RESOLUTION NO. PC-387

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF INDUSTRY, CALIFORNIA, RECOMMENDING APPROVAL PURSUANT TO CHAPTER 17.24 (PLANNED DEVELOPMENT OVERLAY ZONE) OF TITLE 17 (ZONING) OF THE INDUSTRY MUNICIPAL CODE OF A REVISED PLAN OF DEVELOPMENT FOR THE INDUSTRY BUSINESS CENTER LOCATED ON A SITE CONSISTING OF 592 ACRES IN THE EASTERN PORTION OF THE CITY OF INDUSTRY NORTH OF THE POMONA FREEWAY (SR-60) AND THE ORANGE FREEWAY (SR-57), AND SOUTH OF VALLEY BOULEVARD

THE PLANNING COMMISSION OF THE CITY OF INDUSTRY RESOLVES AS FOLLOWS:

SECTION 1. General Findings. The City of Industry Planning Commission finds as follows:

A. Pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 *et seq.*, on October 28, 2004, the Industry City Council adopted Resolution No. 2065 certifying a final environmental impact report (2004 IBC EIR) for a project commonly known as the Industry Business Center (IBC) (State Clearing House No. 2003121086).

B. The site of the IBC project consists of two parcels: one on the northeast side of Grand Avenue encompassing approximately 245 acres and one on the southwest side of Grand Avenue encompassing approximately 347 acres. The 592-acre IBC site is owned by the Industry Urban Development Agency (IUDA) and is leased to Industry East Business Center, LLC (Applicant).

C. The approved Plan of Development analyzed in the 2004 IBC EIR (2004 IBC Plan of Development) was for a master-planned business and commercial center that proposed the development of up to 4.8 million square feet of built space, including 633,000 square feet of industrial uses, 1,268,000 square feet of retail uses, and 2,878,000 square feet of office uses in multiple planning areas. The 2004 IBC Plan of Development also set aside open space, including the preservation and enhancement of Diamond Bar Creek on the southern boundary of the project site and revegetation of graded slopes.

D. In October 2007, Industry East Business Center, LLC submitted an application for development plans to construct two industrial buildings totaling over 125,000 square feet on approximately 6.5 acres of the IBC site at the southwest corner of Grand Avenue and Baker Parkway.

Because this site was previously designated as the location for a proposed fire station in the 2004 IBC EIR, the City caused an Addendum to the 2004 IBC EIR to be prepared to analyze this change in use.

E. On January 24, 2008, the City Council approved Development Plan No. 08-3 for the construction of the two industrial buildings on the IBC site. Building pads for the two structures have been graded, but the buildings have not yet been constructed.

F. In April 2008, Industry East Business Center, LLC filed an application (Application) for a revised Plan of Development for the IBC site (revised IBC Plan of Development). The revised IBC Plan of Development would reduce the total square footage of office, retail, and industrial space on the IBC site by approximately 1.7 million square feet and add a new stadium and related facilities. The revised IBC Plan of Development would include, among other things, a National Football League (NFL) stadium with practice fields, team training facilities, and team offices; a sports medical center; retail uses; restaurants; entertainment uses (including a live theater, movie theater complex, and an NFL attraction); other office buildings; and parking areas to accommodate all uses.

G. In April 2008, in accordance with the requirements of CEQA, the City caused an Initial Study to be prepared regarding the potential environmental impacts of the revised IBC Plan of Development. The City determined that the revised IBC Plan of Development may have a significant impact on the environment and that a Supplement to the 2004 IBC EIR (SEIR) was required.

H. On January 22, 2009, the City Council adopted Resolution No. 2263, which certified the SEIR, and adopted Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring Program for the revised IBC Plan of Development.

I. The 2004 IBC EIR and the Addendum to the 2004 IBC EIR, as revised by the SEIR, and all documents referenced in and related to the 2004 IBC EIR as revised by the SEIR that form the basis for this Resolution are located in, and in the custody of, the Office of the City Clerk.

J. The City caused notice of a hearing before the Industry Planning Commission on the Application for the revised IBC Plan of Development to be given in accordance with Industry Municipal Code (IMC) Section 17.24.070.

K. The Planning Commission conducted a duly noticed public hearing on February 12, 2009, and considered the Application for the revised IBC Plan of Development and all written and oral comments and evidence submitted at or prior to the hearing.

SECTION 2. Environmental Review. Based upon the certification of the 2004 IBC EIR as revised by the SEIR, the Planning Commission has exercised its independent judgment and finds that the project contemplated in the revised IBC Plan of Development has been reviewed by, and is consistent with, the project reviewed in the 2004 IBC EIR as revised by the SEIR, and no further CEQA review is required for the Application.

SECTION 3. Findings in support of Conditional Approval of the Revised IBC Master Plan of Development under Chapter 17.24 (Planned Development Overlay Zone). The Planning Commission finds as follows:

A. Under Section 17.24.070 of IMC Chapter 17.24 (Planned Development Overlay Zone), the Planning Commission may recommend denial, approval, or conditional approval of the Application for the revised IBC Plan of Development in accordance with the standards set forth in Section 17.24.080.

B. Attached as Exhibit A to this Resolution is a proposed resolution (Proposed Resolution) of the City Council that would conditionally approve the Application.

C. The Proposed Resolution contains the findings necessary to conditionally approve the Application in accordance with the standards set forth in IMC Section 17.24.080.

SECTION 4. Recommendation to City Council. Based on the evidence presented at the public hearing, including the written and oral staff reports, the Planning Commission recommends that the City Council conditionally approve the Application for the revised IBC Plan of Development pursuant to IMC Chapter 17.24.

SECTION 5. Transmittal to City Council. The Secretary of the Planning Commission is directed to certify the adoption of this Resolution and cause it to be transmitted to the City Council for further proceedings in accordance with the Industry Municipal Code.

ADOPTED by the Planning Commission of the City of Industry at a regular meeting held on February 12, 2009.

Manuel Perez
Chairman

ATTEST:

Chuck Maschio
Secretary

STATE OF CALIFORNIA	)	PLANNING COMMISSION
COUNTY OF LOS ANGELES	) ss.	SECRETARY'S CERTIFICATION
CITY OF INDUSTRY	)	RE: ADOPTION OF PLANNING COMMISSION RESOLUTION

I, Chuck Maschio, Secretary of the City of Industry Planning Commission, do HEREBY CERTIFY that the foregoing Resolution No. PC-387 was duly passed and adopted at a regular meeting of the Planning Commission of the City of Industry held on the 12th day of February, 2009, by the following vote:

AYES: COMMISSIONERS: _____

NOES: COMMISSIONERS: _____

ABSENT: COMMISSIONERS: _____

ABSTAINED: COMMISSIONERS: _____

_____
Chuck Maschio, Secretary
City of Industry, California

(SEAL)

EXHIBIT A

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING PURSUANT TO CHAPTER 17.24 (PLANNED DEVELOPMENT OVERLAY ZONE) OF TITLE 17 (ZONING) OF THE INDUSTRY MUNICIPAL CODE A REVISED PLAN OF DEVELOPMENT FOR THE INDUSTRY BUSINESS CENTER LOCATED ON A SITE CONSISTING OF 592 ACRES IN THE EASTERN PORTION OF THE CITY OF INDUSTRY NORTH OF THE POMONA FREEWAY (SR-60) AND THE ORANGE FREEWAY (SR-57), AND SOUTH OF VALLEY BOULEVARD

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

SECTION 1. General Findings. The City Council finds as follows:

A. Pursuant to the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 *et seq.*, on October 28, 2004, the Industry City Council adopted Resolution No. 2065 certifying a final environmental impact report (2004 IBC EIR) for a project commonly known as the Industry Business Center (IBC) (State Clearing House No. 2003121086).

B. The site of the IBC project consists of two parcels: one on the northeast side of Grand Avenue encompassing approximately 245 acres and one on the southwest side of Grand Avenue encompassing approximately 347 acres. The 592-acre IBC site is owned by the Industry Urban Development Agency (IUDA) and is leased to Industry East Business Center, LLC (Applicant).

C. The approved Plan of Development analyzed in the 2004 IBC EIR (2004 IBC Plan of Development) was for a master-planned business and commercial center that proposed the development of up to 4.8 million square feet of built space, including 633,000 square feet of industrial uses, 1,268,000 square feet of retail uses, and 2,878,000 square feet of office uses in multiple planning areas. The 2004 IBC Plan of Development also set aside open space, including the preservation and enhancement of Diamond Bar Creek on the southern boundary of the project site and revegetation of graded slopes.

D. In October 2007, Industry East Business Center, LLC submitted an application for development plans to construct two industrial buildings totaling over 125,000 square feet on approximately 6.5 acres of the IBC site at the southwest corner of Grand Avenue and Baker Parkway. Because this site was previously designated as the location for a proposed fire station in the 2004 IBC EIR, the City caused an Addendum to the 2004 IBC EIR to be prepared to analyze this change in use.

E. On January 24, 2008, the City Council approved Development Plan No. 08-3 for the construction of the two industrial buildings on the IBC site. Building pads for the two structures have been graded, but the buildings have not yet been constructed.

