact Fees

A development impact fee is an ordinance-based, one-time charge on new development designed to cover a “proportional-share” of the total capital cost of necessary public infrastructure and facilities. The creation and collection of impact fees are allowed under AB-1600 as codified in California Government Code Section 66000, known as the Mitigation Fee Act. This law allows a levy of one-time fees to be charged on new development to cover the cost of constructing the infrastructure needed to serve the demands created by the new development. To the extent that required improvements are needed to address both “existing deficiencies” as well as the projected impacts from growth, only the portion of costs attributable to new development can be included in the fee. Consequently, impact fees commonly are only one of many sources used to finance a city’s needed infrastructure improvements. Fees can be charged on a jurisdiction-wide basis or for a particular sub-area of the jurisdiction (such as a specific plan area).

Establishment

Development impact fees can be imposed through adoption of a local enabling ordinance supported by a technical analysis showing the “nexus” between the fee and the infrastructure demands generated by new development. Fees may be charged for a particular improvement (e.g., transportation improvement) or include multiple infrastructure improvement categories in a comprehensive program. Impact fee programs must be reviewed annually and updated periodically to assure adequate funding and proper allocation of fee revenues to the infrastructure for which the fees are collected.

Cost Burden

The burden incidence of development impact fees is upon the project developers and builders who pay the fees. Fees are a cost of development and are “internalized” into project costs in the same manner as all other development- and construction-related costs. There is no direct effect

of fees on development pricing, because the markets set pricing independent of costs. However, when costs are too high for the market to bear, development may be deterred until such time as prices justify costs. All costs will influence land value, so it is often the case that landowners bear a portion of the cost of fees through lower land values (prices paid by developers or builders). So long as total development costs fall within a reasonable level, potential negative effects on development feasibility effects are manageable.

Economic Considerations

There are a number of specific economic considerations of development impact fees including:

- The effects of fees on the financial feasibility of new development and potential to deter otherwise desirable development (due to excessive costs); and
- The competitiveness effects of higher development costs (compared to neighboring jurisdictions) leading to dislocation of desired development.

A benefit of impact fees is that they provide a comprehensive and programmatic framework for identifying and allocating infrastructure costs to new development based on a demonstrated nexus between the new development and infrastructure need. In addition, there is no discretion on the part of developers subject to the fees nor is voter approval required.

The key limitation of development impact fees (in addition to the nexus requirement) is the timing of funding. Infrastructure often is needed “up-front” while fees are paid over time as development occurs. This means that other funding or financing methods are needed to close the timing gap. Fees also are irregular, as they depend on development activity that varies with economic conditions. During the 2008-09 recession, when development around the State and in the Bay Area slowed dramatically and prices fell precipitously in many locations, fee program revenues fell proportionately. Fees also require ongoing management including annual review, fund accounting, and updating to assure the efficacy and transparency of the fee program.

Related to the economic concerns discussed above, it is important to recognize that there are methods for moderating or deferring fees. Though individual development impact fee ordinances must be consistently applied and coordinated, they may contain features that can reduce potential negative economic effects and to avoid unnecessarily inhibiting otherwise desirable development. Also, there can be features of development impact fees that address economic concerns generally or on a case-by-case basis.

- **Fee Deferrals:** While the statute allows a levy of fees at issuance of building permit, many development impact fee ordinances allow a deferral until the “certificate of occupancy” is issued.
- **Fee Waivers:** Fee waivers provide the local government the ability to waive the fee for a particular project when it is determined that without such reduced costs a project that has substantial public benefit may otherwise not occur. Lacking such community benefits, waivers may be regarded as a “gift of public funds.” Examples of such partial or total waivers include projects with the potential to generate substantial municipal revenue or community amenities, affordable housing projects, and employment-generating uses. Fee waivers reduce funding in a fee program proportional to the aggregate amount of waivers or exemptions

granted. Such revenue reductions must be “made up” by the city from other funding sources, or risk falling short on funding for infrastructure in the fee program.

- **Credits and Reimbursements:** Credits and reimbursements are mechanisms that allow developers subject to an impact fee to build infrastructure in-lieu of paying the fee. Credits provide proportional fee forgiveness for the value of that construction against the fee obligation. Reimbursements occur in the case where construction value exceeds the particular developer’s fee obligation.
- **Short-Term Fee Financing (interest bearing installment payments):** Ordinances can provide for a developer to pay fee obligations over a period of time subject to an interest bearing and secured note.

Private Financing, Agreements, and Partnerships

Developers commonly fund infrastructure requirements privately, for example virtually all “in-tract” improvements (infrastructure improvements within a subdivision) are privately financed. In some cases area-serving infrastructure (not fully the responsibility of a particular developer) can be privately financed. These cooperative arrangements are typically structured in development agreements or reimbursement agreements. This upfront infrastructure development may be fully or partially refunded, using subsequently collected development impact fees, special tax bond proceeds, or other city funding sources. These arrangements tend to be available during times of strong market performance. In weaker markets or locales it may be difficult to obtain such private financing.

Project-Specific Conditions and Exactions

Before the advent of ordinance-based development impact fees, it was common for infrastructure to be funded by the developer through project-specific exactions imposed by the local jurisdiction, including direct payments for or construction of infrastructure required as a condition of subdivision or project approval. While development impact fees have reduced the use of exactions, exactions remain an important part of development-based infrastructure financing as there are often infrastructure requirements of a new project that are not included in the applicable fee programs. Determination of the need for such additional infrastructure is based on “rough proportionality” (i.e., nexus) with the development itself and is often derived from CEQA-based mitigation measures.

Development Agreements

A development agreement (DA) is a legally binding agreement between a local government and developer authorized by State statute (Government Code Section 65864 et seq.). A DA is a means for a developer to secure a development entitlement for a particular development project for an agreed upon period (often long-term approvals) in exchange for special considerations by the city (or county), generally including infrastructure improvements, amenities, or other community benefits that cannot be obtained through the normal conditions applicable to the project. DAs are entirely discretionary on the part of local government (there is no nexus requirement) and must be individually adopted by local ordinance. Development agreements vary widely and cities often establish their own policies and procedures for considering development agreements.

Incentive Zoning

Land use regulations can be configured in a manner that can provide incentives for additional private investments in local infrastructure and community benefits beyond that obtainable through the normal regulatory procedures. Community Benefit Incentive Zoning (CBIZ) programs are founded on the concept of "value capture." Public entities commonly create value with investments in public facilities and services (e.g., transit and utilities upgrades) as well as through changes to zoning code that increase the value of land. Typically, when the public sector creates value in these ways, landowners enjoy a financial gain. Value capture occurs when the public sector reclaims some of the value created by its activities. The State of California's Affordable Housing Density Bonus Law is an example of a CBIZ value capture program. Under this law, developers are granted additional density (i.e., the right to build additional market rate units) in return for their development of affordable housing units. A key limitation of CBIZ is the requirement for a strong real estate market in which developers are seeking to take advantage and pay for the incentives offered.

2. Land-Secured Funding and Financing

Special Benefit Assessment Districts and Community Facilities Districts

There is a long history in California and elsewhere in the United States of using land-secured financing methods to fund local infrastructure or provide services that benefit a particular area (ranging from an entire jurisdiction to sub-areas of all sizes). Traditionally, special assessment bonds as authorized by the Improvement Bond Act of 1915 and other related legislation were issued and funded by annual property tax assessments from benefitting properties. Increased voting requirements created by Proposition 218 largely eliminated the use of Special Benefit Districts in the mid-1990s. However, since the mid-1980s the Mello-Roos Community Facilities District (CFD) has been a well-used infrastructure finance tool, though it is not well suited for most infill applications due to voting requirements.

Establishment

California's land-secured funding districts can fund a wide range of infrastructure improvements that generate direct and measurable benefits to specific properties. The districts require (resident) voter or landowner approval. In the case of assessment districts, majority landowner approval is typically required. In the case of a CFD, a two-thirds voter approval is needed in areas that have more than 12 residents (landowners can approve special taxes in areas with 12 or fewer residents).

Cost Burden

The owners or users of real estate pay assessments or special taxes. By adding to the cost of ownership, the assessment or tax may affect the price a buyer is willing to pay for a home or commercial property, in which case the cost incidence is shared with the builder, land developer, or landowner. Experience suggests that less than 100 percent of the financing burden is recognized by buyers.

Economic Considerations

Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. However, there can be challenges associated with establishing measurable and specific benefits to particular properties. In addition, land-secured financing adds financing costs (e.g., cost of issuance and program administration).

Further, the financing capacity of a district may be limited in early phases of development and it may be necessary to rely on other sources of infrastructure funding during initial years. Finally, while land-secured financing has been widely used in greenfield development where landowner approval is the norm, achieving a two-thirds voter approval in infill areas typically is a barrier to use of the tool.

Special Benefit Assessment Districts

Special benefit assessment districts are a way of creating a property-based assessment upon properties that benefit from a specific public improvement. The formation of assessment districts requires majority approval of the affected property owners. Benefit assessments can fund a wide range of infrastructure improvements so long as a direct and measurable benefit can be identified for the benefitting properties. There are numerous forms of special benefit assessments in the California statutes, including the Municipal Improvement Act of 1913, Lighting and Landscape Maintenance Districts, and others. However, in 1996, Proposition 218 effectively curtailed the use of Assessment Districts in California by limiting the methods by which local governments may exact revenue from taxpayers without their consent. In addition, recent court rulings (*Silicon Valley Taxpayers' Assn., Inc. v. Santa Clara County Open Space Authority*, 44 Cal. 4th 431 (Cal. 2008)) have further tightened the requirements for demonstration of "special benefit" thus further reducing the flexibility and utility of assessment districts.

Community Facilities District Act

The Mello-Roos Community Facilities Act of 1982 (*authorized by Section 53311 et. seq. of the Government Code*) enables the formation of a CFD by local agencies, with two-thirds voter approval (or landowner approval when there are fewer than 12 registered voters in the proposed district), for the purpose of imposing special taxes on property owners. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility. Despite limited use in populated infill areas, CFDs have become the most common form of land-secured financing in California.

3. City Funding and Financing

Cities have a number of ways in which they can raise money for capital projects, including seeking voter approval of general obligation bonds or special tax bonds, use of enterprise revenues (i.e., revenue-generating services) for enterprise investments (e.g., water and sewer utilities), and through "capitalizing leases" funded with general fund revenue sources. Cities also have discretion over the use of various State and federal grant program funds that continue to be available.

General Obligation Bonds

A general obligation bond is a type of municipal bond that is secured by a state or local government's pledge to use legally available resources, most typically including property tax revenues, to repay bond holders. General obligation bonds are restricted to defined capital improvements. Credit rating agencies often consider a general obligation pledge to have very strong credit quality and frequently assign them investment grade ratings. In California, cities must secure a two-thirds voter approval to issue general obligation bonds.

Establishment

Creation of general obligation bonds requires two-thirds voter approval if the issuance is for non-educational purposes.

Cost Burden

The incidence of burden of general obligation bonds is upon all property owners in the issuing jurisdiction proportional to the value of their property. It is this very broad base of funding that provides excellent security for general obligation bonds, thus typically garnering the lowest interest rate of any municipal debt instrument.

Economic Considerations

General obligation bonds allow public entities to finance at a low fixed rate over the useful life of the asset. However, general obligation bonds are limited to capital improvement expenditures and also are limited in their use to the precise purposes outlined in the authorizing ballot measure. General obligation bonds are commonly restricted to particular capital uses (e.g., street improvements, drainage improvements, parks and recreation).

Revenue Bonds

Cities and other local governments typically issue revenue bonds when they have access to a stable source of revenue such as municipal utility rates. Commonly, revenue bonds fund improvements to water and sewer facilities. Utility rates that fund revenue bonds can vary within a given jurisdiction if there are substantial differences in the costs of providing services. There also can be rate surcharges if unique improvements are needed to serve the area.

Establishment

Revenue bonds are issued by the municipal enterprise and require no voter approval. Revenue bonds may provide improvements for an entire jurisdiction or a sub-area.

Cost Burden

The incidence of burden of revenue bonds is upon rate payers.

Economic Considerations

Revenue bonds typically have a good risk profile and therefore garner comparatively low interest rates. Because they are secured exclusively by enterprise revenue, they are not general obligations of the city and do not require ballot approval. The ability to adjust rates to cover debt service costs and the ability to charge such rates differentially (given differing costs and benefits in service sub-areas) creates flexibility and appropriate cost allocation.

Revenue bonds are limited to enterprise-related expenditures and to the precise purposes outlined in the authorizing bond instrument. Revenue bonds also are limited by the rate base, which is a constraint when rates must conform to Constitutional and statutory requirements (e.g., Proposition 218).

Parcel Taxes

Citywide parcel taxes can be imposed with voter approval to fund municipal services and infrastructure. In practice, they typically are used to provide a broad-based source of funding for citywide-serving services. Due to the voter approval requirements and similar to general obligation bonds, jurisdiction-wide parcel taxes or special taxes typically are only successful if

they fund highly-desirable public services and improvements, such as improved public safety services. Parcel taxes differ from general obligation bonds in that they can be used for maintenance and operations and they are not levied “ad valorem” (i.e., they typically have a flat or escalating rate structure applied to particular classes of properties).

Establishment

Parcel taxes, if used for general purposes including infrastructure investments, can be imposed with majority voter approval. If used for special purposes, parcel taxes will require two-thirds voter approval. They may be used for funding ongoing services or pledged to debt service.

Cost Burden

The incidence of burden of parcel taxes (and special taxes) falls upon property owners. Typically such taxes are “flat rate” charged per parcel, sometimes with use-related variation and exemptions.

Economic Considerations

Parcel taxes (and special taxes) create an opportunity for voters to decide to pay for municipal services or facilities that they deem important. With a broad funding base and strict allocation rules, the taxpayers can assure that funding will be used as intended. However, parcel taxes (and special taxes) are limited to the purposes for which they were approved. They also are commonly subject to a “sunset” date, and must be re-authorized periodically to maintain funding.

Sales Tax and Other Local Taxes

Subject to a vote, cities and counties can use a variety existing or new funding sources to fund infrastructure directly or provide interim financing for development-based obligations. For example, local sales tax increases, transient occupancy taxes, utility user taxes, development taxes, and (local option) real estate transfer taxes (charter cities only) all can be created or increased for this purpose. By enhancing General Fund revenues, the City gains the ability to divert some funds to infrastructure projects. A commitment to fund specific types of projects can be made in the ordinances that create new taxes or can be made as a matter of city policy. City funding can be used to fund infrastructure using a “pay-as-you-go” approach, as a source of reimbursement, or to support a municipal bond issue (e.g., to fill an initial funding gap associated with development impact fee programs or land secured financing programs).