F. In April 2008, Industry East Business Center, LLC filed an application (Application) for a revised Plan of Development for the IBC site (revised IBC Plan of Development). The revised IBC Plan of Development would reduce the total square footage of office, retail,

and industrial space on the IBC site by approximately 1.7 million square feet and add a new stadium and related facilities. The revised IBC Plan of Development would include, among other things, a National Football League (NFL) stadium with practice fields, team training facilities, and team offices; a sports medical center; retail uses; restaurants; entertainment uses (including a live theater, movie theater complex, and an NFL attraction); other office buildings; and parking areas to accommodate all uses.

G. In April 2008, in accordance with the requirements of CEQA, the City caused an Initial Study to be prepared regarding the potential environmental impacts of the revised IBC Plan of Development. The City determined that the revised IBC Plan of Development may have a significant impact on the environment and that a Supplement to the 2004 IBC EIR (SEIR) was required.

H. On January 22, 2009, the City Council adopted Resolution No. 2263, which certified the SEIR, and adopted Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring Program for the revised IBC Plan of Development.

I. The 2004 IBC EIR and the Addendum to the 2004 IBC EIR, as revised by the SEIR, and all documents referenced in and related to the 2004 IBC EIR and the Addendum to the 2004 IBC EIR, as revised by the SEIR, that form the basis for this Resolution are located in, and in the custody of, the Office of the City Clerk.

J. The City caused notice of a hearing before the Industry Planning Commission on the Application for the revised IBC Plan of Development to be given in accordance with Industry Municipal Code (IMC) Section 17.24.070.

K. The Planning Commission conducted a duly noticed public hearing on February 12, 2009, and considered the Application for the revised IBC Plan of Development and all written and oral comments and evidence submitted at or prior to the hearing.

L. Following the public hearing on February 12, 2009, the Planning Commission adopted Resolution PC-387, recommending that the City Council approve the Application for the revised IBC Plan of Development as provided in this Resolution.

M. Because the IBC site is not located in a redevelopment project area, review of the Application by the IUDA under IMC Section 17.24.090 is not required.

N. The City caused notice of a hearing before the City Council on the Application for the revised IBC Plan of Development to be given in accordance with Industry Municipal Code (IMC) Section 17.24.070.

O. The City Council conducted a duly noticed public hearing on February 26, 2009, and considered the Application for the revised IBC Plan of Development and all written and oral comments and evidence submitted at or prior to the hearing.

SECTION 2. Environmental Review. Based upon the certification of the 2004 IBC EIR as revised by the SEIR, the City Council has exercised its independent judgment and finds that the project contemplated in the revised IBC Plan of Development has been reviewed by, and is consistent with, the project reviewed in the 2004 IBC EIR as revised by the SEIR, and no

further CEQA review is required for the Application.

SECTION 3. <u>Findings for the Standards of Approval for the Revised IBC Plan of Development under Chapter 17.24</u>. Pursuant to the requirements of IMC Section 17.24.080, the City Council finds, based upon the substantial evidence contained in the record, including the written and oral staff reports presented with respect to the Application, as well as all other written and oral testimony submitted at the public hearing, as follows:

1. The revised IBC Plan of Development and proposed uses are consistent with the goals, policies, and purposes of the General Plan and the Planned Development Overlay Zone.

(a) Consistent with the primary zoning designation in the City, the IBC site was zoned Industrial (M) when the property was annexed to the City in 1983. However, the Industry General Plan also encourages commercial, professional, service, and entertainment/recreational uses that support and complement the City's industrial uses, employees, and revenue base, and allows for areas to be zoned for commercial uses.

(b) In 1987, the City adopted a Planned Development Overlay (PD Overlay) Zone, codified as IMC Chapter 17.24, that could be applied to the development of large parcels with diversified development plans.

(c) As set forth in Section 17.24.010 of the PD Overlay Zone, the purposes and intent of this special zoning designation include to:

> "A. Establish a procedure for the development of large parcels of land in order to reduce or eliminate the rigidity, delays, and inequities which would otherwise result in application of land use regulations and administrative procedures designed primarily for smaller parcels;
>
> B. Provide the developer with greater flexibility in site design, density and development options in order to stimulate variety and innovation within the framework of a quality environment;
>
> D. Provide a mechanism whereby the city may authorize desirable developments in conformity with the general plan without inviting speculative rezoning applications, which if granted, do not necessarily result in construction of the proposed facilities."

(d) Consistent with the intent expressed in IMC Section 17.24.010 that the unique regulations of the PD Overlay Zone are to apply to "large parcels of land," Section 17.24.040 provides that the minimum area that the City will consider for the approval of a planned development under the PD Overlay Zone is 150 acres.

(e) The IBC site consists of 592 acres and therefore is of sufficient size to qualify for the approval of a planned development under Chapter 17.24. As such, the revised IBC Plan of Development may include any of the uses permitted in the PD Overlay Zone.

(f) IMC Section 17.24.030(B) allows all uses permitted in the City's Commercial Zone and Industrial Zone, as well as other specified uses, without a zone change on sites consisting of 150 acres or more.

(g) The proposed live theater, movie theater, office, restaurant, and retail uses in the Application are all uses permitted under IMC Chapter 17.12 (Commercial Zone), and are therefore appropriate for inclusion in the revised IBC Plan of Development without a zone change under IMC Section 17.24.030(B)(2).

(h) The proposed stadium use is a type of large scale recreational facility that is specifically permitted in the PD Overlay Zone without a zone change under IMC Section 17.24.030(B)(4).

(i) Under the PD Overlay Zone, uses that would otherwise be permitted in the Commercial Zone are subject to the applicable City development standards for such uses, and industrial uses must adhere to the City's applicable industrial development standards. Uses that are only permitted in the PD Overlay Zone are not subject to such development standards, however, the City Council may condition approval of such uses as it deems necessary to further the purposes of the PD Overlay Zone, and to protect the public health, safety, and welfare.

(j) The Applicant has withdrawn its request in the Application for an exception or code amendment to the City's height limitation on commercial uses to allow for a 10-story office building. As such, no office building is proposed to exceed five stories under the revised IBC Plan of Development.

(k) The Applicant also initially requested an exception or code amendment to the City's design standards for the height of the stadium and for modifications to the size of parking stalls and the width of drive aisles for associated parking areas and structures. City staff has subsequently determined that the proposed stadium and related parking are uses specifically permitted in the PD Overlay Zone and are therefore not subject to the City's design standards for uses permitted in the Commercial Zone. As such, exceptions or code amendments pertaining to the height of the proposed stadium and for modifications to the size of parking stalls and the width of drive aisles in parking areas and structures are not required, and therefore the Applicant has also withdrawn these requests.

(l) In sum, all proposed uses in the Application for the revised IBC Plan of Development are permitted uses in the PD Overlay Zone under IMC Section 17.24.030 and no change in zoning or zoning code amendments or exceptions are required in order to accommodate such uses. The proposed uses in the Application are therefore consistent with the PD Overlay Zone and the City's General Plan.

2. The IBC site is adequate in size, shape, topography, location, and utilities to accommodate the revised IBC Plan of Development.

(a) The IBC site is one of the largest remaining contiguous parcels of land in the region zoned for nonresidential development.

(b) The revised plan proposes to create, through grading, approximately 292 acres of usable building pad area. This is more than an adequate amount of area to accommodate the proposed facilities and uses.

(c) The grading will create development pads of varying elevations on both sides of Grand Avenue to maintain some of the hillside character of the site. Cut and fill will be balanced on-site. The placement of structures in the revised plan takes advantage of the topography by stepping up and down in elevation. In particular, the stadium will be built into the hillside rather than sitting on a flat pad site. As a result, three sides of the stadium will be landscaped to resemble a hillside and blend into the surroundings better.

(d) The shape of the site allows all parking demand to be accommodated on-site, with the majority of the parking for stadium events to be placed on the east side of Grand Avenue, where there is sufficient area and access can be easily controlled. Structures on the west side of the site are compactly situated to preserve open space and encourage walkability, but parking is still conveniently placed where needed for non-stadium event days.

(e) The IBC site is ideally situated near the intersection of two major freeways: State Route (SR) 57 that travels north/south and SR 60 that travels east/west. At the eastern edge of Los Angeles County, the site is centrally located between the more densely populated areas of Los Angeles County to the west, the Inland Empire communities to the east, and Orange County to the south. The proposed stadium is likely to draw patrons from the larger region and because it is centrally located, the average trip length for stadium event patrons and retail customers will be reduced. Most facilities of this kind are located in the western part of Los Angeles County or in Orange County, leaving the region surrounding the site underserved.

(f) As an infill project, there is already adequate utility infrastructure surrounding the site that can be easily connected to and extended throughout the site. Existing potable water, reclaimed water, and sewer lines are found on Grand Avenue and Grand Crossing Parkway to the north. Connections can be made to all of these facilities without the need to expand existing lines. On-site storm water facilities can also be connected to exiting storm water facilities around all sides of the site.

(g) The Walnut Valley Water District has confirmed that it has sufficient water supply to service the IBC site. As compared to the 2004 IBC Plan of Development, the revised IBC Plan of Development will require significantly less water and generate significantly less wastewater. As noted in the SEIR, the revised plan will not significantly impact utilities, including water, wastewater, solid waste, electricity, and gas services.