General Taxes versus Specific Taxes

General Tax

- Expended at the discretion of the local government’s governing body on any programs or services
- *Simple majority (50% +1) approval is required for General Taxes*

Special Tax

- Tax levied by a city or county that is dedicated to a specific purpose
- Taxes (other than property taxes for infrastructure bonds) levied by special districts, school districts, and community college districts (i.e., Special-Purpose District Tax)
- All taxes levied on property other than the property tax
- *Two-thirds voter support is required to approve special taxes.*

Source: Legislative Analyst’s Office

Establishment

Creation of new general or special revenues and any related issuance of bonds supported by such revenues are limited by State constitutional requirements and statutes that require voter approval of greater than 50 percent for general taxes and two-thirds approval for special taxes (i.e., those earmarked for particular uses).

Cost Burden

The incidence of burden falls to those paying the taxes or rates. For example, sales taxes are paid by residents, businesses, employees, and visitors, while transient occupancy taxes are paid by visitors. The rationale for this payer burden is that these residents, businesses, employees, and visitors will benefit from the investments made in infrastructure and development.

Economic Considerations

Use of various general fund sources to support infrastructure investments including repair and replacement of existing infrastructure, as well infrastructure that serves new development, requires little additional administrative effort and is typically secure given the broad range of revenue sources pledged to the financing. However, the use of existing General Fund revenue is limited by current demands to support municipal operations.

Capitalizing Leases

Capitalizing leases, most commonly Certificates of Participation (COPs), are typically used by government agencies for construction or improvement of public facilities. Through the use of a lease-type repayment structure, the monies needed to fund these building projects do not (by California State law) constitute public debt and do not require voter approval. Usually, a public entity enters into a tax-exempt lease-purchase with a lessor and the lessor provides the agreed-upon the public facility. In this way, government agencies may use their leasing powers to provide more expedient access to the capital markets than the more restricted powers to incur debt. Agencies typically use tax-exempt leases to finance non-enterprise projects, such as schools, courthouses, jails, and administration buildings.²

Infrastructure Financing Districts and Enhanced Infrastructure Financing Districts

Infrastructure Financing Districts (IFDs) and Enhanced Infrastructure Financing Districts (EIFDs) are forms of Tax Increment Financing (TIF) that currently are available to local public entities in California. Local agencies may establish an IFD or EIFD for a given project or geographic area in order to capture incremental increases in property tax revenue from future development. In the absence of the IFD or EIFD, this revenue would accrue to the city's General Fund (or other property-taxing entity revenue fund). EIFD funds can be used for project-related infrastructure, including roads and utilities, as well as parks and housing. Unlike prior TIF/Redevelopment law in California, IFDs and EIFDs do not provide access to property tax revenue beyond the local jurisdiction's share (AB-8 tax allocation, see "Local Property Tax" text box below).

Largely because IFDs can be difficult to enact, Senate Bill 628 created a similar but more flexible tool, the EIFD. The EIFD bill expands the scope of eligible projects considerably, and lowers the

² California Debt Advisory Commission 1993.

voter/landowner threshold to pass a bond from two-thirds to 55 percent. In addition, EIFDs can be formed and gain access to unlevered (debt free) revenue without a vote.

While any tax increment, no matter how small, could benefit a marginally financially feasible project, it is important that in most cases the local property tax available is very limited (California cities typically get between \$0.10 and \$0.20 of a property tax dollar). Moreover, the use of local property tax to support infrastructure financing has fiscal implications for California cities. Dedicating tax revenue to infrastructure limits funding for new public services costs associated with development.

Establishment

The establishment of an IFD or EIFD requires approval by every local taxing entity that will contribute its property tax increment. The IFD also requires two-thirds voter approval (within the specific geographic area) to form the IFD. EIFDs only require a vote when debt issuance is sought.

Cost Burden

The incidence of burden of an infrastructure financing district is local taxing jurisdiction that foregoes property tax revenue for services and dedicates these funds to infrastructure or other eligible investments.

Economic Considerations

IFDs and EIFDs, a form of TIF, redirect property taxes otherwise accruing to the city General Fund. The value created by the project is captured and invested in a manner that helps realize the project. However, only specific types of public investments of community-wide significance may be financed through an IFDs and EIFDs. IFDs and EIFDs cannot be used to finance operations and maintenance expenses. Unlike former Redevelopment TIF, IFDs only can utilize local government's share of property tax (along with other agencies who agree to forego their share of tax increment).

Local Property Tax

The county auditor is responsible for allocating property tax revenue to local governments pursuant to state law. The allocation system (referred to as AB 8) defines the share of property tax that accrues to local government and services districts.

The county auditor allocates the revenue to local governments by Tax Rate Area (a single county may have thousands). Each local government's share is based on its share of countywide property taxes during the mid-1970s.

The most significant factor in explaining the differences among local governments' shares of property tax is the difference in service responsibility. Local governments that provide a full range of governmental services typically receive a greater share of property tax.

Source: Legislative Analyst's Office; Elledge 2006

Community Revitalization and Investment Authority

The Community Revitalization and Investment Authority Law (AB 2) allows cities (and other property-taxing entities, except school districts) to establish a Community Revitalization and Investment Authority (CRIA) in disadvantaged communities (defined by the legislation). The CRIA area may adopt a resolution to allocate its share of property tax increment to the CRIA for funding of affordable housing and other redevelopment-related costs (e.g., infrastructure, environmental remediation, property). CRIA powers are similar to the authority of former Redevelopment agencies, including eminent domain.

Establishment

A CRIA is formed by City resolution or through entering into a joint powers agreement. The actions of the CRIA are governed by a community revitalization plan. To adopt an AB2 community revitalization plan, the CRIA must hold hearings. If there is a majority protest, the CRIA must terminate proceedings. A majority protest exists if protests have been filed representing over 50 percent of the combined number of property owners and residents in the area (who are at least 18 years of age). If between 25 percent and 50 percent of the combined number of property owners and residents in the area who are at least 18 years of age file a protest, then an election must be held. If an election is required, a majority vote is required to adopt the revitalization plan.

Cost Burden

The incidence of burden of CRIA tax increment funds falls to the local taxing jurisdiction that foregoes property tax revenue for services and dedicates these funds to the CRIA.

Economic Considerations

CRIAs create a new opportunity to redirect property taxes otherwise accruing to the city General Fund to infrastructure. However, similar to IFDs and EIFDs, the CRIA only may utilize local government's share of property tax (along with other agencies who agree to forego their share of tax increment). Furthermore, the CRIA area must include at least 80 percent of land that has an annual household income that is less than 80 percent of the statewide annual median income, as well as three out of the four additional criteria defined in the statute (high unemployment, high crime rates, deteriorated or inadequate infrastructure, deteriorated commercial or residential structures, including a former military base).³ A key concern related to the potential for CRIAs is that they are targeted for use in areas that likely, given these eligibility requirements, typically will have weak market conditions and local jurisdictions with minimal flexibility to give up property tax revenue that is otherwise needed to support municipal service costs.

4. State and Federal Programs

Grant Programs

Local and regional government entities commonly participate in a range of State and federal grant programs, compete for special grants, and partner with other public agencies on strategic infrastructure improvements. These grant programs and cooperative efforts, while mainly focused on maintenance of existing infrastructure, can be managed in a way that supports revitalization and infill development efforts.

State Infrastructure Bank (IBank)

The IBank was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy and improve the quality of life in California communities. The IBank operates pursuant to the Bergeson-Peace Infrastructure and Economic Development Bank Act (Government Code Sections 63000 et seq.). The IBank is administered by the Governor's Office of Business and Economic Development and is governed

³ See AB-2 Community revitalization authority full text here:
https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB2.

by a five-member Board of Directors. Since its inception, the IBank has financed more than \$32 billion in infrastructure and economic development projects around the State.

The IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage state and federal funds. The IBank's current programs include the Infrastructure State Revolving Fund (ISRF) Program, 501(c)(3) Revenue Bond Program, Industrial Development Revenue Bond Program, Exempt Facility Revenue Bond Program and Governmental Bond Program.

The ISRF Program provides very low-interest rate loans up to \$25 million (per applicant) to municipal governments for a wide variety of municipal infrastructure, including infrastructure needed to serve new development. An application is required for these loans, and loans require a stable and reliable source of repayment. If approved, loan repayment can be funded through a commitment of city general fund revenues or a pledge of a particular revenue source, including a citywide tax, land secured assessment, or special tax levied on a particular area.

Common criticisms of the IBank ISRF Program have included its cumbersome program application process, its strict credit standards and related risk aversion, and limited financial incentive to participate. However, recent changes to the program may increase IBank lending to cities without other credit options. Pursuing further opportunities to modify or expand the Program, or to create an entirely new program, could make State-sponsored lending a useful tool for assisting and incentivizing infill development.⁴

Statewide Community Infrastructure Program

The Statewide Community Infrastructure Program (SCIP) is a program of the California Statewide Communities Development Authority (CSCDA) that makes use of a local government's ability to create land-secured financing districts. The Program "pools" debt obligations to gain a comparatively lower interest rate and issuance costs (particularly if the issue is less than \$5 million). SCIP can benefit developers because it provides low-cost, long-term financing of fees and improvements, which can otherwise entail substantial upfront cash outlays. Local agencies benefit from SCIP when fee funds are made available upfront or infrastructure is financed with attractive terms. Typically, most public improvements required as conditions of project approval are eligible, including roads, street lights, landscaping, storm drains, water and sewer facilities, and parks. Further, the availability of low-cost, long-term financing also can soften the burden of rising fees and improvement costs, which benefits developers and local agencies. According to CSCDA, the SCIP program has assisted communities and developers throughout California to finance over \$150.2 million in impact fees since 2003.

CSCDA is a Joint Powers Authority sponsored by the League of California Cities and the California State Association of Counties. Membership in the Authority is open to every California city and county, and most are members. SCIP financing is available for development projects situated within cities or counties (local agencies) which have elected to become SCIP participants. Eligibility to become a local agency requires only (a) membership in the League of Cities or

⁴ Find more information concerning California Infrastructure and Economic Development Bank programs available here: http://www.ibank.ca.gov/programs_overview.htm.

California State Association of Counties, (b) membership in the Authority, and (c) adoption of a resolution making the election (the "SCIP Resolution").

Participation in SCIP entails the submission of an application by the property owner of the project for which development entitlements either have been obtained or are being obtained from a local agency. For projects determined to be qualified, SCIP provides non-recourse⁵ financing of either (a) eligible development impact fees payable to the local agency or (b) eligible public capital improvements (or both). Under certain circumstances, determined on a case-by-case basis, development impact fees payable to local agencies also may be used as repayment for upfront SCIP funding.

SCIP funding awards are aggregated for inclusion in a round of financing authorization. Periodically, as warranted by the accumulation of approved funding applications, the California Statewide Communities Development Authority issues tax-exempt revenue bonds. For projects involving a sufficient amount of financing (generally \$5 million or more), a special series of bonds may be issued to fund the project separately if the timing of issuance of a pooled financing does not suit the project. Revenues to pay debt service on the SCIP bonds are derived from special assessments pursuant to the Municipal Improvement Act or through the levy of special taxes by establishing a CFD pursuant to the Mello-Roos Community Facilities Act.

⁵ Non-recourse financing is a loan structure in which the lending bank is only entitled to repayment from the proceeds of the project, not from other assets of the borrower.

Agenda Memo City Manager's Office

To: Mayor and Members of the Duarte City Council
From: Karen A. Herrera, Deputy City Manager
Date: September 27, 2016
Subject: AB 2170 – Formal Request by the City of Duarte to Governor Brown to Sign Bill in its Current Form

Recommendation

It is recommended that the City Council approve and authorize the City Manager to send the attached letter to Governor Jerry Brown requesting his signature on AB 2170.

Background

AB 2170 would require federal freight funds apportioned to California under the federal Fixing America's Surface Transportation (FAST) Act to be allocated to projects through the state Trade Corridor Improvement Fund (TCIF) program.

The bill maintains existing TCIF program provisions specifying that projects funded from TCIF will be selected by the California Transportation Commission (CTC), and requires that CTC consult the Transportation Agency's state freight plan, the California Sustainable Freight Action Plan developed pursuant to Executive Order, trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the applicable port master plan in making project selections.

Additionally, bill provisions require CTC to update program guidelines by April 2017, through a public process allowing appropriate input by all stakeholder groups, to capture any needed revisions to the guidelines since their initial adoption ten years ago. The bill also requires the CTC, when adopting amended guidelines, to accept project nominations from regional and local transportation agencies, and Caltrans.

Discussion

The need for AB 2170 is simple and straightforward. The State has an exigent, critical need to fund its transportation infrastructure system, which is operating for decades under a structural funding deficit resulting in its deterioration to the point that the Governor has called an extraordinary session of the Legislature to address the crisis.

The State is the recipient of a new federal funding source of hundreds of millions of dollars under the FAST Act that could potentially be leveraged into billions of dollars, and it has an existing, successful program and process in place to identify, fund, leverage, and develop the very same kinds of projects for which the federal monies are intended – thus, it does not need to 're-invent the wheel.'

AB 2170 places this new funding into the existing program while ensuring that all of the appropriate state, regional and local transportation stakeholders have equitable input into the process of project nomination and selection, as well as the guidelines' revision process. Enactment of AB 2170 will make certain that federal FAST Act freight monies are allocated to California's most critically needed and unfunded freight projects as expeditiously as possible. Failure to pass will delay allocation of these funds possibly until 2018 or later and jeopardize altogether development of the most needed projects.

The bill has currently been passed by both houses of the legislature and is in enrollment status awaiting a signature from the Governor.

Fiscal Impact

California is estimated to receive \$580 million over five years of new federal funding targeted specifically for the same kinds of projects funded under the TCIF program. Utilizing the geographic programming ranges in the current TCIF guidelines, the following estimated mid-points approximate the potentially available funding in the State's major corridors:

- Los Angeles/Inland Empire Corridor -\$334 million (57.5%)
- San Diego/International Border Corridor -\$67 million (11.5%)
- San Francisco Bay/Central Valley Corridor - \$154 million (26.5%)
- Other Corridors - \$15 million (2.5%)
- Administration Costs - \$9 million (1.5%)

Attachments: A) AB 2170
 B) Fact Sheet
 C) Letter Requesting Governor's Signature



AB-2170 Trade Corridors Improvement Fund: federal funds. (2015-2016)

ENROLLED SEPTEMBER 02, 2016
PASSED IN SENATE AUGUST 31, 2016
PASSED IN ASSEMBLY AUGUST 31, 2016
AMENDED IN SENATE AUGUST 17, 2016
AMENDED IN SENATE AUGUST 02, 2016
AMENDED IN SENATE JUNE 09, 2016
AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE— 2015–2016 REGULAR SESSION

ASSEMBLY BILL

No. 2170

**Introduced by Assembly Member Frazier
(Coauthors: Senators Hueso and Huff)**

February 18, 2016

An act to amend Sections 2192 and 2192.2 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2170, Frazier. Trade Corridors Improvement Fund: federal funds.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the

statewide port master plan and would instead include consideration of the applicable port master plan and the California Sustainable Freight Action Plan of July 2016 when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements. The bill would require the commission to use existing guidelines for the Trade Corridors Improvement Fund in allocating available funding but would authorize the commission to adopt amendments to the guidelines by April 1, 2017, and would impose various other requirements on the commission.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 2192 of the Streets and Highways Code is amended to read:

2192. (a) (1) The Trade Corridors Improvement Fund, created pursuant to subdivision (c) of Section 8879.23 of the Government Code, is hereby continued in existence to receive revenues from state sources other than the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

(2) Revenues apportioned to the state under Section 167 of Title 23 of the United States Code from the National Highway Freight Program, pursuant to the federal Fixing America's Surface Transportation Act ("FAST Act"; Public Law 114-94) shall be allocated for projects approved pursuant to this chapter.