(h) All of the existing infrastructure facilities have the capacity to accommodate the revised IBC Plan of Development.

(i) In sum, the IBC site is adequate in size, shape, topography, location and utilities to accommodate the revised IBC Plan of Development.

3. **There is adequate street access, traffic circulation, and parking capacity for the revised IBC Plan of Development.**

(a) The revised IBC Plan of Development incorporates ease of access and travel within the project site by multiple modes of transportation. The access and circulation plan for the revised plan is integrated into the surrounding transportation network of roadways, freeways, and rail lines to provide convenient, efficient, and safe access to the proposed uses within the IBC site as well as to off-site destinations.

(b) The proposed vehicular circulation system consists of new internal streets ("A" Street and "B" Street), which connect to some of the existing streets in the Grand Crossing development to the north and to Grand Avenue in two places. These new streets are four-lane undivided roadways with a center turn lane. Two new full-access (all-way turning movements) signalized intersections are planned along Grand Avenue north of SR-57/60: one at "A" Street and the other at "B" Street. Entry drives extend into the proposed parking areas east of Grand Avenue from the new and existing intersections along Grand Avenue. Primary vehicular access into the project site is provided via Grand Avenue, Baker Parkway, and the extension of Grand Crossing Parkway from its current terminus on the northern boundary. Access throughout the proposed surface-parking areas is provided via designated access drives and drive aisles, with stop controls provided where necessary.

(c) The revised IBC Plan of Development also provides a comprehensive network of walkways and elevated pedestrian bridges providing pedestrian access to and throughout the project site. Curb-adjacent and/or parkway-separated sidewalks are also provided throughout the project site, including along the internal and perimeter roadways and within the various surface parking areas. Several elevated pedestrian bridges are provided at key locations along Grand Avenue and "A" Street and between the parcel on the west and the central project area. The elevated bridges help facilitate vehicular and pedestrian traffic by providing a safe means for pedestrians to get across Grand Avenue, without interrupting vehicular traffic, especially during game days and special events. In addition to providing a comprehensive circulation system for vehicles and pedestrians, the revised plan also provides a circulation system for rubber-tired shuttles to the nearby Metrolink transit station and within the IBC site parking areas during events at the stadium.

(d) The parking plan for the revised IBC Plan of Development allows for the overall project to be developed in a two-phased approach without disrupting continuity of or access to any of the uses as the plan is implemented. The parking areas are planned and coordinated so as to maximize parking efficiencies and reduce traffic congestion. Under either project phase, up to 25,000 parking spaces can be accommodated within the IBC site, which is adequate to accommodate the anticipated parking demand.

(e) Through implementation of the Traffic and Parking Management Plan (TPMP), event parking will be managed in a manner that maximizes lot fill patterns and space utilization.

(f) Curbing, sidewalks, lighting, landscaping, and gated entries are also planned within the parking areas as well as security fencing/walls where necessary. Access and parking during events will be controlled through the TPMP that will be coordinated with the Sheriff's Department, Fire Department, City, and stadium security.

(g) Accordingly, for the these reasons and the findings set forth in the SEIR, including the Findings of Fact, there is adequate street access, traffic circulation, and parking capacity for the revised IBC Plan of Development.

4. **The revised IBC Plan of Development is compatible with surrounding properties and uses.**

(a) As compared to the 2004 IBC Plan of Development, the revised IBC Plan of Development would decrease office and commercial uses by 1,161,000 square feet and eliminate 508,000 square feet of industrial uses, while adding a stadium, additional parking lots, and stadium-related uses.

(b) The revised plan would also eliminate the approved development closest to residential areas in the City of Diamond Bar, including a planned office or business park on the east side of the IBC site, and auto dealership uses on the west side of the site. These uses would be replaced with parking lots.

(c) To the north and west of the IBC site within the City of Industry are large industrial buildings and uses. To the east and west outside of the City limits are residential neighborhoods; and bordering the southern boundary of the property is SR 57/60, which has a right-of way that exceeds 200 feet. Beyond the freeway to the south lies a public golf course and commercial development.

(d) The revised IBC Plan of Development includes a mixture of retail, commercial, and office uses that are typically found throughout the San Gabriel Valley intermingled with industrial uses and residential uses.

(e) The revised plan will provide additional jobs, shopping, and dining opportunities during the day, as well as concerts, theater, and sporting events in the evening, thereby serving a variety of community needs in a centralized location.

(f) The revised plan includes a landscaped area around the boundary of the IBC site that ranges from 150-feet to 700-feet wide, which will serve as a transition and buffer between the site and adjacent uses. Berms and densely planted vegetation will reduce the visibility of the project site, and lighting will be limited to less than 0.5 foot-candles in areas adjacent to residential uses.

(g) From a regional land use perspective, the uses proposed for the revised plan would be compatible with the surrounding communities because the plan continues the existing pattern of mixed development that is occasionally punctuated with a regional attraction such as a shopping center or a complex of recreational facilities.

(h) The proposed uses under the revised plan would also be compatible with the surrounding industrial, commercial, recreational, and residential uses from an aesthetic perspective because of the coordinated architecture, formal landscaping, and the naturalized landscaped buffer that will mitigate view impacts from the nearest residential uses, as discussed in the SEIR. Mitigation measures such as the proposed wall and berm near portions of the property line will further reduce view impacts.

(i) Although stadium events will increase activity in the area for short time periods, such use is limited to 45 days a year and will be managed to reduce impacts on surrounding properties. As such, for 320 days per year, impacts to surrounding properties and uses will be significantly reduced as compared to the 2004 IBC Plan of Development.

(j) Noise impacts associated with the revised Plan of Development have also been mitigated to the extent feasible. The nearest residential communities are over 2,500 feet from the proposed stadium, and therefore, stadium noise during most events should not significantly affect nearby residential areas. Mitigation measures have been incorporated into the conditions of approval to reduce noise from fireworks, parking lot sweepers, and tailgating activities. Although concert noise could be perceptible in surrounding areas, concerts at the stadium will likely be very infrequent. According to the SEIR, the other uses proposed with the revised IBC Plan of Development, including retail, restaurant, and indoor entertainment uses, will not generate significant noise impacts.

(k) Accordingly, for the these reasons and the findings set forth in the SEIR, including the Findings of Fact, the revised IBC Plan of Development is compatible with surrounding properties and uses.

5. The revised IBC Plan of Development is not detrimental to the public health, safety, or general welfare.

(a) That the revised IBC Plan of Development will be both a local and regional asset and not a detriment to the general public welfare is evidenced by number of cities within and in close proximity to the San Gabriel Valley that have passed individual resolutions in support of the revised plan: El Monte, West Covina, Claremont, La Puente, Monterey Park, Baldwin Park, and South El Monte. In addition, the Independent Cities Association, which represents such surrounding communities as the Cities of Alhambra, Arcadia, Azusa, Baldwin Park, Burbank, Chino, Claremont, Colton, Covina, Glendale, Glendora, Huntington Park, Irwindale, La Habra, Los Angeles, Maywood, Monrovia, Montebello, Monterey Park, Pasadena, Pomona, San Fernando, San Gabriel, San Marino, Sierra Madre, West Covina, and Whittier, unanimously voted to support the revised plan. In their letter of support, the Independent Cities Association noted that, "by locating the project at the intersection of the 57 and 60 freeways within a 25-mile radius of 12 million people and easily accessible to residents not only in Los Angeles County, but in the counties of Orange, Riverside, and San Bernardino, the regional nature of the project will create benefits for all of the cities within the area."

(b) As noted above, compared to the 2004 IBC Plan of Development, the revised IBC Plan of Development decreases office and commercial uses by approximately 1,161,000 square feet and eliminates 508,000 square feet of industrial uses, while adding a stadium, additional parking lots, and stadium-related uses. The revised plan eliminates the approved development closest to residential areas in the City of Diamond Bar, including a planned office or business park on the east side of the IBC site, and auto dealership uses on the west side of the IBC site. This reduction in development on the 320 days per year when the stadium is not utilized for an event, correspondingly reduces overall project impacts associated with air quality, traffic, hazards and hazardous materials, wastewater, water, solid waste, and energy.

(c) The elimination of the remaining industrial uses proposed under the 2004 IBC Plan of Development will eliminate associated diesel emissions from trucks and the transportation of hazardous materials to and from the IBC site.

(c) Due to the elimination of certain previously approved office and commercial uses, on weekdays, when traffic congestion in the area is the greatest, traffic and associated air quality impacts would be substantially lower than the 2004 IBC Plan of Development. This will result in less peak hour traffic for residential communities and neighboring industrial uses.

(d) Mixed use in-fill development, such as that proposed in the revised plan, allows people to work and recreate closer to where they live, thus reducing fuel use and associated air pollution and greenhouse gas emissions.

(e) As provided in the conditions of approval, events at the stadium would occur a maximum of 45 days per year, primarily on weekends. The required TPMP, implemented in coordination with the Los Angeles County Sheriffs Department, will ensure that traffic generated by a major event at the stadium would be directed to and from the IBC site in an efficient manner with minimal interference with residential streets.

(f) The Applicant is required to implement an Emergency Operations Plan in conjunction with the Los Angeles County Fire Department, which will address and mitigate operational concerns related to emergency responses to the stadium site during events.