(b) This chapter shall govern expenditure of those state and federal revenues described in subdivision (a).

(c) The funding described in subdivision (a) shall be available upon appropriation for allocation by the California Transportation Commission for infrastructure improvements in this state on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement, as determined by the commission. In determining the projects eligible for funding, the commission shall consult the Transportation Agency's state freight plan as described in Section 13978.8 of the Government Code and the California Sustainable Freight Action Plan released in July 2016 pursuant to Executive Order B-32-15. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the applicable port master plan when determining eligible projects for funding. Eligible projects for the funding described in subdivision (a) shall further the state's economic, environmental, and public health objectives and goals for freight policy, as articulated in the plans to be consulted pursuant to this subdivision, and may include, but are not limited to, all of the following:

(1) Highway capacity improvements, rail landside access improvements, landside freight access improvements to airports, and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of entry, rail terminals, and seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(3) Projects to enhance the capacity and efficiency of ports.

(4) Truck corridor and capital and operational improvements, including dedicated truck facilities or truck toll facilities.

(5) Border capital and operational improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access funds made available to the state by federal law.

(6) Surface transportation and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state's land ports of entry, airports, and seaports, to

relieve traffic congestion along major trade or goods movement corridors.

(d) (1) In selecting projects for inclusion in the program of projects to be funded with funds described in subdivision (a), the commission shall evaluate the total potential costs and total potential economic and noneconomic benefits of the program to California's economy, environment, and public health. The commission shall consult with the State Air Resources Board in order to utilize the appropriate models, techniques, and methods to develop the parameters for evaluation of projects. The commission shall allocate the funding described in subdivision (a) for trade infrastructure improvements consistent with Section 8879.52 of the Government Code and the Trade Corridors Improvement Fund (TCIF) Guidelines adopted by the commission on November 27, 2007, or as amended by the commission, and in a manner that (A) addresses the state's most urgent needs, (B) balances the demands of various land ports of entry, seaports, and airports, (C) provides reasonable geographic balance between the state's regions, (D) places emphasis on projects that improve trade corridor mobility and safety while reducing emissions of diesel particulates, greenhouse gases, and other pollutants, and reducing other negative community impacts, and (E) makes a significant contribution to the state's economy. The commission shall adopt any amendments to the 2007 guidelines on or before April 1, 2017.

(2) In adopting amended guidelines, and developing and adopting the program of projects, the commission shall do all of the following:

(A) Accept nominations for projects to be included in the program of projects from regional and local transportation agencies and the Department of Transportation.

(B) Recognize the key role of the state in project identification and support integrating statewide goods movement priorities into the corridor approach.

(C) Make a finding that adoption and delivery of the program of projects is in the public interest.

(3) In addition, the commission shall also consider the following factors when allocating these funds:

(A) "Velocity," which means the speed by which large cargo would travel from the land port of entry or seaport through the distribution system.

(B) "Throughput," which means the volume of cargo that would move from the land port of entry or seaport through the distribution system.

(C) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

(D) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

SEC. 2. Section 2192.2 of the Streets and Highways Code is amended to read:

2192.2. The commission shall allocate funds made available by this chapter to projects that have identified and committed supplemental funding from appropriate local, federal, or private sources. The commission shall determine the appropriate amount of supplemental funding each project should have to be eligible for moneys based on a project-by-project review and an assessment of the project's benefit to the state and the program. Funded improvements shall have supplemental funding that is at least equal to the amount of the contribution under this chapter. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

AB 2170 (Frazier) - Trade Corridor Improvement Fund PASSED Legislature – Request for Signature

Summary

This bill would require federal freight funds apportioned to California under the federal Fixing America's Surface Transportation (FAST) Act to be allocated to projects through the state Trade Corridor Improvement Fund (TCIF) program.

The bill maintains existing TCIF program provisions specifying that projects funded from TCIF will be selected by the California Transportation Commission (CTC), and requires that CTC consult the Transportation Agency's state freight plan, the California Sustainable Freight Action Plan developed pursuant to Executive Order, trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the applicable port master plan in making project selections.

Additionally, bill provisions require CTC to update program guidelines by April 2017, through a public process allowing appropriate input by all stakeholder groups, to capture any needed revisions to the guidelines since their initial promulgation ten years ago. The bill requires CTC, when adopting amended guidelines, to accept project nominations from regional and local transportation agencies, and Caltrans.

Background

The TCIF program was created after voters approved Proposition 1B in 2006 which authorized the sale of general obligation bonds to fund transportation projects to relieve congestion, improve goods movement flow, enhance the safety and security of the transportation system, and improve the state's air quality.

\$2 billion of bond proceeds were placed into the TCIF program to fund transportation corridor improvements. The TCIF program, administered by the CTC in accordance with the TCIF guidelines, resulted in a transparent, inclusive process identifying the most significant trade corridor projects across California and leveraged \$2 billion in TCIF bond funds resulting in the construction of \$7.2 billion of transportation improvements along California's trade corridors.

SB 1228 (Hueso) enacted in 2014 extended the TCIF program indefinitely and amended the program to permit receipt of funds from non-Proposition 1B sources to fund freight and goods movement infrastructure.

The Fixing America's Surface Transportation (FAST) Act federal transportation authorization law passing in 2015, for the first time in U.S. history funds a national freight program providing dedicated funding authorization over five years to freight and goods movement.

Fiscal Impacts

California is estimated to receive \$580 million over five years of new federal funding targeted specifically for the same kinds of projects funded under the TCIF program. Utilizing the geographic programming ranges in the current TCIF guidelines, the following estimated mid-points approximate the potentially available funding in the State's major corridors:

- Los Angeles/Inland Empire Corridor - \$334 million (57.5%)
- San Diego/International Border Corridor - \$67 million (11.5%)
- San Francisco Bay/Central Valley Corridor - \$154 million (26.5%)
- Other Corridors - \$15 million (2.5%)
- Administration Costs - \$9 million (1.5%)

Why this bill is needed

The need for AB 2170 is simple and straightforward. The State has an exigent, critical need to fund its transportation infrastructure system, which is operating for decades under a structural funding deficit resulting in its deterioration to the point that the Governor has called an extraordinary session of the Legislature to address the crisis.

The State is the recipient of a new federal funding source of hundreds of millions of dollars under the FAST Act that could potentially be leveraged into billions of dollars, and it has an existing, successful program and process in place to identify, fund, leverage, and develop the very same kinds of projects for which the federal monies are intended – thus, it does not need to ‘re-invent the wheel.’

AB 2170 places this new funding into the existing program while ensuring that all of the appropriate state, regional and local transportation stakeholders have equitable input into the process of project nomination and selection, as well as the guidelines’ revision process. Enactment of AB 2170 will make certain that federal FAST Act freight monies are allocated to California’s most critically needed and unfunded freight projects as expeditiously as possible. Failure to pass will delay allocation of these funds possibly until 2018 or later and jeopardize altogether development of the most needed projects.

Related Legislation

SB 1228 (Hueso), Chapter 787, Statutes of 2014) - continues the existence of TCIF in order to receive revenues from new funding sources, and governs the expenditure of those funds.

AB 14 (Lowenthal), Chapter 223, Statutes of 2013) - required CalSTA to develop a state freight plan and to establish a freight advisory committee.

SB 1266 (Perata), Chapter 25, Statutes of 2006) - the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), established the TCIF for the distribution of \$2 billion of Proposition 1B bond funds by the Commission in accordance with established criteria for infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors with high volumes of freight movement.

Support

Southern California Association of Governments – (Sponsor)
Alameda Corridor-East Construction Authority
Alameda County Transportation Commission
Automobile Club of Southern California
California Asphalt Pavement Association
California Association of Port Authorities
California Trade Coalition
Imperial County Transportation Commission
Los Angeles Area Chamber of Commerce
Los Angeles County Metropolitan Transportation Authority
Metropolitan Transportation Commission
Mobility 21
Orange County Transportation Authority
Pacific Merchant Shipping Association
Port of Long Beach
Port of Los Angeles
Port of San Diego
Riverside County Transportation Commission
San Bernardino Associated Governments
San Diego Association of Governments
San Gabriel Valley Council of Governments
Ventura County Transportation Commission

Opposition

Department of Finance

For More Information Call

Jeffrey S. Dunn, Sr. Legislative Analyst
(213) 236-1880; dunn@scag.ca.gov



City of Duarte

Sixteen Hundred Huntington Drive, Duarte, California 91010-2592
Tel 626-357-7931 FAX 626-358-0018 www.accessduarte.com

September 27, 2016

Honorable Edmund G. Brown, Jr.
Governor of California
State Capitol, Room 1173
Sacramento, CA 95814

Mayor
Samuel Kang
Mayor Pro Tem
Margaret E. Finlay
Councilmembers
John Fasana
Tzeitel Paras-Caracci
Liz Reilly
City Manager
Darrell George

RE: AB 2170 (Frazier) – Trade Corridor Improvement Fund – Request for Signature

Dear Governor Brown:

The City of Duarte supports Assembly Bill 2170 (Frazier) and respectfully urges you to sign this important bill.

AB 2170 will ensure that much needed federal goods movement funds are allocated as efficiently as possible through the existing Trade Corridor Improvement Fund (TCIF) framework to build critically needed infrastructure in the State's most congested trade corridors. The Fixing America's Surface Transportation (FAST) Act of 2015 federal transportation authorization law, for the first time in U.S. history, funds a national freight program, providing dedicated funding authorization over five years to freight and goods movement. AB 2170 provides that the formula portion of this funding be deposited into the TCIF and allocated by the California Transportation Commission according to program guidelines which will be revised in the near future, with opportunity for input from all affected stakeholders.

The current TCIF process is the result of an unprecedented "bottoms-up" collaborative effort by the regions within the State to develop a consensus-based list of priority goods movement projects, and it has been a resounding success. With a required match of at least 1:1 in non-State funds, the TCIF program to date has leveraged approximately \$2 billion in Prop 1B funds, delivering nearly \$6 billion in infrastructure projects statewide. Yet despite this excellent beginning, California has barely scratched the surface of its true investment needs in trade corridor infrastructure, with billions of dollars' worth of significant projects identified throughout the State for needed funding. If additional TCIF funding is made available by passage of this bill, numerous trade corridor and gateway projects in Southern California stand ready to move into construction.

AB 2170 would allow the State to move as efficiently as possible to develop projects that are ready for construction without having to 'reinvent the wheel'; capitalizing on what it has learned from already completed implementation efforts to quickly accelerate delivery of projects.

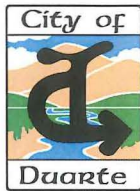
For these reasons, we respectfully urge you to sign AB 2170. Thank you very much for your consideration.

Sincerely,

Darrell J. George
City Manager

Named "Most Business Friendly City 2012" by LAEDC

 = Brand of the original Andres Duarte Rancho



MEMORANDUM

To: City Council

From: Rafael O. Casillas, P.E., Public Works Manager *ROC*

CC: Craig Hensley, Community Development Director

Date: September 27, 2016

Subject: Bid Results and Award Of Contracts for the Fish Fire Mitigation Measures

RECOMMENDED ACTION

No City Council action is necessary for this item. This memo is to fully inform the City Council of progress with on-going Fish Fire Mitigation Measures. Mitigation measures include the installation of K-rail, construction of a deflector wall, traffic control barrier/reflectors and sandbag installation as defined in specifications 16-16 Fish Fire Storm Preparation and 16-17 Fish Fire Deflector Wall.

BACKGROUND

Per the assessment conducted by the Los Angeles County Flood Control, United States Department of Agriculture – Natural Resources Conservation Service (NRCS) and City of Duarte, post Fish Fire mud and debris flow mitigation measure are recommended by the Damage Survey Report (DSR). These measure include approximately 4,000 lineal-feet of K-rail, deflector wall at the Greenbank debris basin, traffic control barriers/reflectors and sandbag installation for the projection of property.

On September 12, 2016 the City Clerk publicly opened bids for the Fish Fire Storm Preparation. In addition, staff out reached to multiple contractors and venders to obtain competitive proposals to perform the installation of all protective devices. On September 13, 2016, City Council authorized the Purchasing Officer to sign all contracts and purchase orders related to the implementation of post Fish Fire mitigation. The results of the solicitation for bids are as follow:

Ellis Inc.	\$166,867.80
Scope: K-rail installation	
Collett Construction Co.	\$34,031.00

Scope: Deflector wall construction

The Dirt Yard, Inc. DBA. LA County Sandbags Scope: Sandbag installation	\$2,138.25
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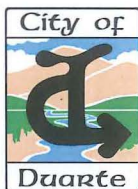
Traffic Management Inc. Scope: Traffic control materials	\$9,231.70
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<i>Total Estimated Expenses</i>	<i>\$212,268.75</i>
---------------------------------	---------------------

The lowest responsible and responsive bidders, Ellis Inc., Collett Construction Co., The Dirt Yard Inc. DBA LA County Sandbags and Traffic Management Inc., have successfully completed similar scope of work for other local agencies such as the Cities of Glendora and Monrovia. These contractors and vendors have applicable work experience and licenses.

Respectfully Submitted By,

Rafael O. Casillas, PE
Public Works Manager



MEMORANDUM

To: City Council

From: Teresa Renteria, Assistant Civil Engineer

CC: Craig Hensley, Community Development Director
Marla Akana, City Clerk

Date: September 21, 2016

Subject: Bid Results and Award of Contract for Removal of Architectural Barriers for ADA Improvements FY 2016-17

RECOMMENDED ACTION

Staff recommends that the City Council award the Removal of Architectural Barriers for ADA Improvements FY 2016-17 contract to FS Contractors, Inc. at 14838 Bledsoe Street, Sylmar CA 91342.