(g) Additional police, private security (approximately 200 persons), and emergency medical personnel (approximately 25 persons) will be present at the stadium during major events to provide security and emergency medical services during a major stadium event.

(h) The revised plan, through the implementation of the PDFs, mitigation measures and other conditions of approval, and a pre-designed circulation and utility infrastructure system, will ensure that development of the IBC site occurs in an orderly, cohesive manner that to the extent feasible mitigates potential impacts that could be detrimental to the public health, safety, and welfare.

(i) Given the size of the IBC site and the scope of potential development appropriate for the site, as evidenced by the 2004 IBC EIR and the SEIR, both the 2004 IBC Plan of Development and revised IBC Plan of Development create some significant unavoidable environmental impacts. Some of these impacts, notably traffic impacts at certain intersections, are due in part to the City's inability to implement certain mitigation measures outside of its jurisdiction or regulatory control. Nevertheless, the revised plan will provide and further a number of regional traffic improvements, which would otherwise not be considered without the revised plan.

(j) With respect to the other significant unavoidable environmental impacts identified in the SEIR, the City Council finds that such impacts do not constitute significant detriment to the public health, safety, or welfare as such terms are used in IMC Section 17.24.080.

(k) Accordingly, for the these reasons and the applicable findings set forth in the SEIR, the Findings of Fact, and the Statement of Overriding Considerations, the revised IBC Plan of Development is not detrimental to the public health, safety, or general welfare.

SECTION 4. Approval of Application. The City Council approves the Application for the revised IBC Plan of Development subject to the conditions of approval set forth in this Resolution and in accordance with the plans submitted in conjunction with the Application.

The applicable conditions of approval include all of the project mitigation measures and project design features (PDFs) included in the project's Mitigation Monitoring Program (MMP), which are collected and attached as Exhibit A (Mitigation Measures/PDFs). The General Conditions for the revised IBC Plan of Development are attached as Exhibit B.

Under IMC Section 17.24.080, the City Council may impose such additional conditions related to the revised IBC Plan of Development as the City Council deems necessary to further the purposes and intent of the City's Zoning Code, or to protect the public health, safety, and general welfare. Because the revised IBC Plan of Development is essentially a master plan for the IBC site, development of the project, as with the 2004 Plan of Development, will be implemented through the approval of specific development plans for project buildings and improvements, and the issuance of applicable permits for such uses as provided in Section 5 of this Resolution. At such time as those specific development plans and permits come before the City Council, the City Council may exercise its discretion to impose additional conditions in accordance with IMC Section 17.24.080.

SECTION 5. Processing of Individual Development Plans and Use Applications under the Revised IBC Plan of Development. Prior to constructing any building or structure under the revised IBC Plan of Development, the Applicant must submit development plans to the City for review and approval in accordance with the applicable procedures, guidelines, and standards set forth in IMC Chapter 17.36 (Design Review).

Prior to commencing any use or changing an existing use at the IBC site, a use permit issued under IMC Chapter 17.44 or a conditional use permit issued under IMC Chapter 17.48, as applicable, must be obtained following the applicable procedures of those chapters as modified by Chapter 17.24.

SECTION 6. Certification. The City Clerk is directed to certify the adoption of this Resolution.

ADOPTED this 26th day of February, 2009.

_____

David Perez, Mayor

APPROVED AS TO FORM:

_____

Michele R. Vadon
City Attorney

ATTEST:

I, Jodi L. Scrivens, City Clerk of the City of Industry, do hereby certify that the foregoing Resolution was duly passed and adopted by the of the City Council of the City of Industry at an adjourned regular meeting held on February 26, 2009, by the following vote:

AYES: COUNCIL MEMBERS: _____

_____

NOES: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

_____
Jodi L. Scrivens, City Clerk

EXHIBIT A

MITIGATION MEASURES/PROJECT DESIGN FEATURES

AESTHETICS:

1. All manufactured slopes around the perimeter of the site(no less than 200 acres) shall be re-vegetated after completion of grading operations with plants that are fire-resistant, drought tolerant, native, or adapted species suitable for erosion control and raptor foraging. Ground coverage would be no less than 90 percent. Hydro-seeding shall be allowed for groundcover. Thirty percent of the perimeter slopes shall be planted with drought-tolerant, native, or adapted species of shrubs and trees as single specimens or in groups to resemble natural planting patterns. One local native tree species shall be planted (as part of the 30 percent shrub and tree coverage) at a rate of one per 10,000 square feet. The mixture of trees shall include some fast growing specimens, which can be used by raptors.

2. The plant pallette for the manufactured slopes shall be selected from species listed in the Hillside Design Guidelines by the Los Angeles County Department of Regional Planning or Landscape Plants for Western Regions by Bob Perry and meet the approval of the Planning Department of the City of Industry.

3. Plant material from containers shall meet the following minimum size standards: 15 gallon for trees, 5 gallon for shrubs, and 1 gallon for ground cover. Native species shall be protected to ensure survival.

4. Planting shall be placed in such a manner to reduce the visibility of drainage devices and infrastructure on graded slopes.

5. A fuel modification zone shall be established on the eastern and western property edges nearest the residential areas in consultation with the Los Angeles County Fire Department and shall meet the requirement of PDF 1-1 for drought tolerant, native or adapted species.

6. A minimum 150-foot buffer shall be maintained between developed areas (parking lots and structures) and residential areas.

7. A transition zone shall be established between planned development and perimeter slopes (typically located at edge of roadways or parking lots) to blend the formal ornamental planting of the core area with the naturalized planting of the perimeter slopes. Ornamental plant material (throughout) shall be drought tolerant to the extent possible. Ornamental planting shall not include invasive species listed by the California Native Plant Council. Where parking lots would be visible from adjacent residential areas on the eastern boundary, the transition zone shall employ a variety of techniques, such as berms with tree and shrub massing or vine-covered low walls or decorative fences to screen the views.

8. Dense, fast growing trees shall be planted in an informal pattern to screen views of the water tank.

9. All planted areas shall be irrigated with recycled water, utilizing drip irrigation devices to the greatest extent possible.

10. Parking lots shall be planted with minimum 24-inch box trees. Trees shall be concentrated along pedestrian walkways through the parking lots to create shaded pedestrian walkways

through the parking lots to create shaded pedestrian corridors and reduce heat island effect.

11. Parking lots I, J, H and G east of Grand Avenue shall be fenced where adjacent to perimeter slopes to prevent entry into landscaped areas.

12. Signage shall accentuate the architecture of the project and contribute to a lively and visually stimulating experience.

13. Wayfinding signage shall be located to orient pedestrians to the project site and local transit options and its surroundings. The appearance of directory signs should contribute to the identity of the project.

14. The location, size and appearance of tenant identification and storefront signs shall lend support to retail/street activity, complementing the architecture of the building and overall character of the project.

15. Freestanding signage, other than wayfinding signage, shall not be placed within 500 feet of residential areas and are not permitted within the habitat mitigation area along Diamond Bar Creek.

16. Lighting fixtures including lighted signage shall be state-of-the-art and energy efficient, shall be focused down on buildings and in parking lot areas and light spill beyond parking lots or roadways on the perimeter of the site shall not be greater than 0.5 foot-candles. Intense light sources shall be shielded and focused to reduce visibility from nearby residential areas and the habitat mitigation area along Diamond Bar Creek.

17. To minimize the impact of lighted parking areas on surrounding residential areas, the lighting system shall be designed with full cut-off designs (downcast) and should be equipped with the ability to control light fixtures for individual areas at different lighting levels, such as from active operation to security mode.

18. Prior to the approval of improvement plans for the surface parking areas east of Grand Avenue, the project applicant shall submit an off-street parking lighting plan for review and approval by the City Engineer's Office. The lighting plan shall include the amount, location, height, and intensity of street and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent residential properties.

19. Stadium lighting and lighted signage shall be oriented in such a manner to reduce the amount of light visible from adjacent residential areas east and west of the project site. Lighting shall incorporate "cut-off" shields as appropriate to minimize any increase in lighting at adjacent properties.

AIR QUALITY:

1. Operating equipment in an idling mode shall be minimized. All equipment should be turned off when not in use, to the extent feasible.

2. The stadium shall lease or purchase a shuttle fleet of at minimum of 9 internal parking lot shuttle buses and 18 Metrolink shuttle buses that can accommodate a minimum of 40

passengers for service during a major stadium event. All shuttle buses to the Metrolink station and internal parking lot shuttle buses shall be fueled by Liquefied Natural Gas (LNG) or Compressed Natural Gas (CNG).

3. The applicant shall work with the Southern California Regional Rail Authority (SCRRA) to establish special event service to the project site during major stadium events.

4. To encourage the use of alternative modes of transportation, the project applicant shall provide bicycle racks and lockers in the project site.

5. All structures on-site shall have installed a utility-supplied smart meter to reduce energy consumption.

6. Roofing materials for commercial, office, and retail buildings shall be EnergyStar rated. EnergyStar roofs reflect a greater proportion of the sun's rays than do regular roofs and can reduce peak cooling demand by 10 to 15 percent. Building permits will not be issued until such plans meet the satisfaction of the City.

7. New traffic signals installed by the applicant, including pedestrian signals, will have light-emitting diode bulbs.

8. The applicant will contract with landscaping services that use electrified or low emissions equipment.

9. All toilets, urinals, sinks, showers, and other water fixtures installed on-site shall be low-flow fixtures. Pre-rinse spray valves for restaurant uses shall have a rating of 1.6 gallons per minute or less.

10. All leases for properties on the project site will prohibit tenants from serving or packaging to-go food materials in non-biodegradable polystyrene (i.e., Styrofoam/plastic foam) materials.

11. Prior to the issuance of grading permits, the project applicant shall submit a construction staging and traffic management plan to the City of Industry for review and approval. The plan shall be required to be implemented during all construction and grading activities and to identify contractor contact information and responsibilities; construction hours; material storage and construction trailer locations; truck/haul routes; all traffic control measures, signs; and delineators to be implemented by the construction contractor through the duration of construction activities associated with the project site, parking, and cleanup. The plan shall also require the construction contractor(s) to implement the following measures during grading. These measures shall also be discussed at the pre-grade conference.

    - Use low emission mobile construction equipment rated by the United States Environmental Protection Agency as having Tier 2 or higher exhaust emission limits.
    - Maintain construction equipment engines by keeping them tuned.
    - Use low sulfur fuel for stationary construction equipment.
    - Utilize existing power sources (i.e., power poles) when feasible.
    - Configure construction parking on-site to minimize traffic interference.
    - Prohibit parking by construction workers on adjacent streets and direct construction workers to utilize available parking on-site, and where necessary, require construction contractors to provide an off-site parking location and shuttle service to the construction site for all construction workers who are unable to find parking at the construction site.

- Minimize obstruction of through-traffic lanes. Construction should be planned so that the lane closures on existing streets are kept to a minimum and any lane closures occur during off-peak hours. If necessary, a flag person shall be retained to maintain the safety adjacent to existing roadways.
- Schedule construction operations affecting traffic for off-peak hours.
- Coordinate deliveries to reduce the potential of trucks waiting to unload for long periods of time.
- Maintain existing access for land uses near the project site.
- Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service).

12. The project applicant shall incorporate into the construction schedule the following measures:

    - Truck deliveries and pickups shall be scheduled to occur during off-peak hours.
    - Adequate ingress and egress shall be provided at all entrances to public facilities to minimize vehicle idling at curbsides.
    - Dedicated turn lanes and/or other roadway improvements shall be provided as appropriate at heavily congested roadways.

13. Electric power shall be used to the exclusion of gasoline or diesel generators and compressors whenever feasible.

14. All active surfaces during clearing and grading shall be watered a minimum of three times daily (as opposed to twice daily as required by SCAQMD Rule 403).

15. The construction contractor shall suspend excavating and grading operations when wind speed (as instantaneous gusts) exceeds 25 miles per hour.

16. The construction contractor shall maintain a minimum of 24 inches of freeboard and use tarps or other suitable enclosures for all haul trucks hauling soil, sand, and other loose materials off-site.

17. All nonresidential paints shall contain no more than 0.22 pound/gallon (100 gram/liter) volatile organic compounds.

18. The project application shall implement the following emissions reduction measures:

    - Utilize energy-efficient appliances, such as EnergyStar-certified (or equivalent) water heaters, to reduce energy consumption and emissions.
    - Utilize energy-efficient and automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions.

19. Traffic lane improvements and signalization as outlined in the traffic study shall be implemented and will generally improve local traffic flow, thereby reducing emissions created in the project area.

20. To encourage the use of mass transportation on an everyday basis, the applicant shall place bus stop shelters at any bus stops situated or to be situated along any site frontage routes, if no already so equipped.

21. To encourage the use of alternative fueled transportation, the project applicant/developer shall install electric vehicle recharging stations with both conductive and inductive charging capabilities within the parking lots. The charging stations shall be installed and operational prior to the stadium opening.

22. Prior to the issuance of a building permit for residential, commercial, or office structures, development plans for these structures shall be required to demonstrate that the project achieves a minimum energy-efficiency 5 percent above the 2008 Title 24, Part 6, Energy Efficiency Standards for Residential and Nonresidential Buildings, of the California Building Code requirements. Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include installing insulation (high reflectivity value) and radiant heat barriers, compact fluorescent and/or light emitting diode light bulbs, low-emissivity window glazing or double-paned windows, and specifying energy-efficient appliances (e.g., EnergyStar appliances).

23. The applicant shall specify that all fixtures used for lighting of exterior common areas associated with the commercial and retail development shall be regulated by automatic devices to turn off lights when they are not needed while retaining a minimum level of lighting for safety.

24. The applicant shall specify the installation of energy efficient or solar-powered street lighting, parking area lighting, and practice field lighting.

BIOLOGICAL RESOURCES

1. Prior to the issuance of a grading permit covering jurisdictional areas, the City or subsequent project applicant shall 1) provide evidence to the City of Industry Planning Director that (a) all necessary permits or authorizations have been obtained from the CDFG (pursuant to Section 1601-1603 of the Fish and Game Code) and the ACOE (pursuant to Section 404 of the Clean Water Act), or (b) that no such permits or authorizations are required.

2. If a Section 404 Permit or other authorization is required from the ACOE, the City or subsequent project applicant shall provide, to the Planning Director of the City of Industry, evidence of a Section 401 Water Quality Certification from the California Regional Water Quality Control Board - Los Angeles Region under Clean Water Act Section 401. (The site is not designated "impaired water" under Section 303 (d).)

3. Prior to issuance of a grading permit for any area containing resources subject to the jurisdiction of CDFG and ACOE, a detailed riparian mitigation and restoration program shall be developed and shall address the following items:

    - Responsibilities and qualifications of the personnel to implement and supervise the plan. The responsibilities of the landowner, specialists and maintenance personnel that will supervise and implement the plan will be specified.
    - Site selection. The site for mitigation will be determined in coordination with the City, CDFG and ACOE. The site will be located within land to be purchased or preserved off site within the San Gabriel watershed.
    - Restoration and Creation of Habitat. The plan shall require the creation of riparian habitat in the amount and of the type required by CDFG and ACOE, provided, however,

that in order to assure no net loss of jurisdictional resources on an acre-for-acre basis, all impacted ACOE and CDFG jurisdictional habitat shall be compensated by restoration, enhancement or creation at a minimum of 3:1 ratio.

- Site preparation and planting implementation. The site preparation will include: 1) protection of existing native species, 2) trash and weed removal, 3) native species salvage and reuse (i.e. duff), 4) soil treatments (i.e. imprinting, de-compacting), 5) temporary irrigation installation, 6) erosion control measures (i.e. rice or willow wattles), 7) seed mix application, and 8) container species.
- Schedule. A schedule will be developed that includes planting to occur during the appropriate season.
- Maintenance plan/guidelines. The maintenance plan will include: 1) weed control, 2) herbivory control, 3) trash removal, 4) irrigation system maintenance, 5) maintenance training, and 6) replacement planting.
- Monitoring plan. The monitoring plan will include: 1) qualitative monitoring (i.e., photographs and general observation), 2) quantitative monitoring (i.e., randomly placed transects), 3) performance criteria as approved by the resource agencies, 4) monitoring reports for three to five years, 5) site monitoring as required by the resource agencies to ensure successful establishment of riparian habitat within the restored and created area. Successful establishment is defined per the performance criteria agreed to by the ACOE, CDFG, and the City or subsequent project applicant.
- Long-term preservation. Long-term preservation of the site will also be outlined in the conceptual mitigation plan.

4. If construction is to occur between March 15 and August 30, the project proponent shall have a biologist conduct a pre-construction, raptor nesting site check. The biologist must be qualified to determine the status and stage of nesting effort by all locally breeding raptor species without causing intrusive disturbance. If an active nesting effort is confirmed very likely by the biologist, no construction activities shall occur within at least 300 feet of the nesting site until measures to address the constraint are agreed to by the project proponent and U.S. Fish and Wildlife Service personnel. This agreement may be made by conference call, an on-site meeting, or other mutually agreeable means.

   Measures available as options to address this constraint are dependent on the species and any other protections afforded it, details of the nest site, the nest stage, types and levels of ongoing disturbances, the relevant project actions, and distances involved. Potentially appropriate measures would be determined by the regulating agency (USFWS).

5. Removal or abandonment of nesting birds (non-raptors) in the riparian vegetation caused by project development would trigger the Migratory Bird Treaty Act. If removal of riparian vegetation or construction adjacent to the riparian habitat occurs during the breeding season, generally March 15 through August 30, the procedures listed above shall apply.

6. The project applicant shall include in project designs appropriate landscaping to reduce the level of impact on foraging grounds for raptors. A formal landscape design shall be submitted that uses local native grasses, herbs, and shrubs and shall include no less than 10.9 acres of riversidian sage scrub community (planted in a single patch) and 4.8 acres of purple needlegrass (planted in a single patch). The landscape plan shall be developed by a qualified biologist and/or landscape architect in consultation with the California Department of Fish and Game. Plantings would be monitored for no less than five years to ensure planting success. Native landscaping shall encompass all manufactured slopes or approximately 200 acres of the project site, consistent with PDFs in Section 5.1(as revised). The following option maybe

exercised if the riversidian sage scrub community and purple needlegrass grassland community is not restored on-site:

- The project applicant shall pay an in-lieu fee to a local off-site conservancy (established for the purpose of native habitat preservation/restoration) to mitigate for the loss of 10.9 acres of riversidian sage scrub community and 4.8 acres of purple needlegrass grassland at a ratio of 1:1.