BACKGROUND

An assessment of curb ramps within the public right-of-way was conducted by staff to identify the ones that present an architectural barrier to pedestrians along the path of travel. This project will remove barriers to allow for a more accessible and safe path of travel for all pedestrians including the elderly and/or severely disabled. The project consists of the removal of non-ADA compliant existing ramps and obstructions, grading, forming and installation of new Portland cement concrete curb ramp with detectable warning surfaces for compliance with the Americans with Disabilities Act.

On September 20, 2016 the City Clerk publicly opened two bids for the subject project. The results of the bid opening are as follow:

FS Contractors, Inc.	\$37,070.00
CEM Construction Corp.	\$49,860.00

The funding source for this project consists of Community Development Block Grant (CDBG) funds from the City of Duarte.

ANALYSIS

The lowest responsible and responsive bidder, FS Contractors, Inc. successfully completed the past Concrete Repair Program FY 2015-16 project in the City of Duarte and their federal and state license status has been verified by staff.

CONCLUSION

Staff recommends that the City Council award the Removal of Architectural Barriers for ADA Improvements FY 2016-17 contract to FS Contractors, Inc. at 14838 Bledsoe Street, Sylmar CA 91342.



MEMORANDUM

TO: CITY COUNCIL
FROM: COMMISSIONER Houghton
SUBJECT: NOTICE OF ABSENCE FROM Park & Rec COMMISSION MEETING
DATE: Sept. 12, 2016

REASON FOR ABSENCE

_____ ACCIDENT

X VACATION

_____ SICKNESS

_____ OTHER *

_____ DEATH IN FAMILY

DATE OF MEETING ABSENCE

Oct. 10, 2016

* EXPLANATION OF ABSENCE

Vacation to Ohio - Camping


Signature

* * * * *

Absence noted by City Council

Date

MEMORANDUM

TO: Mayor and Councilmembers

FROM: Darrell J. George, City Manager

DATE: September 22, 2016

SUBJECT: Conference Attendance – City Council Meeting of September 27, 2016



NAACP Pasadena Branch
31st Ruby McKnight Williams Award Dinner
October 13, 2016 – 6:00 p.m.
Pasadena Hilton Hotel – International Ballroom
168 S. Los Robles Avenue, Pasadena
Cost \$160 per person

Save the Date

31ST RUBY MCKNIGHT WILLIAMS Awards Dinner

Beyond the Horizon is the Finish Line...

*Ensuring a society in which all individuals have equal rights
without discrimination based on race.*



PASADENA BRANCH
626.793.1293

THURSDAY, OCTOBER 13, 2016 - 6PM, HILTON PASADENA
[HTTP://NAACPPASADENARMWAWARDSBANQUET2016.EVENTBRITE.COM](http://naacppasadenarmwawardsbanquet2016.eventbrite.com)



The Pasadena Branch of
The National Association for the Advancement of Colored People

31ST ANNUAL
RUBY MCKNIGHT WILLIAMS AWARDS DINNER
Beyond the Horizon is the Finish Line...

HONORARY CHAIRPERSONS
Darryl Dunn, Rose Bowl Operating Manager
Brad Ratliff, Tournament of Roses President

CO-CHAIRPERSONS
Juanita West Tillman
Tommy McMullins

KEYNOTE SPEAKER
John Marshall Pointer, 2016 Honors Graduate John Muir High School

MASTER OF CEREMONIES
Andre Coleman, Deputy Editor, Pasadena Weekly

THURSDAY, OCTOBER 13, 2016
Reception 6:00 p.m. Dinner 7:00 p.m.

PASADENA HILTON HOTEL
International Ballroom
168 South Los Robles Avenue
Pasadena, CA 91101

Gary L. Moody, President

Tickets will be held at the door. Please RSVP by September 29, 2016.



HONOREES

RUBY MCKNIGHT WILLIAMS AWARD

Rev. Ed Bacon, Immediate Past Rector of All Saints Church

COMMUNITY AWARD

Helen Rener, Community Volunteer

EDUCATION AWARD

Dr. Powtawche Valerino, Jet Propulsion Laboratory

YOUTH AWARD

Sumayyah Muhammad, 2016 Honors Graduate, Blair High School

PRESIDENT'S AWARD

Brad Ratliff, Tournament of Roses, President 2016

CORPORATE AWARD

AEG, Martha Saucedo

FAITH AWARD

Bishop Wm. LaRue Dillard, Pastor, Second Baptist Church Monrovia

Rev. Albert Tate, Pastor, Fellowship Monrovia

CIVIC AWARD

John Fasana, City of Duarte, Councilman; Former Mayor

Mickey Segal, City of Arcadia, Councilman; Former Mayor

ARTS AWARD

Craig & Carolyn Watson

SPORTS AWARD

First Tee of Greater Pasadena, Mark Fritz

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Pasadena Police Department
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Tournament of Roses



Donor
Huntington Hospital



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NAACP

PASADENA BRANCH

31st Annual Ruby McKnight Williams Awards Dinner
Beyond the Horizon is the Finish Line...
Please RSVP by September 29, 2016

Address _____

City _____ State _____ Zip _____ Phone _____

Email Address: _____

Company Representative: _____

My Check in the Amount of \$ _____ is enclosed for
_____ Ticket(s) @ \$160 and/or _____ Sponsorship (indicated below)

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Call 626.793.1293 or email naacppasadena@gmail.com to obtain 501(c)3 details for Sponsorships of \$2,500 or more. (All Ads Will Be Shown In Souvenir Journal):

✓ Check all that apply below:

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These Contributions are not tax deductible for federal income tax purposes, however, they are deductible as ordinary business expenses.

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Email Ads to naacppasadena@gmail.com by September 15, 2016

**Please make checks payable to: NAACP, Pasadena Branch,
595 N. Lincoln Avenue, Suite 103, Pasadena, CA 91103
(626)793-1293**

To make donations or to purchase tickets online:

<http://naacppasadenarmwawardsbanquet2016.eventbrite.com>

Guest of _____

Tickets will be held at the door

[Click Here to Purchase Tickets or Make Donation](#)

<https://pasadenanaacprm2016.eventbrite.com> | 626.793.1293



SEPTEMBER 11 - 17, 2016

Legal Notice

Legal Notice

Legal Notice

Legal Notice

**NOTICE OF PUBLIC HEARING
TO BE HELD BY THE DUARTE CITY COUNCIL**

NOTICE IS HEREBY GIVEN that, pursuant to State law, the City Council of the City of Duarte will hold a Public Hearing at 7:00 p.m., on Tuesday, September 27, 2016, in the Council Chambers, 1600 Huntington Drive, Duarte, California, to consider amending Title 11 of the Duarte Municipal Code to add Chapter 11.14, Parking Prohibitions on Yellow and Red Level Emergency Alert Days, to protect the health, safety, and general welfare of the citizens of Duarte and property within the City of Duarte through the regulation of on-street parking on designated City streets during days of precipitation which pose a risk of water, mud, and/or debris slides and flows.

Any interested party may appear in person, or by agent, and be heard. If this matter is challenged in Court, there will be a limit to only those issues that were raised at the Public Hearing described in this Notice, or in written correspondence delivered to the City Council at, or prior to, the Public Hearing. Written correspondence may be sent to Duarte City Hall, City Clerk's Office, 1600 Huntington Drive, Duarte, CA 91010-2592.

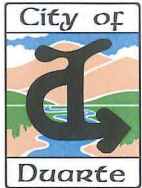
Further information may be obtained from Brian Villalobos, Director of Public Safety Services, phone (626) 357-7938.

Marla Akana
City Clerk

PUBLISH:
POSTED:
Library

Duarte, Saturday, September 17, 2016
Duarte City Hall, Duarte Public Safety Office, Duarte

9/13/16
AD#844307



CITY COUNCIL STAFF REPORT

Date: September 15, 2016

To: Mayor and City Council

From: Brian Villalobos; Director of Public Safety

Subject: **Council Adoption of Ordinance No. 16-O-10 Adding Chapter 11.14 to the Duarte Municipal Code Prohibiting On-Street Parking on Designated Streets During Yellow and Red Level Emergency Alerts**

SUMMARY

The June 20, 2016, Fish Fire within and around Duarte burned an extensive portion of the hillside and mountain area, eroding the natural vegetation. This has rendered the hillside residential areas within and adjacent to the area of the Fish Fire, known as the Fish Fire Impact Area, vulnerable to water, mud and/or debris slides and flows during rainy conditions. To ensure that public safety and public works vehicles can access those neighborhoods in a debris related emergency, staff is asking that an ordinance be enacted. The ordinance is to prohibit parking on designated streets during the activation of a yellow and red level emergency notification alerts.

PROJECT DESCRIPTION

The Fish Fire burned approximately 4,300 acres in the hillside and mountain areas directly above the City of Duarte. As a result, the natural shrubs and vegetation is gone leaving soil and debris on the barren hillsides.

Immediately upon containment of the Fish Fire, the U.S. Forest Service dispatched a Burned Area Emergency Response team (BAER) to the area. BAER is the rapid assessment of burned watersheds to identify imminent post-wildfire threats to human life and safety, property, and critical natural resources or cultural resources on affected lands. Fires result in loss of vegetation, exposure of soil to erosion risks, and increased water runoff that may lead to flooding, increased sediment, debris flows, or damage to critical natural and cultural resources. Additionally, the Los Angeles County Public Works Department dispatched staff to assess their debris basins, potential debris flow areas of impact, and to offer advice to residents to safeguard their private property.

Staff worked closely with both agencies to develop a plan to mitigate potential debris flows and to protect life and property. Developed out of that plan, was a color coded system to alert residents in the event of rain that may trigger mud and debris flows. The prediction based weather alert system uses green, yellow, and red level emergency protocols:

Green Alert: No restrictions in place. Residents are encouraged to monitor the weather and to be alert to any changes.

Yellow Alert: Activated with a Los Angeles County Phase 1 forecast. This is described as small, isolated debris and mudflows possible at specific locations. Streets may be flooded or blocked by debris. Reports of debris on private property may be received. Few, if any structures may be endangered.

Red Alert: Activated with County Phase 2 or 3 forecasts.

Phase 2 forecast: Moderate debris and mudflows possible at more widespread locations. Some streets may be completely blocked by debris. Depending on location and terrain, some structures may be endangered by debris and mudflows.

Phase 3 forecast: The potential exists for **significant debris and mudflows** to be widespread over specific areas. Streets may be blocked and considered unsafe for travel. Many structures could be endangered by debris and mudflows. Extreme caution should be exercised in high impact areas.

Under the ordinance, when the yellow or red alert is declared vehicles may be towed from designated streets at the owners' expense. Except in those emergency situations where immediate action is required the City will give 24 hour notice to the owner of the vehicle by posting a notice on the vehicle and by posting notice on the City Website, City Facebook page, City Twitter account, electronic message board, City email alerts, and Nixle alerts.

The affected streets to be included in the ordinance are as follows:

Greenbank Avenue both sides from Brookridge Road to Royal Oaks Drive

Greenbank Avenue both sides beginning north of Brookridge Road to end of street

Conata Street at Greenbank Avenue approximately 150' east and west of intersection

Deerlane Drive both sides from Greenbank Avenue to Mel Canyon Road

Bettyhill Avenue both sides beginning north of Deerlane Drive to end of street

Fieldview Avenue and Larkhall Avenue at Deerlane Drive approximately 150' south of intersections

Mel Canyon Road both sides from Brookridge Road to Fish Canyon Road

Opal Canyon Road at Mel Canyon Road and Brookridge Road approximately 150' easterly and southerly of intersections

Brookridge Road from Mel Canyon Road to approximately 320' east of Mountain Crest Road

Brookridge Road both sides beginning west of Greenbank Avenue to end of street

Mountain Crest Road at Shadylawn Drive and Tannen Crest Drive approximately 150' easterly of intersections

Mountain Crest Road both sides from Deerlane Drive to Brookridge Road

The City Attorney has reviewed the proposed ordinance.

FINANCIAL IMPACT

In order to comply with Duarte Municipal Code 11.05.070, which requires the posting of signs for enforcement, the City will have to install approximately 40 signs on the affected streets.



Therefore, staff is requesting a budget amendment of \$10,000.00 for the purchase of signs out of account number 1405-8100.

RECOMMENDATION

Staff recommends that the City Council enact an ordinance adding Chapter 11.14 to the Duarte Municipal Code prohibiting on-street parking on designated streets during yellow and red level emergency alerts.



ORDINANCE NO. _____**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUARTE, CALIFORNIA, ADDING CHAPTER 11.14 TO THE DUARTE MUNICIPAL CODE PROHIBITING ON-STREET PARKING ON DESIGNATED STREETS DURING YELLOW AND RED LEVEL EMERGENCY ALERTS**

WHEREAS, the June 20, 2016, Fish Fire within and around Duarte burned an extensive hillside and mountain area, eroding the natural vegetation; and

WHEREAS, the Fish Fire has rendered the hillside residential areas within and adjacent to the area of the Fish Fire, known as the Fish Fire Impact Area, potentially vulnerable to water, mud and/or debris slides and flows during rainy conditions; and

WHEREAS, to ensure that public safety and public works vehicles can access those neighborhoods affected by the Fish Fire in a water, debris or mud related emergency, the City Council desires to enact an ordinance to prohibit parking on designated streets during the activation of a yellow and red level emergency alerts implemented by the public safety department; and

WHEREAS, the purpose of this ordinance is to protect the health, safety, and welfare of the citizens of Duarte and property within Duarte through the regulation of on-street parking on designated City streets during days of precipitation which pose a risk of water, mud, and/or debris slides and flows.

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

SECTION 1: A new Chapter 11.14 is hereby added to the Duarte Municipal Code to read as follows:

11.14 Parking prohibitions on yellow and red level emergency alert days

11.14.010 Purpose.

The purpose of this Chapter is to protect the health, safety, and general welfare of the citizens of Duarte and property within the City of Duarte through the regulation of on-street parking on designated City streets during periods of precipitation or other natural conditions which pose a risk of water, mud, and/or debris slides and flows.

11.14.020 Definitions.

The words, terms, phrases, and their derivations set forth in this Chapter have the meanings set forth below:

A. On-street parking is defined as the stopping, standing, or parking of any vehicle on any of the City streets designated in Section 11.14.030.

B. Yellow level emergency alert is defined as any period of time that the public safety department determines weather or other conditions are such that limited, isolated water, mud, and/or debris slides and flows are possible at specific locations in the City. Yellow level emergency conditions include those where there is a threat that streets may be flooded or blocked by mud or debris, or during such times as reports of mud and debris on private property have been or may be received.