7. A buffer shall be established between areas designated for development and riparian habitat areas. Access to riparian habitat areas shall be restricted either by fencing and/or posting of signs.

8. Native vegetation shall be created and maintained along the west and north boundaries (on the west side) and along the east boundary of the east side of the project site including local native plant landscaping within the bottomland area.

9. The landscaping plan for manufactured slopes shall be designed to provide linkage opportunities for affected species in consultation with a qualified biologist, a qualified native community restorationist, and California Department of Fish and Game.

CULTURAL RESOURCES:

1. Archaeological monitoring of site CA-LAN-1414 shall be conducted prior to any activities associated with the alterations of Diamond Bar Creek or subsequent industrial and commercial development in the area.

2. Should previously unidentified archeological resources be uncovered during site preparation, grading or excavation, work shall be stopped for a period not to exceed 14 days and a qualified archeological consultant meeting the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-39) shall be retained to assess the find(s). Any significant archeological resources found shall be preserved as determined necessary by the project archeologist and offered to a local museum.

3. Should previously unidentified fossil bearing formations be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days and a qualified paleontological consultant shall be retained to assess the find(s). Any paleontological resources found shall be preserved as determined necessary by the project paleontologist and offered to a local museum.

4. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons most likely to be descended from the deceased Native Americans for appropriate disposition of the remains.

GEOLOGY AND SOILS

1. To reduce the potential for localized slope failures during construction, the specific locations

of underground excavations into native soils shall be evaluated by the project geologist and geotechnical engineer, both prior and during construction.

2. Excavations shall be cut and backfilled in sections.

3. Temporary excavations shall not be left open for long periods of time.

4. The project applicant shall comply with the recommendations outlined in the geotechnical investigations prepared by Leighton Consulting, Inc., for the revised Plan of Development, subject to approval by the City Engineer's Office. The specific measures that would be adopted by the revised project would be determined in part based on findings from additional testing that would be conducted at the completion of removal of soils and weathered bedrock as described below; and at the completion of rough grading. Following is a summary of examples of recommendations in the geotechnical investigations.

   A. Removal of uncontrolled fill, alluvium, colluvium, and weathered bedrock. All uncontrolled fill, alluvium, colluvium, and weathered bedrock shall be removed to firm bedrock and replaced as compacted fill. All removal bottoms shall be inspected by the project soils engineer prior to the placement of compacted fill. The actual depth of removals should be determined in the field based on observations during grading.

   B. Recommendations for the stabilization of landslides. An ancient landslide, Qls 2, near the western edge of the proposed development area shall be removed during grading until firm material is encountered. The removal bottom shall be inspected by the project soils engineer prior to the placement of compacted fill. The area that now contains the lower portion of the slide shall then be buttressed by fill material. When completed, the buttress shall be inspected by the project soils engineer.

   C. Recommendations for stabilization of compressible soils and avoiding hazards arising from soil settlement. The geotechnical investigations contain recommendations for the compaction of engineered fill soils. It is further recommended that after the completion of grading, settlement of fill soils should be monitored, and the geotechnical engineer should determine that the rate of soil settlement over the life of the development would be within acceptable limits, before construction is begun. Setbacks are recommended in several places so that the weight of fill material that would be placed would not destabilize existing slopes where such destabilizing could create hazards for adjacent developments. Recommendations are provided regarding soil stability in areas where shallow groundwater and wet soils may make removal of existing soils difficult.

5. The project applicant shall conduct additional testing of soils for corrosivity at the completion of rough grading, and before further construction work is done, to verify the findings of the geotechnical investigations. The project applicant shall provide the findings in the geotechnical investigations regarding corrosivity to ferrous metals to underground utility subcontractors during the design phase of the project.

HAZARDS AND HAZARDOUS MATERIALS

1. Any surface-level debris and trash that is present or may be exposed in any locations of indiscriminate dumping and land filling shall be cleared prior to or during grading activities. If hazardous materials are encountered, they shall be disposed of at an appropriate facility.

Non-hazardous debris shall be taken to an appropriate landfill. In accordance with the landfill closure requirements outlined in Mitigation Measures 6-1 to 6-2, subsurface materials in the Valley Land Development Company Landfill area shall not be removed.

2. The AST should be removed from the site but no further investigation is necessary at this point in time. Observations should be made at the time of development in the vicinity of this AST and any contamination encountered should be investigated at that time.

3. As a precaution for the areas along the southern boundaries of the proposed planning area, a limited soil investigation for pesticides associated with surface soil on areas of the subject site previously used for or adjacent to agriculture shall be performed. Samples should be collected from approximately 0.5 foot below ground surface (bgs) and two feet bgs. The 0.5-foot samples should be analyzed for pesticides using EPA Method 8080, and the two feet bgs samples held pending receipt of analytical results. If pesticides are present in the 0.5-foot samples, then the two feet bgs samples should also be analyzed for pesticides.

4. In general, observations shall be made during any future development of the proposed IBC for areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, staining soil or odorous soils. If such materials are encountered, further investigation and analysis may be necessary at that time.

5. Prior to the issuance of a grading permit for the area on or near the Valley Land Development Company Landfill, the project applicant/developer shall prepare and submit a landfill closure plan to the Local Enforcement Agency/California Integrated Waste Management Board and Regional Waste Quality Control Board for review and approval. The closure plan shall, at minimum:

   - Require that adequate cover or cap is provided over the extent of the landfill area.
   - Compare mono cover and paving to Geomembrane caps and implement the most feasible and least impacting to the proposed development.
   - Include drainage controls to prevent ponding on the landfill and erosion of the cover material.

6. Prior to the issuance of grading permits for the area on or near the Valley Land Development Company Landfill, the project applicant/developer shall prepare and submit a Postclosure Maintenance and Monitoring Plan to the Local Enforcement Agency (LEA)/California Integrated Waste management Board (CIWMB) and Regional Waste Quality Control Board (RWQCB) for review and approval. The closure plan shall, at a minimum, include:

   - Periodic inspections of the cover for settlement cracking, erosion, ponding and plans to mitigate.
   - Installation of perimeter landfill gas mitigation monitoring probes and periodic monitoring of the probes.
   - Continued periodic monitoring of groundwater quarterly using the MW Network system that was utilized as a part of the Site Characterization Report prepared by SCS Engineers for the landfill.
   - Reporting of the monitoring and maintenance to LEA/CIWMB and RWQCB.

7. Development plans shall avoid foundations founded on refuse. Deep piles extending through the refuse and bearing on underlying competent soils shall be considered for support of structures.

8. Surface paving over the landfill area can provide a significant element of the landfill cap; however, maintenance of the surface paving over the landfill area shall be performed periodically by the project applicant/developer to prevent open pavement cracking.

9. Three percent minimum slopes on the final surface of the landfill area shall be provided to minimize ponding.

10. If landfill gas (LFG) probes installed as a part of the Postclosure Maintenance and Monitoring Plan indicate a methane concentration over 1.25 percent, provisions shall be required for LFG collection or controls to prevent accumulation to explosive limits in nearby structures (typically within a 1,000-foot radius).

11. Structures located directly over the landfill area shall include protection from landfill gas (LFG) infiltration, including possible mitigations such as under-slab membranes, mechanical ventilation, and indoor monitors, and shall also include an action plan for response to detection above preestablished limits and/or an active LFG control system shall be installed.

12. Prior to the issuance of certificates of use and occupancy for the stadium, the project applicant/developer shall prepare and submit an Emergency Operations Plan (or equivalent plan) for review and approval to the City of Industry (lead agency) and/or other agencies (e.g., Los Angeles County Fire Department, Los Angeles Sheriff's Department) deemed necessary. At minimum, the EOP should:

    - Provide specific guidelines in the event of a major emergency at the stadium while it is occupied.
    - Allow operational flexibility to command personnel for various scenarios.
    - Identify the key responsibilities of various departments and agencies and the location of key operational areas.
    - Identify a range of issues including operational procedures such as staging areas, medical operations, and access routes; pre-evacuation procedures and associated responsibilities; mass casualty incident procedures; bomb threats; and emergency traffic management.

HYDROLOGY AND WATER QUALITY

1. The final grading plan for the water tank shall provide a seven-foot berm along the eastern property edge near the water tank to protect the residences from any potential inundation associated with the tank failure.

NOISE

1. Construction hauling schedules and haul routes shall be coordinated to reduce potential noise impacts to nearby sensitive receptor sites.

2. During all project site preparation, grading, and construction, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. All equipment shall also be maintained in a properly tuned condition.

3. Operating equipment in an idling mode shall be minimized. All equipment should be turned off when not in use.

4. The project contractor shall employ noise control measures such as enclosures and noise barriers, as necessary, to reduce construction noise levels at sensitive receptors and to protect the public.

5. Construction operations shall be scheduled and conducted in a manner that will minimize the disturbance to the public in areas adjacent to the construction activities and to occupants of buildings in the vicinity of the construction activities.