C. Red level emergency alert is defined as any period of time that the public safety department determines weather or other conditions are such that the potential exists for significant water, debris, and mudflows to be widespread over specific locations in the City. Red level emergency conditions include those where there is a threat that one or more streets may be flooded or blocked by mud or debris, and unsafe for travel, or during such times as multiple structures could be endangered by water, mud, and/or debris slides and flows, or mandatory evacuations have been ordered.

11.14.030 Parking prohibitions.

A. Whenever a yellow or red level emergency alert is implemented by the public safety department in which on-street parking on any City street designated in subdivision (B) of this Section would create a hazard to life or property by interfering with emergency vehicle access and resident evacuation during any event of water, mud, and/or debris slides and flows, the public safety department is hereby authorized to give notice and prohibit on-street parking. Vehicles parked in violation of the parking prohibition established pursuant to the Chapter shall be removed and impounded at the owner's expense.

B. During a yellow or red level emergency alert, it shall be unlawful to park any vehicle on any City streets or portions thereof in violation of this Chapter that are located within the Fish Fire Impact Area as follows:

Greenbank Avenue -- both sides from Brookridge Road to Royal Oaks Drive

Greenbank Avenue -- both sides beginning north of Brookridge Road to end of street

Conata Street at Greenbank Avenue -- approximately 150' east and west of intersection

Deerlane Drive -- both sides from Greenbank Avenue to Mel Canyon Road

Bettyhill Avenue -- both sides beginning north of Deerlane Drive to end of street

Fieldview Avenue and Larkhall Avenue at Deerlane Drive -- approximately 150' south of intersections

Mel Canyon Road -- both sides from Brookridge Road to Fish Canyon Road

Opal Canyon Road -- at Mel Canyon Road and Brookridge Road approximately 150' easterly and southerly of intersections

Brookridge Road -- from Mel Canyon Road to approximately 320' east of Mountain Crest Road

Brookridge Road -- both sides beginning west of Greenbank Avenue to end of street

Mountain Crest Road at Shadylawn Drive and Tannen Crest Drive -- approximately 150' easterly of intersections

Mountain Crest Road -- both sides from Deerlane Drive to Brookridge Road

C. City shall, except in those emergency situations where immediate action is required to prevent significant damage or injury to public health, safety, or public or private property, provide not less than twenty four (24) hours' notice of the declaration of a red or yellow emergency alert, and the activation of parking restrictions in connection therewith. Such notice may be given by posting a notice on any car parked in an area that under red or yellow emergency alert conditions would be subject to removal or impound, and may also be given by announcement on the City's website, or by digital notification to parties who have previously requested such notice in writing and provided an e-mail address or other appropriate means of digital contact.

11.14.040 Violations/penalties

A. A vehicle which is parked in violation of this Chapter may be removed and impounded by the City. Any person or entity who parks a vehicle in violation of this Chapter is liable for the expense of removing and impounding the vehicle. The expense for removing and impounding the vehicle shall be charged against that person or entity, including the registered owner of the vehicle, who parks the vehicle in violation of this Chapter. This charge shall constitute a debt and shall be collectable by the City.

B. Any person or entity that violates this Chapter is guilty of an infraction which shall be punishable pursuant to Chapter 1.04.101 of this code.

SECTION 2. The City Council intends this Ordinance to supplement, not to duplicate or contradict, applicable state and federal laws, and this Ordinance shall be construed in light of that intent.

SECTION 3: SEVERABILITY.

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

SECTION 4: POSTING OF ORDINANCE.

The City Clerk shall certify as to the adoption of this Ordinance and shall cause this Ordinance to be posted in the manner provided for in the Duarte Municipal Code.

SECTION 5. EFFECTIVE DATE.

This ordinance shall take effect thirty (30) days following its second reading.

PASSED, APPROVED and ADOPTED after second reading at a regular meeting of the City Council of the City of Duarte this ____ day of _____, 2016.

Mayor Samuel Kang

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Ordinance No. ____ was adopted by the City Council of said City of Duarte at a regular meeting of said Council held on the ____ day of _____, 2016, by the following roll call vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California



1400 K Street, Suite 400 • Sacramento, California 95814
Phone: 916.658.8200 Fax: 916.658.8240
www.cacities.org

August 16, 2016

TO: Mayors, City Managers and City Clerks
League Board of Directors

RE: Annual Conference Resolutions Packet
Notice of League Annual Meeting

Enclosed please find the 2016 Annual Conference Resolutions Packet.

Annual Conference in Long Beach. This year's League Annual Conference will be held October 5 – 7 in Long Beach. The conference announcement has previously been sent to all cities and we hope that you and your colleagues will be able to join us. More information about the conference is available on the League's Web site at www.cacities.org/ac. We look forward to welcoming city officials to the conference.

Closing Luncheon/General Assembly - Friday, October 7, 12:00 p.m. The League's General Assembly Meeting will be held at the Long Beach Convention Center.

Resolutions Packet. At the Annual Conference, the League will consider one resolution introduced by the deadline, Saturday, August 6, 2016, midnight. The resolution is included in this packet. Resolutions submitted to the General Assembly must be concurred in by five cities or by city officials from at least five or more cities. These letters of concurrence are included with this packet. We request that you distribute this packet to your city council.

We encourage each city council to consider this resolution and to determine a city position so that your voting delegate can represent your city's position on the resolution. A copy of the resolution packet is posted on the League's website for your convenience: www.cacities.org/resolutions.

The resolutions packet contains additional information related to consideration of the resolution at the Annual Conference. This includes the date, time and location of the meetings at which the resolution will be considered.

Voting Delegates. Each city council is encouraged to designate a voting delegate and two alternates to represent their city at the General Assembly Meeting. A letter asking city councils to designate their voting delegate and two alternates has already been sent to each city. If your city has not yet appointed a voting delegate, please contact Meg Desmond at (916) 658-8224 or email: mdesmond@cacities.org.

**Please Bring This Packet to the Annual Conference
October 5 – 7, Long Beach**



*Annual Conference
Resolutions Packet*

2016 Annual Conference Resolutions



Long Beach, California

October 5 – 7, 2016

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, one resolution has been introduced for consideration by the Annual Conference and referred to the League policy committees.

POLICY COMMITTEES: One policy committee will meet at the Annual Conference to consider and take action on the resolution referred to them. The committee is Transportation, Communication and Public Works. The committee will meet 9:00 – 10:30 a.m. on Wednesday, October 5, 2016, at the Hyatt Regency. The sponsor of the resolution has been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet at 1:00 p.m. on Thursday, October 6, at the Hyatt Regency in Long Beach, to consider the report of the policy committee regarding the resolution. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president. Please check in at the registration desk for room location.

ANNUAL LUNCHEON/BUSINESS MEETING/GENERAL ASSEMBLY: This meeting will be held at 12:00 p.m. on Friday, October 7, at the Long Beach Convention Center.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:00 p.m., Thursday, October 6. Resolutions can be viewed on the League's Web site: www.cacities.org/resolutions.

Any questions concerning the resolutions procedures may be directed to Meg Desmond at the League office: mdesmond@cacities.org or (916) 658-8224

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's eight standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.
2. The issue is not of a purely local or regional concern.
3. The recommended policy should not simply restate existing League policy.
4. The resolution should be directed at achieving one of the following objectives:
 - (a) Focus public or media attention on an issue of major importance to cities.
 - (b) Establish a new direction for League policy by establishing general principals around which more detailed policies may be developed by policy committees and the board of directors.
 - (c) Consider important issues not adequately addressed by the policy committees and board of directors.
 - (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

LOCATION OF MEETINGS

Policy Committee Meetings

Wednesday, October 5

Hyatt Regency Long Beach

200 South Pine Street, Long Beach

9:00 – 10:30 a.m.: Transportation, Communication & Public Works

General Resolutions Committee

Thursday, October 6, 1:00 p.m.

Hyatt Regency Long Beach

200 South Pine Street, Long Beach

Annual Business Meeting and General Assembly Luncheon

Friday, October 7, 12:00 p.m.

Long Beach Convention Center

300 East Ocean Boulevard, Long Beach

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number	Key Word Index	Reviewing Body Action		
		1	2	3
		1 - Policy Committee Recommendation to General Resolutions Committee		
		2 - General Resolutions Committee		
		3 - General Assembly		

TRANSPORTATION, COMMUNICATION, AND PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Vision Zero			

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet will be posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

ACTION FOOTNOTES

- * Subject matter covered in another resolution
- ** Existing League policy
- *** Local authority presently exists

KEY TO ACTIONS TAKEN

- | | |
|-----|---|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |
| a | Amend+ |
| Aa | Approve as amended+ |
| Aaa | Approve with additional amendment(s)+ |
| Ra | Refer as amended to appropriate policy committee for study+ |
| Raa | Additional amendments and refer+ |
| Da | Amend (for clarity or brevity) and Disapprove+ |
| Na | Amend (for clarity or brevity) and take No Action+ |
| W | Withdrawn by Sponsor |

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. RESOLUTION COMMITTING THE LEAGUE OF CALIFORNIA CITIES TO SUPPORTING VISION ZERO, TOWARD ZERO DEATHS, AND OTHER PROGRAMS OR INITIATIVES TO MAKE SAFETY A TOP PRIORITY FOR TRANSPORTATION PROJECTS AND POLICY FORMULATION, WHILE ENCOURAGING CITIES TO PURSUE SIMILAR INITIATIVES

Source: City of San Jose

Concurrence of five or more cities/city officials: Cities: Fremont; Los Angeles; Sacramento; San Diego; San Francisco; Santa Monica; and West Hollywood

Referred to: Transportation, Communication and Public Works Policy Committees

Recommendation to General Resolution Committee:

WHEREAS, each year more than 30,000 people are killed on streets in the United States in traffic collisions; and

WHEREAS, traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people; with pedestrians and cyclists accounting for a disproportionate share; and

WHEREAS the Centers for Disease Control recently indicated that America's traffic death rate per person was about double the average of peer nations; and

WHEREAS Vision Zero and Toward Zero Deaths are comprehensive strategies to eliminate all traffic fatalities and severe injuries using a multi-disciplinary approach, including education, enforcement and engineering measures; and

WHEREAS a core principal of Vision Zero and Toward Zero Deaths is that traffic deaths are preventable and unacceptable; and

WHEREAS cities across the world have adopted and implemented Vision Zero and Toward Zero Deaths strategies and successfully reduced traffic fatalities and severe injuries occurring on streets and highways; and

WHEREAS safe, reliable and efficient transportation systems are essential foundations for thriving cities.

RESOLVED that the League of California Cities commits to supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;

AND encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways;

AND encourage the State of California to consider adopting safety as a top priority for both transportation projects and policy formulation.

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Background Information on Resolution to Support Transportation Safety Programs

Each year more than 30,000 people are killed on streets in the United States in traffic collisions. Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people, with children, seniors, people of color, low-income and persons with disabilities accounting for a disproportionate share. The Centers for Disease Control recently reported that the traffic death rate per

person in the United States was about double the average of peer nations, with close to 10% of these deaths occurring in California (3,074 in 2014). California's largest city, Los Angeles, has *the* highest rate of traffic death among large U.S. cities, at 6.27 per 100,000 people.

Cities around the world have adopted traffic safety projects and policies that underscore that traffic deaths are both unacceptable and preventable. In 1997, Sweden initiated a program called Vision Zero that focused on the idea that "Life and health can never be exchanged for other benefits within the society." The World Health Organization has officially endorsed Vision Zero laying out traffic safety as an international public health crisis and the United Nations General Assembly introduced the Decade of Action for Road Safety 2011-2020 and set the goal for the decade: "to stabilize and then reduce the forecast level of road traffic fatalities around the world" by 50% by 2020.

As of this writing, 18 U.S. cities have adopted Vision Zero programs (including New York City, Boston, Ft. Lauderdale, Austin, San Antonio, Washington DC, and Seattle) to reduce the numbers of fatal crashes occurring on their roads (<http://visionzeronetwork.org/map-of-vision-zero-cities/>). California cities lead the way, with the cities of San Jose, San Francisco, San Mateo, San Diego, Los Angeles, Long Beach and Fremont having adopted Vision Zero strategies and many others are actively considering adoption.

In 2009 a national group of traffic safety stakeholders launched an effort called "Toward Zero Deaths: A National Strategy on Highway Safety". This initiative has been supported by the Federal Highway Administration (FHWA) (<http://safety.fhwa.dot.gov/tzd/>) and states throughout the United States, including California (http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTs.asp).

This past January the U.S. Department of Transportation launched its "Mayors' Challenge for Safer People and Safer Streets." This effort calls on elected officials to partner with the USDOT and raise the bar for safety for people bicycling and walking by sharing resources, competing for awards, and taking action. The California cities of Beverly Hills, Davis, Maywood, Cupertino, Culver City, Rialto, Santa Monica, Porterville, Los Angeles, San Jose, Monterey, Glendale, Irvine, Oakland, Palo Alto, Alameda, West Hollywood and Fullerton signed on to this effort. Additionally, the Institute of Transportation Engineers (ITE), a leading organization for transportation professionals, recently launched a new initiative to aggressively advance the Vision Zero and Towards Zero Deaths movements (<http://library.ite.org/pub/ed59a040-caf4-5300-8ffc-35deb33ce03d>).

Ultimately all of these programs share the fundamental belief that a data-driven, systems-level, interdisciplinary approach can prevent severe and fatal injuries on our nation's roadways. They employ proven strategies, actions, and countermeasures across education, enforcement and engineering. Support for many of these life-saving programs extends far beyond government agencies, and includes National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), Kaiser Permanente, AARP, the National Safe Routes to School Partnership, and the International Association of Chiefs of Police, among many others.

There is wide-spread recognition that cities and towns need safe, efficient transportation systems to be economically prosperous. A resolution by the League of California Cities to support transportation safety policies like Vision Zero and Toward Zero Deaths, and encourage implementation of projects and programs that prioritize safety will help California elevate the health and safety of its residents and position us as a leader in national efforts to promote a culture of safe mobility for all.

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League of California Cities Staff Analysis on Resolution No. 1

Staff: Rony Berdugo
Committee: Transportation, Communication, and Public Works

Summary:

The resolved clauses in Resolution No. 1: commits the League of California Cities to:

- 1) Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;
- 2) Encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways; and
- 3) Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.

Background:

The City of San Jose notes national and international efforts to reduce fatal and severe injury traffic collisions through systematic data driven approaches, such as Vision Zero and Toward Zero Deaths. According to the World Health Organization (WHO), "Vision Zero is a traffic safety policy, developed in Sweden in the late 1990s and based on four elements: ethics, responsibility, a philosophy of safety, and creating mechanisms for change."¹ Below is a summary of each Vision Zero element, according to WHO:

1. Ethics – Life and health trump all other transportation benefits, such as mobility.
2. Responsibility – Responsibility for crashes and injuries is shared between the providers of the system and the road users.
3. Safety Philosophy – Asserts that a transportation system should account for the unstable relationship of human error with fast/heavy machinery to avoid deaths/serious injury, but accept crashes/minor injuries.
4. Driving Mechanisms for Change – Asserts that road users and providers must both work to guaranteeing road safety, taking measures such as: improving levels of seat belt use, installing crash-protective barriers, wider use of speed camera technology, increasing random breathalyzer tests, and promoting safety in transportation project contracts.