6. The project contractor shall place all stationary construction equipment at least 150 feet from sensitive receptors and situated so that emitted noise is directed away from sensitive receptors to the east and southwest of the project site.

7. The construction contractor shall locate long-term stock-piling and equipment staging areas at least 150 feet from noise-sensitive receptors during all project site preparation, grading, and construction activities.

8. All maintenance of construction equipment shall be limited to those days and hours specified for on-site construction activities.

9. Construction hours shall be enforced by the City of Industry. Maintenance of construction equipment shall be limited to those days and hours specified for on-site construction, except where equipment is moved to a location of sufficient distance or shielding to prevent impacts on nearby sensitive receptors. Water wells are exempt from these time prohibitions.

10. Sound attenuation measures should be incorporated into the design of the structures so as to minimize noise emissions and propagation from mechanical equipment (fans, blowers, chillers, compactors, etc.).

11. Deliveries and trash haul-offs should be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

12. The project design should be oriented such that truck loading and unloading operations would be oriented away from residential areas that have line-of-sight to the facility or include sound walls to shield line-of-sight between the trucking areas and the residential receptors.

13. Use of heavy construction equipment, such as scrapers and large bull dozers, and construction staging areas will occur at distances of 75 feet or greater from noise-sensitive structures located off-site.

14. Construction activities shall be restricted to the daytime hours of 7:00 a.m. to 7:00 p.m. weekdays and Saturdays. Material delivery, soil haul trucks, and on-site equipment servicing shall also be restricted to these hours. Construction activities shall be prohibited all day Sundays.

15. During mass grading activities, the construction contractor shall install temporary sound blankets (fences typically made of polyvinyl-chloride-coated outer shells with adsorbent inner insulation) with a minimum Sound Transmission Class (STC) rating of 18 or higher at the

northeastern boundary of the project site where residential receptors are located within 50 feet from the boundary of the project site. The temporary sound blankets shall be to prevent direct line-of-sight from active construction areas during mass grading associated with the individual development phases and shall be constructed to a minimum height of six feet.

16. Acoustical design features incorporated into construction of the revised project shall include exterior features to reduce noise, such as berms/walls and/or architectural features, such as Sound Transmission Class (STC) rated windows, doors, and attic baffling, to ensure interior noise levels in noise-sensitive habitable rooms will not exceed 45 dBA CNEL, as defined by the California Building Code.

17. Non–Fourth of July firework displays shall be composed of ground, proximate, and aerial fireworks that achieve the noise limits of Section 12.08.390, Noise Limits, of the County of Los Angeles Code. Salute fireworks, which are characterized by loud booms, shall be permitted for Fourth of July firework displays but shall be restricted for all other firework displays unless it can be demonstrated that the salute firework can achieve the noise standards of the County Code. Use of fireworks shall be prohibited after 10:00 p.m., except on Fourth of July.

18. Concert noise shall be limited at 100 dBA, as measured at 100 feet from the edge of the stage.

19. Acoustical design features shall be incorporated into the project design and verified through an acoustics report. Acoustic design features may include exterior features to reduce noise such as berms/walls at the stadium, lowering speaker height, installation of temporary sound barriers at entrances to the stadium structure, acoustical paneling, and other architectural features to reduce noise spillage from the stadium to less than 55 dBA Leq as measured at the property line of the adjacent residential land uses. These architectural features shall be shown on all building plans and shall be incorporated into construction of the project. In addition, a Pre-Event Noise Management Plan shall be prepared that details operational measures to reduce noise, such as location of speakers and optimum speaker aiming for concert events.

20. A six-foot sound wall shall be constructed at the eastern edge of the property adjacent to the residences of the City of Diamond Bar that are exposed to noise levels that exceed 50 dBA Leq (see Figure 5.7-13 and Figure 5.7-14).

21. No tailgating shall be permitted within 150-foot buffer area located adjacent to residential areas.

22. Tailgating shall be prohibited after 10:00 p.m. in the parking lots.

23. Parking lot cleanup after a stadium event shall be scheduled so that the far eastern portions of the parking lots, adjacent to the residents, are swept first to minimize noise exposure in the late-night hours.

24. Use of street sweepers shall be prohibited in the nighttime between the hours of 10:00 p.m. and 9:00 a.m. unless it can be demonstrated that the street sweepers comply with the noise limits established by Section 12.08.390, Noise Limits, of the County of Los Angeles Code.

PUBLIC SERVICES AND UTILITIES AND SERVICE SYSTEMS

1. A 12-inch potable water line would be constructed in each of the main roads within the project site, including Grand Crossing Parkway and Sunset Crossing Road.

2. Final development plans shall incorporate adequate on-site storage facilities for collection of recyclable materials.

3. All on-site uses shall implement waste reduction programs, including to the maximum extent possible, recycling programs.

4. The project applicant shall submit an emergency access plan to the Los Angeles County Fire Department including, but not limited to, identification of alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities.

5. The City of Industry shall offer the use of the future fire station at the intersection of Grand Avenue and Garcia Avenue to the Los Angeles County Fire Department.

6. The project applicant shall pay all applicable police facility fees required by the Los Angeles County Sheriff's Department to staff additional personnel and equipment as needed.

7. The project applicant shall submit an emergency access plan to the Los Angeles County Sheriff's Department including, but not limited to, identification of alternate routes for emergency access during construction to areas potentially blocked by project-related construction activities.

8. A parking and transportation management plan shall be developed in consultation with the Los Angeles County Sheriff's Department, in accordance with the Traffic and Parking Management Plan included in the FSEIR.

9. Recycling bins shall be provided by project applicant at all construction sites. All recyclable materials currently being accepted at either the landfill and/or recycling centers shall be directed for recycling at construction sites.

10. Prior to the issuance of precise grading permits, the applicant shall show on the site plans the locations of receptacles to accumulate solid waste for recycling purposes. At the discretion of the City Engineer's Office, the developer may be permitted to contract with a waste recycler for off-site materials recovery. In this case, the applicant must provide a letter verifying that recycling will be conducted off-site in an acceptable manner.

11. Prior to the issuance of certificates of use and occupancy for the stadium, the project applicant/developer shall submit a waste reduction and recycling management plan to the City of Industry for review and approval. Upon approval, the provisions outlined in this plan shall be incorporated into the maintenance and operation plans of the stadium and shall be verified for compliance and monitored by the City Engineer's Office.

TRAFFIC AND CIRCULATION

1. The City of Industry shall work cooperatively with responsible agencies, including Caltrans;

County of Los Angeles; the Cities of Diamond Bar, Pomona, Walnut, West Covina; and other appropriate agencies to implement the following or equivalent traffic improvements. The City of Industry shall be responsible for providing 100 percent funding for Intersections #56, #87 and #89 and a fair share of funding for other listed intersection improvements. The applicable intersection improvements are identified below under "project mitigation" for Year 2015 Conditions.

Upon presentation of completed improvement plans and cost estimates for non-Industry intersections, the City of Industry shall submit its fair share of costs to an escrow account created for this purpose. Funds shall be released to the jurisdiction responsible for the improvement upon initiation of construction or earlier as directed by the City of Industry through the year 2018, which represents a 10-year period for implementation of these improvements.

The recommended lane geometries at the impacted intersections are shown in Figures 5.10-2a through 5.10-2r. Intersection improvements are listed below and project fair-share contributions are shown in Table 5.10-23. (The improvements identified in "LOS D Analysis" are provided for the convenience of the reader and agencies and do not represent a mitigation requirement). A variety of methods were used to determine impact and fair share analysis at the request of respective jurisdictions; however, as lead agency the City of Industry has the authority to determine the ultimate methodology used for fair share.

Intersection improvements are listed below.

1) Grand Avenue at I-10 WB Ramps

- 2015 Project Related: Re-stripe the EB approach, and modify the median, to provide one left-turn lane, one shared left-turn/through lane, and one right-turn lane.

2) Grand Avenue at I-10 EB Ramps

- 2015 Project Related: Re-stripe the SB approach to provide an exclusive right-turn lane.

3) Grand Avenue at Holt Avenue

- 2025 Project Related: Re-stripe the SB approach and SB departure to provide a third through lane. This will require removing the island on the SB approach and on-street parking on the SB departure.

4) Grand Avenue at Cameron Avenue

- 2011/2015 Project Related: Re-stripe the EB approach and WB departure to provide a second right-turn lane on the EB approach. This will require relocating the bus stop and removing the bike lane on the EB approach.

- 2025/2030 Project Related: Re-stripe the north and south legs (Grand Avenue) of the intersection, and modify the median, to provide a third through lane on the SB approach.

5) Grand Avenue at Shadow Mtn./College Vista

- 2025 Project Related: Re-stripe the north and south legs (Grand Avenue) of the intersection, and modify the median, to provide a third through lane on the SB approach (Grand Avenue).

6) Grand Avenue at Mountaineer Road

- 2015 Project Related: Re-stripe the north and south legs (Grand Avenue) of the intersection to provide a third through lane on the NB approach (Grand Avenue). This will require modifying the median, and removing the bike lane on the NB approach and NB departure.