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including police, transportation and public health) are engaged

List of cities that meet the minimum Vision Zero standards nationally include: Anchorage, AK; Austin, TX; Boston, MA; Cambridge, MA; Denver, CO; Eugene, OR; Fort Lauderdale, FL; Fremont, CA; Los Angeles, CA; New York, NY; Portland, OR; Sacramento, CA; San Antonio, TX; San Diego, CA; San Francisco, CA; San Jose, CA; Seattle, WA; Washington, DC

List of cities that are considering adoption of Vision Zero nationally include: Ann Arbor, MI; Bellevue, OR; Bethlehem, PA; Chicago, IL; Columbia, MO; Houston, TX; Long Beach, CA;

¹ http://who.int/violence_injury_prevention/publications/road_traffic/world_report/chapter1.pdf

New Orleans, CA; Philadelphia, PA; Pittsburgh, PA; San Mateo, CA; Santa Ana, CA; Santa Cruz, CA; Santa Monica, CA; St. Paul, MN; Tampa, FL²

Vision Zero – Samples:

1. San Francisco – In 2015, the City established a two-year action strategy that outlines the projects and policy changes to implement its Vision Zero goal of zero traffic deaths by 2024. The strategy adopts five core principles, such as: 1) traffic deaths are preventable and unacceptable; 2) safety for all road modes and users is the highest priority; 3) transportation system design should anticipate inevitable human error; 4) education, enforcement, and vehicle technology contribute to a safe system; and 5) transportation systems should be designed for speeds that protect human life.³ The strategy focuses on engineering, enforcement, education, evaluation, and policy changes that can be made to achieve their goals. The City is working on projects, such as:
 - a. Creating protected bike lanes
 - b. Building wider sidewalks
 - c. Reducing traffic speeds⁴

The City is also exploring policy changes to state law that will allow the City to place traffic cameras near schools and senior centers to cite speeding drivers through automated speed enforcement.⁵

2. Los Angeles – the City has established a commitment to eliminate all traffic deaths by 2025. They have identified a network of streets, known as the High Injury Network (HIN)⁶, which maps out their areas of concern where they plan on making strategic investments in reducing deaths/severe injury. According to the City, only 6% of their city streets account for 2/3 of all deaths/severe injury for pedestrians. The City highlights the three following projects as part of their Vision Zero efforts⁷:
 - a. Installation of 22 new Leading Pedestrian Intervals (LPIs) at signals throughout the city, which gives pedestrians a head start against right-turning vehicles when crossing
 - b. Installation of a pedestrian scramble at the intersection of Hollywood and Highland, which stops traffic in all four-directions during pedestrian crossing.
 - c. Installation of curb extensions along Cesar E. Chavez Avenue in their HIN, which reduces the crossing distance for pedestrians, narrows the intersections, and reduces speed for turning vehicles.

San Francisco's Vision Zero Categories:

1. Engineering – implement treatments and redesign streets to reduce the frequency and severity of collisions (i.e. using/implementing: high injury network maps, signal timing, high visibility crosswalks, bus stop lengths, etc.)
2. Enforcement – use data driven approach to cite and focus on violations of the California Vehicular Code and S.F. Transportation Code that identify as causative in severe and fatal collisions (i.e. explore implementation of E-citation Pilot, reporting on traffic collision data, police training, etc.)

² <http://visionzeronet.org/wp-content/uploads/2016/02/VZ-map-April-20-2016-4.jpg>

³ <http://www.joomag.com/magazine/vision-zero-san-francisco/0685197001423594455?short>

⁴ <http://visionzerosf.org/vision-zero-in-action/engineering-streets-for-safety/>

⁵ <http://visionzerosf.org/vision-zero-in-action/public-policy-for-change/>

⁶ <http://ladot.maps.arcgis.com/apps/MapJournal/index.html?appid=488062f00db44ef0a29bf481aa337cb3>

⁷ <http://visionzero.lacity.org/actions/>

3. Education – coordinate among city departments to create citywide strategy for outreach and safety programs, such as Safe Routes to Schools. (i.e. education campaign includes – Safe Streets SF, large vehicle safe driving for municipal vehicles, etc.)
4. Evaluation – evaluate the impact of engineering, enforcement, education and policy efforts to provide recommendations for refinement (i.e. use of web-based data sharing and tracking systems for transparency and accountability).
5. Policy – support and mobilize local and state policy initiatives that advance Vision Zero (i.e. Advance Automated Safety Enforcement initiative at the state level, in-vehicle technology usage, partnering with state and federal agencies on administrative and legal issues, etc.)

In its annual reporting, the City has established the following measures for successful benchmarks:

- Decreasing total severe and fatal injuries
- Decreasing the proportion of severe and fatal injuries in communities of concern to address social inequities
- Decreasing medical costs at SF General Hospital relating to collisions
- Increasing the number of engineering projects and miles of streets receiving safety improvements
- Decreasing the speeds on SF streets
- Increasing investigation and prosecution of vehicular manslaughter
- Increasing public awareness of Vision Zero and traffic safety laws
- Increasing policy changes made at the state and local levels to advance Vision Zero

Toward Zero Deaths – The Federal Highway Administration (FHWA) within the United States Department of Transportation (USDOT) is committed to the vision of eliminating fatalities and serious injuries on national roadways. FHWA has a strategic goal of ensuring the “nation’s highway system provides safe, reliable, effective, and sustainable mobility for all users.”⁸ It is essentially the national version of Vision Zero administered primarily through the Highway Safety Improvement Program (HSIP).

At the state level, the California Office of Traffic Safety (OTS) has a mission to “effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.”⁹ They make available grants to local and state public agencies for traffic law enforcement, public traffic safety education, and other programs aimed at reducing fatalities, injuries, and economic loss from collisions.

Support: City of Fremont, City of Los Angeles, City of Sacramento, City of San Francisco, City of San Jose, City of Santa Monica, and City of West Hollywood

Opposition: One individual

Fiscal Impact: Unknown. The costs to any particular city can vary tremendously depending on the level and scope of investment any particular city would seek to make. For example, the City of San Francisco has Vision Zero project costs ranging from \$30,000 for pedestrian safety treatments up to \$12,000,000 for a Streetscape project. The cost of any particular effort could be well below, above, and anywhere between those ranges for Vision Zero implementation.

⁸ <http://safety.fhwa.dot.gov/tzd/>

⁹ http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTs.asp

Comment:

- 1) Policy committee members are encouraged to consider carefully how the adoption of the resolved clause in this resolution may affect the League's future policy when it comes to advocating for transportation funding and other existing priorities. While the clause "encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways" provides an opportunity to highlight strategies that can be considered to improve transportation safety, two other aspects of the resolved appear to establish new policy for the organization in that it would "commit" the League to:
 - Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety.
 - Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.
- 2) Effects of various strategies to improve transportation safety can vary. According to an article published in the San Francisco Chronicle on March 26, 2016, deaths in San Francisco traffic were not falling despite Vision Zero efforts.¹⁰ The article notes that there were seven deaths in 2016, while there was only one in the first 10 weeks of 2015 and seven in 2014 during the same period. The San Francisco Department of Public Health commented that despite these incidents, it's too early to make any conclusions about Vision Zero's effectiveness. In Los Angeles, however, the city has cited significant decreases in severe and fatal injuries with implementation of certain technologies, such as installation of pedestrian scrambles. The success of Vision Zero in any particular city will likely depend on the level of investment and scope of the project(s) as the projects can vary widely.
- 3) In the fifth "Whereas" clause from the top, the word "principal" should be "principle."

Existing League Policy: "The League supports additional funding for local transportation and other critical unmet infrastructure needs. One of the League's priorities is to support a consistent and continuous appropriation of new monies from various sources directly to cities and counties for the preservation, maintenance and rehabilitation of the local street and road system. New and additional revenues should meet the following policies:

- System Preservation and Maintenance. Given the substantial needs for all modes of transportation, a significant portion of new revenues should be focused on system preservation. Once the system has been brought to a state of good repair, revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.
- Commitment to Efficiency. Priority should be given to using and improving current systems. Recipients of revenues should incorporate operational improvements and new technology in projects.
- All Users Based System. New revenues should be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, to those with new hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.
- Alternative Funding Mechanisms. Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The

¹⁰ <http://www.sfchronicle.com/bayarea/article/Deaths-in-S-F-traffic-not-falling-despite-Vision-7182486.php>

existing user based fee, such as the base \$0.18-cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

- Unified Statewide Solution. For statewide revenues, all transportation stakeholders must stand united in the search for new revenues. Any new statewide revenues should address the needs of the entire statewide transportation network, focused in areas where there is defensible and documented need.
- Equity. New revenues should be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas as well as being equally split between state and local projects.
- Flexibility. Needs vary from region to region and city to city. New revenues and revenue authority should provide the flexibility for the appropriate level of government to meet the goals of the constituents.
- Accountability. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level.”¹¹

Additionally, the League adopted to “Increase Funding for Critical Transportation and Water Infrastructure” as its number one strategic goal for 2016. It reads, “Provide additional state and federal financial assistance and new local financing tools to help meet the critical transportation (streets, bridges, active transportation, and transit) and water (supply, sewer, storm water, flood control, etc.) infrastructure maintenance and construction needs throughout California’s cities.”¹²

¹¹ <http://www.cacities.org/Resources-Documents/Policy-Advocacy-Section/Policy-Development/2016-Summary-of-Existing-Policy-and-Guiding-Princi.aspx>

¹² <http://www.cacities.org/Secondary/About-Us/Strategic-Priorities>

LETTERS OF CONCURRENCE
Resolution No. 1
VISION ZERO



Office of the Mayor

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006
510 284-4011 *ph* | 510 284-4001 *fax* | www.fremont.gov

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND
IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Fremont enthusiastically endorses the proposed resolution to support the implementation of initiatives to eliminate traffic deaths and severe injuries on our roadways. Fremont is among the early adopters of the Vision Zero traffic safety strategy. With City Council's approval of our Fremont Vision Zero 2020 action plan in March 2016, we are already seeing the benefits of building a safety first culture in our community.

I strongly encourage other California cities to join a growing coalition of support for Vision Zero. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Fremont has embraced Vision Zero and we are in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

A handwritten signature in blue ink that reads "Bill Harrison".

Bill Harrison
Mayor





CITY HALL
LOS ANGELES, CALIFORNIA 90012

August 2, 2016

The Honorable Dennis Michael
President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: League of California Cities Resolution Supporting Initiatives to Prioritize Traffic Safety

Dear President Michael:

We write in support of the proposed resolution to support the adoption and implementation of Vision Zero initiatives throughout California to eliminate traffic fatalities and injuries. Vision Zero and Towards Zero Deaths strategies have been adopted in cities throughout California, including the City of Los Angeles. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year, more than 200 people are killed while trying to move around Los Angeles. Nearly half of the people who die on Los Angeles streets are people walking and bicycling, and an alarming number of them are children and older adults. The safety of our residents and visitors is paramount. If we can realize Vision Zero throughout California, children will be safer walking to school, families will be safer going to the park, and commuters will be safer getting to work.

The City of Los Angeles adopted Vision Zero as part of its Transportation Strategic Plan, and an executive directive was issued in 2015 directing its implementation. We are in strong support of Vision Zero in California, and we support the proposed Resolution.

Sincerely,

ERIC GARCETTI
Mayor

JOE BUSCAINO
Councilmember, 15th District
League of California Cities Representative



OFFICE OF THE
CITY COUNCIL

CITY OF SACRAMENTO
CALIFORNIA

JAY SCHENIRER

COUNCILMEMBER
DISTRICT FIVE

July 27, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION
AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY
THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Sacramento supports the proposed resolution to support the adoption and implementation of initiatives to prioritize transportation safety toward eliminating death and severe injuries on our roadways. **Vision Zero** and **Towards Zero Deaths** strategies have been adopted in many cities and Sacramento is currently developing its own **Vision Zero Action Plan**.

Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on roads and streets of our cities. We must put safety as a top priority for all users of our streets. It is fundamental for prosperity of California cities as safety, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Sacramento is in strong support of prioritized and expanded transportation safety in California cities and supports the proposed Resolution.

Sincerely,


Jay Schenirer, Council Member
Chair, Law & Legislation Committee



THE CITY OF SAN DIEGO

August 9, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, CA 95814

Dear President Michael:

RE: A resolution of the league of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety throughout California

The City of San Diego Transportation & Storm Water Department supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, including the City of San Diego (Attachment 1). Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of San Diego Transportation & Storm Water Department has embraced Vision Zero/Towards Zero Death and I am in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Kris McFadden
Director

Attachment: A Resolution of the Council of the City of San Diego Adopting a Vision Zero Plan to Eliminate Traffic Fatalities and Serious Injuries in the Next Ten Years

cc: Katherine Johnston, Director of Infrastructure and Budget Policy, Office of the Mayor
Kristin Tillquist, Director of State Government Affairs, Office of the Mayor
Vic Bienes, Assistant Director, Transportation & Storm Water Department
Linda Marabian, Deputy Director, Traffic Engineering Operations



Transportation & Storm Water Department

202 C Street, 9th Floor, MS 9A • San Diego, CA 92101
Tel (619) 236-6594 Fax (619) 236-6570



RESOLUTION NUMBER R- 310042

DATE OF FINAL PASSAGE NOV 03 2015

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING A VISION ZERO PLAN TO ELIMINATE TRAFFIC FATALITIES AND SERIOUS INJURIES IN THE NEXT TEN YEARS.

WHEREAS, on average one person each day is seriously injured or killed on the road while walking, bicycling, or driving the streets of San Diego; and,

WHEREAS, the City has adopted numerous studies and plans that outline design concepts to improve safety for people walking and biking in the City including a Pedestrian Master Plan and Bicycle Master Plan; and,

WHEREAS, the City of San Diego's draft Climate Action Plan proposes to achieve 50 percent of commuter mode share for walking, biking and transit use in transit priority areas by 2050 and safer conditions for walking and biking can help implement this Plan; and,

WHEREAS, the City will increase in population by approximately 30 percent by 2050 and the majority of growth will result from infill development thereby increasing demand for safe walking and bicycling; and,

WHEREAS, communities in San Diego have prioritized infrastructure projects that improve walking and biking safety among other project types as represented by the Community Planning Committee report to Infrastructure Committee in November 2013; and,

WHEREAS, the City incurs costs to respond to lawsuits alleging the City's failure to provide safer streets; and,

WHEREAS, restoring infrastructure in the City is a priority of the Council and Mayor; and,

WHEREAS, Vision Zero provides a framework for reducing traffic deaths to zero through a combination of safe engineering measures, education, and enforcement practices; and,

WHEREAS, Vision Zero has been adopted in many cities throughout the country, most notably in New York City which has seen the lowest number of pedestrian fatalities in its first year of implementation since documentation began in 1910; and,

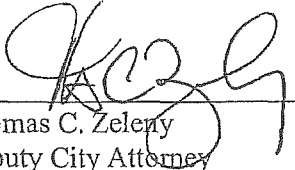
WHEREAS, Circulate San Diego is convening an Advisory Committee to advance Vision Zero Goals; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it hereby adopts a goal of eliminating traffic deaths and serious injuries by 2025; and

BE IT FURTHER RESOLVED, by the Council of the City of San Diego, that it urges City staff from the Mayor's office, Transportation and Stormwater Department, San Diego Police Department, and a representative of the City's Bicycle Advisory Committee to attend meetings of Circulate San Diego's Vision Zero Advisory Committee for a limited time to develop a traffic safety plan that will help the City reach the goal of zero traffic deaths and serious injuries; and

BE IT FURTHER RESOLVED, that the traffic safety plan will be guided by innovative engineering solutions to improve road safety for all users, especially the most vulnerable; will measure and evaluate performance annually; and will include enforcement and education strategies to prevent the most dangerous behaviors that cause public harm, especially along the corridors where collisions are most frequent.

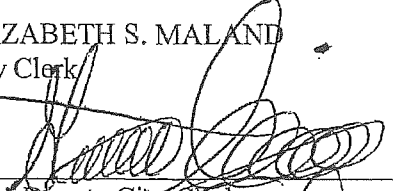
APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Thomas C. Zeleny
Deputy City Attorney

TCZ:cfq
September 24, 2015
Or.Dept:Envir. Comm.
Doc. No.: 1116742

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of OCT 27 2015.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 11/2/15
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on OCT 27 2015, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	☒	☐	☐	☐
Lorie Zapf	☒	☐	☐	☐
Todd Gloria	☒	☐	☐	☐
Myrtle Cole	☒	☐	☐	☐
Mark Kersey	☒	☐	☐	☐
Chris Cate	☒	☐	☐	☐
Scott Sherman	☒	☐	☐	☐
David Alvarez	☐	☐	☒	☐
Marti Emerald	☒	☐	☐	☐

Date of final passage NOV 03 2015

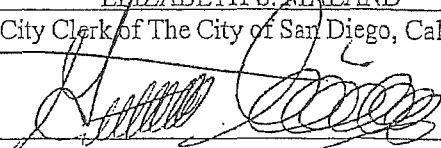
(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

(Seal)

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

By , Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 310042



August 1, 2016

The Honorable Dennis Michael
President, League of California Cities
1400 K Street
Sacramento, CA 95814

Re: Resolution of the League of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety Throughout California

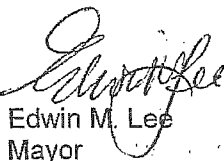
Dear President Michael,

On behalf of the City and County of San Francisco, I am writing to express my support for the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California including San Francisco, San Jose, San Mateo, San Diego, Los Angeles, Santa Barbara, and Santa Monica. Accordingly, I encourage the submission of the resolution to support Vision Zero, Toward Zero Deaths, and other initiatives that make traffic safety a priority, which will be considered by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year in San Francisco, approximately 30 people lose their lives and over 200 more are seriously injured while traveling on our streets. These deaths and injuries are unacceptable and preventable, and the City is strongly committed to stopping further loss of life. San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Our goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on our roadways do not result in serious injuries or deaths. The safety of our residents and the over 18 million visitors that use our streets each year is paramount, and the same holds true for cities across the California, which need safe, efficient, and organized transportation systems to support economically vibrant and sustainable communities.

The City and County of San Francisco has embraced Vision Zero, and I am in strong support of expanded transportation safety in California cities and, in turn, the proposed Resolution.

Sincerely,


Edwin M. Lee
Mayor



Mayor Tony Vazquez
Mayor Pro Tempore Ted Winterer

Councilmembers

Gleam Davis
Sue Himmelrich
Kevin McKeown
Pam O'Connor
Terry O'Day

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: THE LEAGUE OF CALIFORNIA CITIES CONSIDERATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael:

The City of Santa Monica supports initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, leading to the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

The City of Santa Monica embraced Secretary Anthony Foxx's Mayor's Challenge for *Safer People, Safer Streets* in March 2015. Simultaneously, the Council directed staff to initiate work on Vision Zero and 8-80 cities – a movement created by Gil Penalosa, to make cities that work for people aged 8 to 80. Combined, these two efforts aim to create streets that are safe and comfortable for people in all modes and of all abilities. In February 2016 the Santa Monica City Council adopted a Vision Zero target in our first Pedestrian Action Plan. We are now actively working to incorporate these visionary targets into City operations.

Our City cares deeply about the safety of our people, and their ability to access good, services, education, social networks and employment. Creating a New Model for Mobility is one of the Council's Five Strategic Goals, identified to organize and advance work on our top priorities. A safe mobility network supports our urgent need to provide transportation options that reduce greenhouse gas emissions, and provide equitable access to places and activities that support community Wellbeing. Reducing and ultimately eliminating severe injury and fatal crashes part of a resilient, safe and prosperous community.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Santa Monica has embraced **Vision Zero/Towards Zero Deaths** and I am in strong support of expanded transportation safety in California cities.

Sincerely,


Tony Vazquez
Mayor

1685 Main Street • PO Box 2200 • Santa Monica • CA 90407-2200
tel: 310 458-8201 • fax: 310 458-1621 • e-mail: council@smgov.net



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

OFFICE OF THE CITY MANAGER

PAUL AREVALO
CITY MANAGER

July 21, 2016

The Honorable L. Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA - SUPPORT

Dear President Michael:

The City of West Hollywood supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. *Vision Zero* and *Towards Zero Deaths* strategies have been adopted in numerous cities throughout California. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015, and it is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of West Hollywood is in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Paul Arevalo,
CITY MANAGER

c: Honorable Members of the West Hollywood City Council



MEMORANDUM



TO: Honorable Mayor and City Council

FROM: Dominic Milano, City Engineer
Jason Golding, City Planner

DATE: September 27, 2016

SUBJECT: Acceptance of Grant Deed Conveyances for two parcels (APN's: 8531-017-900 & 901) from the Metro Gold Line Foothill Extension Construction Authority

The Foothill Gold Line Authority (Authority) acquired various pieces of property in order to construct the Gold Line project. Two of those properties, at the southeast corner of Mountain Avenue and Duarte Road, were acquired by the Authority in order to realign Mountain Avenue and reduce the skew of the adjacent intersection. The properties include the former single-family residences at 1806 Mountain Avenue (APN 8531-017-900) and 1812 Mountain Avenue (APN: 8531-017-901). The Authority also purchased various, smaller private property acquisitions and easements that were needed to widen sidewalks, construct ADA accessibility improvements, locate utilities, and facilitate placement of traffic and rail signal equipment. The Council voted to accept these various deed conveyances from the Authority at the June 14, 2016 meeting.

Now that the Gold Line has been completed, the Authority is disposing of excess property that has no further purpose for the project. In that spirit, the Authority is offering to convey grant deeds for the two corner properties to the City at no cost. If accepted by the Council, these properties will become City property, without reservations. If rejected, the properties would be retained by the Authority and likely sold on the private market.

While the original parcels were used for single-family residential purposes, several factors would restrict future single-family residential development on both properties. First, the various Authority acquisitions and easements, needed to build the realigned roadway and dedicate space for sidewalks/ADA compliance/signal equipment, have reduced the size of the parcels by approximately 1,100 square feet. The geometry of the Authority acquisitions and easements, along with the reduction in parcel area would make it difficult for the project to meet the zoning development standards. Second, access to the northerly portion of the property has historically, and is also currently, severely impacted by the volume of traffic on Mountain Avenue and the proximity to the intersection. Vehicular movements in and out of the northerly portion of the property are difficult, if not potentially hazardous. The property also has a notable grade issue near the northerly property line, which restricts development potential and will require additional earthwork/retaining walls upon development. Due to these development challenges, Staff plans to merge the parcels. Zoning on the property will remain R-1, Single-Family Residential.

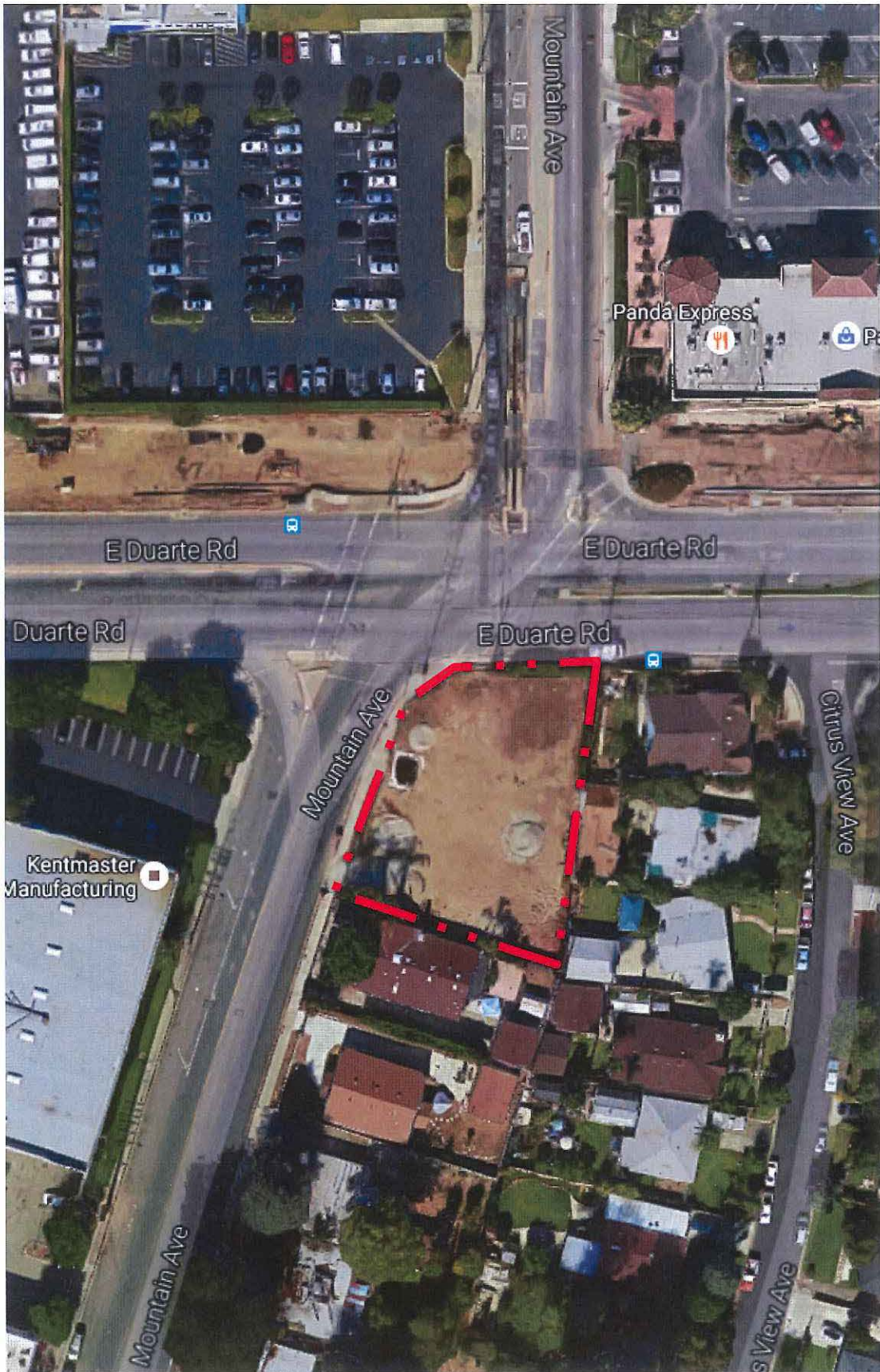
Staff suggests that the City hold the property for a period of time to provide an opportunity to observe and analyze the intersection traffic patterns, since the Gold Line impacts are relatively new.

Recommendation

Staff is recommending that the City Council authorize the City Clerk, pursuant to City Council Resolution 58-61, to sign the associated Certificates of Acceptance, allowing the two Authority properties, identified as Assessor Parcel Numbers 8531-017-900 and 8531-017-901, be conveyed to the City at no cost.

Attachments:

- Aerial photograph
- Assessor parcel map
- Grant Deed with exhibits
- City Council Resolution 58-61



RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Attention: Jason Golding

Space Above Line for Recorder's Use

GRANT DEED

THIS DOCUMENT IS EXEMPT FROM DOCUMENTARY TRANSFER TAX PURSUANT TO SECTION 11922 OF THE CALIFORNIA REVENUE AND TAXATION CODE; AND THIS DOCUMENT IS EXEMPT FROM RECORDING FEES PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTIONS 6103 AND 27383.

Public Agency - No Tax Statement

For valuable consideration, receipt of which is hereby acknowledged, **METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY**, a public agency existing under the authority of the laws of the State of California, TRUSTEE OF THE LOS ANGELES-PASADENA METRO BLUE LINE GOVERNMENTAL PURPOSE PROPERTY TRUST U/D/T DATED AUGUST 19, 1999 ("Grantor"), hereby grants to the **CITY OF DUARTE**, a California municipal corporation ("Grantee"), that certain property in the City of Duarte, County of Los Angeles, State of California, as more particularly described in the following:

1. Exhibit A attached hereto, **and except therefrom** that certain property also in the County of Los Angeles, State of California, as more particularly described in Exhibit C attached hereto; and
2. Exhibit B attached hereto, **and except therefrom** that certain property also in the County of Los Angeles, State of California, as more particularly described in Exhibit D attached hereto; and

The legal descriptions in Exhibit A, Exhibit B, Exhibit C, and Exhibit D are incorporated herein by this reference.

Executed this 21 day of September 2016.

"Grantor" METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY, a public agency existing under the authority of the laws of the State of California, as TRUSTEE OF THE LOS ANGELES-PASADENA METRO BLUE LINE GOVERNMENTAL PURPOSE PROPERTY TRUST U/D/T DATED AUGUST 19, 1999

By: 

Name: Habib F. Ballen

Title: CEO

ASSESSOR PARCEL NO(S).: Portion of 8531-017-900 and 8531-017-901

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

State of California)

)

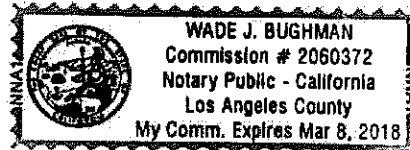
County of Los Angeles)

On Sept. 21, 2016, before me, Wade J. Bughman, Notary Public, personally appeared, Habib F. Balian, 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.

Wade J. Bughman
Signature



(Seal)

CERTIFICATE OF ACCEPTANCE

[attached]

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

State of California)

)

County of Los Angeles)

On _____, 2016, before me, _____, 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.

Signature

(Seal)

EXHIBIT A

LEGAL DESCRIPTION

[attached]

LEGAL DESCRIPTION OF THE PROPERTY

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES, DESCRIBED AS FOLLOWS:

All that certain real property situated in the County of Los Angeles, State of California,
described as follows:

LOT 74 OF TRACT NO. 13541, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 325, PAGE 36, OF MAPS,
IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT B

LEGAL DESCRIPTION

[attached]

LEGAL DESCRIPTION OF THE PROPERTY

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES, DESCRIBED AS FOLLOWS:

All that certain real property situated in the County of Los Angeles, State of California,
described as follows:

LOT 73 OF TRACT NO. 13541, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 325, PAGES 36 AND 37
OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT C

LEGAL DESCRIPTION

[attached]

Legal description

THAT PORTION OF LOT 74 OF TRACT MAP NO. 13541, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 325 PAGES 367 AND 37 OF TRACT MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 74; THENCE ALONG THE WESTERLY LINE OF SAID LOT 74, NORTH $17^{\circ}24'16''$ EAST, 45.00 FEET ; THENCE CONTINUING ALONG THE WESTERLY LINE OF SAID LOT 74, NORTH $53^{\circ}31'50''$ EAST, 32.31 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 74; THENCE, ALONG THE NORTHERLY LINE OF SAID LOT 74, NORTH $89^{\circ}39'23''$ EAST, 80.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 74; THENCE, ALONG THE EASTERLY LINE OF SAID LOT 74, SOUTH $06^{\circ}53'52''$ WEST, 0.50 FEET; THENCE, LEAVING SAID EASTERLY LINE THE FOLLOWING COURSES:

SOUTH $89^{\circ}39'23''$ WEST, 2.00 FEET,
SOUTH $74^{\circ}14'46''$ WEST, 7.53 FEET,
SOUTH $89^{\circ}39'23''$ WEST, 21.97 FEET,
SOUTH $00^{\circ}20'37''$ EAST, 1.30 FEET,
SOUTH $89^{\circ}39'23''$ WEST, 24.11 FEET,
SOUTH $67^{\circ}16'11''$ WEST, 3.68 FEET,
SOUTH $20^{\circ}48'52''$ EAST, 6.64 FEET,
SOUTH $64^{\circ}34'21''$ WEST, 18.55 FEET,
NORTH $29^{\circ}48'27''$ WEST, 6.77 FEET,
SOUTH $86^{\circ}23'22''$ WEST, 13.60 FEET,
SOUTH $28^{\circ}40'00''$ WEST, 55.59 FEET TO THE SOUTHERLY LINE OF SAID LOT 74;
THENCE; ALONG SAID SOUTHERLY LINE, NORTH $72^{\circ}36'04''$ WEST, 2.84 FEET TO THE POINT OF BEGINNING.

CONTAINS 1054 SQUARE FEET, MORE OR LESS.

PREPARED UNDER MY DIRECTION


IAN EASTON LS 7016



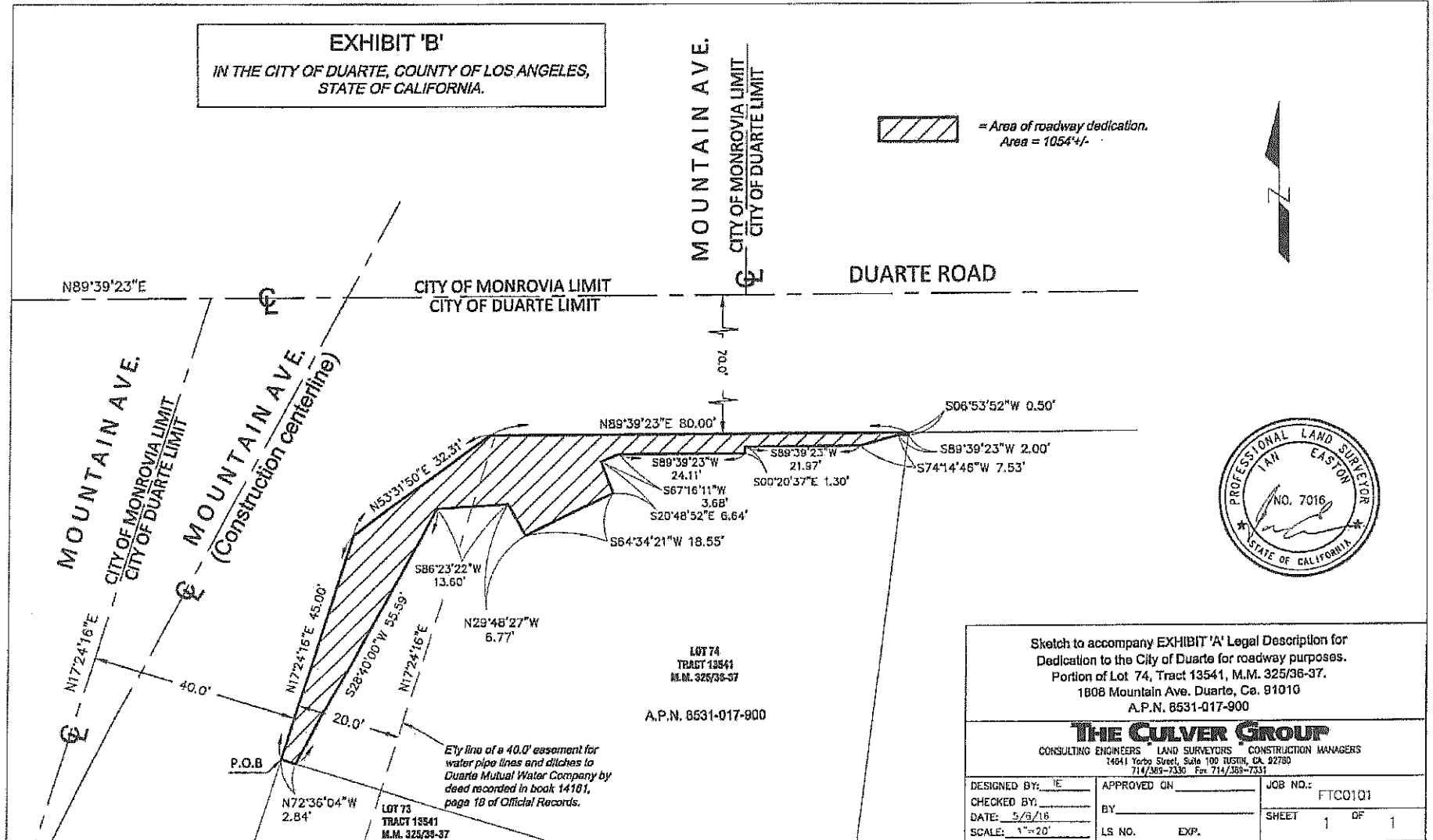
5/6/16
DATE

EXHIBIT 'B'

IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA.



= Area of roadway dedication.
Area = 1054'±



Sketch to accompany EXHIBIT 'A' Legal Description for
Dedication to the City of Duarte for roadway purposes.
Portion of Lot 74, Tract 13541, M.M. 325/36-37.
1806 Mountain Ave. Duarte, Ca. 91010
A.P.N. 8531-017-900

THE CULVER GROUP

CONSULTING ENGINEERS LAND SURVEYORS CONSTRUCTION MANAGERS
14041 Yorba Street, Suite 100, TUSTIN, CA 92780
714/389-7330 Fax 714/389-7331

DESIGNED BY: <u>IE</u>	APPROVED ON _____	JOB NO.: <u>FTC0101</u>
CHECKED BY: _____	BY: _____	SHEET <u>1</u> OF <u>1</u>
DATE: <u>5/9/18</u>	LS NO. _____ EXP. _____	
SCALE: <u>1"=20'</u>		

EXHIBIT D

LEGAL DESCRIPTION

[attached]

Legal description

THAT PORTION OF LOT 73 OF TRACT MAP NO. 13541, IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 325 PAGES 367 AND 37 OF TRACT MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 73; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 73, SOUTH 72°36'04" EAST, 2.84 FEET ; THENCE LEAVING SAID NORTHERLY LINE SOUTH 28°40'00" WEST, 14.45 FEET TO THE WESTERLY LINE OF SAID LOT 73; THENCE, ALONG SAID WESTERLY LINE, NORTH 17°24'16" EAST, 14.20 FEET TO THE POINT OF BEGINNING.

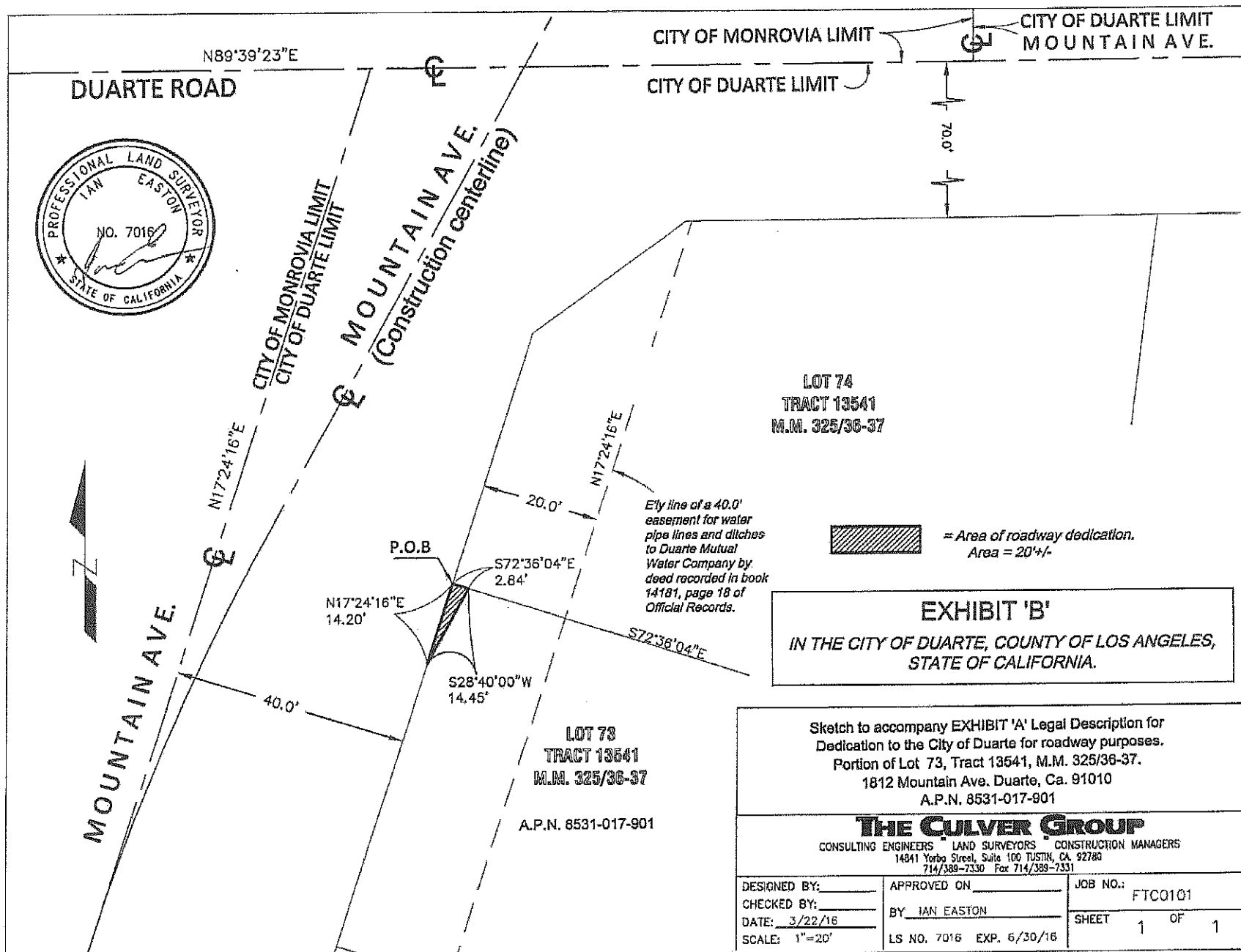
CONTAINS 20 SQUARE FEET, MORE OR LESS.

PREPARED UNDER MY DIRECTION


IAN EASTON LS 7016



5/6/16
DATE



1 CITY OF DUARTE

2 RESOLUTION NO. 58-61

3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE, DESIGNATING
4 CERTAIN PERSONNEL OF THE CITY TO EXECUTE CERTIFICATES OF ACCEPTANCE
5 OF DEEDS OR GRANTS, IN ACCORDANCE WITH THE PROVISIONS OF SECTION
6 27281, OF THE GOVERNMENT CODE.

7 WHEREAS, Section 27281 of the Government Code of the State of
8 California enables the City of Duarte by a general resolution
9 to authorize personnel of the City to accept and consent to deeds
10 or grants to the City.

11 NOW, THEREFORE, the City Council of the City of Duarte
12 does RESOLVE as follows:

13 SECTION 1.

14 The City Clerk is authorized as an Agent of the City of
15 Duarte to accept and consent to the recordation of any deed or
16 grant conveying any interest in or easement upon real property to
17 said City.

18 SECTION 2.

19 The accepting agent shall attach to the deed or grant so
20 accepted and consented to, his certificate of acceptance, which
21 shall be substantially in the following form:

22 "This is to certify that the interest in real property
23 conveyed by the within deed or grant to the City of
24 Duarte, a political corporation and/or governmental
25 agency, is hereby accepted under authority of a resolution
26 adopted by the City Council as Resolution No. 58-61 on
27 June 9, 1958, and the Grantee consents to the recordation
28 thereof by its duly authorized officer.

29 Dated _____ CITY OF DUARTE

30 By _____

31 SECTION 3.

32 The City Clerk shall certify to the adoption of this resolution
and deliver a certified copy to the office of the County Recorder.

Passed, approved and adopted this 9th day of June, 1958,
by the following vote:

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YES: Kohler, Lindfors, Hacker, Boucher, Hendrix

NOES: None

ABSENT: None

Walter C. Hendrix
Mayor, City of Duarte,
California

ATTEST:

Robert L. Wilson
Clerk