7) Grand Avenue at San Jose Hills Road

- 2030 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to provide an exclusive right-turn lane on the SB approach (Grand Avenue). This will require widening the west side of Grand Avenue, an additional 10 feet of ROW from the existing landscaping and commercial parking lot adjoining the SB approach, relocating the bus stop adjoining the SB approach, and removing the bike lanes on both sides of Grand Avenue north of San Jose Hills Road.

8) Nogales Street at Amar Road

- 2011 Project Related: Re-stripe the west and east legs (Amar Road) of the intersection, and modify the median, to provide a second left-turn lane on the WB approach.

9) Lemon Avenue at Amar Road

- 2025 Project Related: Re-stripe the EB approach (Amar Road) to provide an exclusive right-turn lane. This will require the removal of the bike lane on the EB approach.

10) Grand Avenue at Temple Avenue

- 2011 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to convert the exclusive right-turn lane to a shared through/right-turn lane on the SB approach (Grand Avenue), resulting in the addition of a third through lane on the SB approach and SB departure. This will require widening the west side of Grand Avenue, and an additional 11 feet of ROW from the existing construction site adjoining the SB departure.

- 2015 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a third through lane on the SB approach and departure (Grand Avenue). This will require widening the west side of Grand Avenue, and an additional 11 feet of ROW from the existing gas station adjoining the SB approach, and the construction site adjoining the SB departure.

- 2025 Project Related: Reconfigure the presumed Industry East mitigation

(background improvement; not related to the project) to add a fourth through lane on the SB approach and departure (Grand Avenue). An additional 11 feet of ROW on the west side of Grand Avenue will be needed from the existing gas station adjoining the SB approach and construction site adjoining the SB departure. In addition, convert the exclusive right-turn lane to a shared through/right-turn lane on the NB approach (Grand Avenue), resulting in the addition of a fourth through lane on the NB approach and departure (Grand Avenue). This will require widening the east side of Grand Avenue, and an additional 11 feet of ROW from the existing wildlife sanctuary adjoining the NB departure. The bike lane adjoining the NB departure will need to be removed.

- 2030 Project Related: Same as 2025, plus convert the exclusive right-turn lane to a shared through/right-turn lane on the WB approach (Temple Avenue), resulting in the addition of a third through lane on the WB approach and departure. This will require widening the north side of Temple Avenue, and an additional 11 feet of ROW from the existing gas station adjoining the WB departure.

11) Valley Boulevard at Temple Avenue

- 2015 Project Related: Re-stripe the north and south legs (Valley Boulevard) of the intersection to add a third through lane on each of the NB and SB approaches. This will require the removal of on-street parking on both sides of Valley Boulevard.

- 2030 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a right-turn lane on the EB approach (Temple Avenue). This will require median modifications, widening the south side of Temple Avenue, an additional 11 feet of ROW from the existing multi-family residential adjoining the EB approach, and relocation of the bus stop adjoining the EB approach.

12) Pomona Boulevard at Temple Avenue

- 2011 Project Related: Widen the north and south legs (Pomona Boulevard) of the intersection to add a second through lane on the NB approach and NB departure. This will require widening the east side of Pomona Boulevard, corresponding to an additional 6 feet of ROW from the existing landscaping and commercial parking lot adjoining the NB approach, and 11 feet of ROW from the existing landscaping and commercial parking lot adjoining the NB departure. Add a second left-turn lane and second through lane on the SB approach. This will require widening the west side of Pomona Boulevard, and an additional 21 feet of ROW from the existing fast-food restaurant drive-thru adjoining the SB approach. Widen the east and west legs (Temple Avenue) to add a fourth through lane on the EB approach and EB departure. This will require widening the south side of Temple Avenue, median modifications, and an additional 4 feet of ROW from the landscaping and commercial parking lots adjoining the EB approach and EB departure.

- 2015 Project Related: Same as 2011, plus add a second right-turn lane on the NB approach (Pomona Boulevard). This will require widening the east side of Pomona Boulevard, and an additional 11 feet of ROW from the existing landscaping and commercial parking lot adjoining the NB approach.

- 2025 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a second right-turn lane on the NB approach, and a fourth through lane on the EB approach and EB departure. These measures will require median modifications, widening the east side of Pomona Boulevard, for an additional 11 feet of ROW from the existing landscaping and commercial parking lot adjoining the NB approach, and widening the south side of Temple Avenue, for an additional 4 feet of ROW from the landscaping and commercial parking lots adjoining the EB approach and EB departure.

- 2030 Project Related: Same as 2025.

13) Valley Boulevard at Pomona Boulevard

- No project mitigation necessary.

14) SR-57 SB Ramps at Temple Avenue

- 2015 Project Related: Widen the west and east legs (Temple Avenue) of the intersection, and modify the median, to add a fourth travel lane on the EB approach and departure. An additional 7 feet of ROW will be required from the adjoining landscaping, commercial parking lot, and gas station/convenience store parking lot. The bus stop on the EB approach will need to be relocated.

- 2025 Project Related: Same as 2015.

- 2030 Project Related: Same as 2015/2025, plus re-stripe the north leg (SR-57 SB ramps) to provide two left-turn lanes and one through lane, and convert the exclusive right-turn lane to a free-flow right-turn lane, on the SB approach. Re-stripe the west and east leg (Temple Avenue) of the intersection, and modify the median, to add a fourth travel lane on the WB departure (for receiving SB free-flow right-turns). The bus stop on the WB departure will need to be relocated.

15) SR-57 NB Ramps at Temple Avenue

- No project mitigation necessary.

16) Diamond Bar-Mission Blvd at Temple Avenue

- 2015 Project Related: Widen the EB approach (Temple Avenue) to provide an exclusive right-turn lane on the EB approach, and widen the SB approach (Diamond Bar Boulevard-Mission Boulevard) to add a second right-turn lane on the SB approach. An additional 2 feet of ROW will be needed from the existing landscaping/wall and residential use adjoining the EB approach. Median modifications, and an additional 11 feet of ROW will be required from the existing landscaping and restaurant parking lot adjoining the SB approach. Relocate the bus stop on the WB departure.

- 2025 Project Related: Widen the EB approach (Temple Avenue) to add a third left-turn lane and an exclusive right-turn lane. These measures will require an additional widening of 12 feet of ROW from the existing landscaping/wall and residential use

adjoining the EB approach, and widening the EB departure by an additional 7 feet of ROW from the existing landscaping/wall and residential use adjoining the EB departure. The NB departure will also need to be widened to add a third and fourth departure lane (to receive the three right-turn movements from the EB approach). Median modifications, and an additional 11 feet of ROW will be needed from the existing slope/landscaping adjoining the NB departure.

- 2030 Project Related: Same as 2025.

17) Grand Avenue at Snow Creek Drive

- No project mitigation necessary.

18) Nogales Street at La Puente Road

- 2015 Project Related: Re-stripe the WB approach, and modify the median, to provide two left-turn lanes and one shared through/right-turn lane.

19) Grand Avenue at La Puente Road

- 2015 Project Related: Re-stripe the north and south legs (Grand Avenue) of the intersection, and modify the median, to add a third through lane on the NB approach and NB departure, and a third through lane on the SB approach and SB departure. This will require the removal of the bike lane on the NB approach and NB departure.

- 2025/2030 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a fourth through lane on the SB approach and SB departure. Median modifications, and an additional 11 feet of ROW will be needed from the existing park/landscaping and residential use adjoining the SB approach and SB departure. The bike lane on the NB approach and NB departure will need to be removed.

20) Nogales Street at Valley Boulevard

- No project mitigation necessary.

21) Fairway Drive-Camino De Teodoro Valley Boulevard

- 2015 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a second left-turn lane and a shared through/right-turn lane on the NB approach. An additional 11 feet of ROW is required from the existing railroad easement, electric/utility tower, and warehouse/light industrial use adjoining the NB approach.

22) Lemon Avenue at Valley Boulevard

- 2025 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add a second left-turn lane on the EB and WB approaches (Valley Boulevard). To accommodate the proposed second left-turn lane on the EB approach, remove the exclusive right-turn lane and modify the median. Widen the WB approach by an additional 10 feet of ROW from

the existing bank/commercial use adjoining the WB approach.

- 2030 Project Related: Same as 2025, plus add a second left-turn lane on the NB approach (Lemon Avenue) by re-striping the south leg (Lemon Avenue) of the intersection and modifying the median.

23) Pierre Road at Valley Boulevard

- No project mitigation necessary.

24) Brea Canyon Road at Valley Boulevard

- No project mitigation necessary.

25) Grand Avenue at Valley Boulevard

- 2011 Project Related: Widen the north and south legs (Grand Avenue) of the intersection, and modify the median, to add a fourth through lane on the SB approach and SB departure. An additional 11 feet of ROW will be required from the existing landscaping/parking lots and shopping centers adjoining the SB approach and SB departure.

- 2015 Project Related: Same as 2011, plus add a third left-turn lane on the NB approach (Grand Avenue), add a fourth through lane on the WB departure (Valley Boulevard) to accommodate the three left-turn lane movements from the NB approach, add a fourth through lane on the EB approach and EB departure (Valley Boulevard), and add a third left-turn lane on the WB approach (Valley Boulevard). An additional 10 feet of ROW is required from the existing landscaping and fast-food restaurant parking lot adjoining the NB approach. An additional 11 feet of ROW is needed from the existing landscaping and shopping center adjoining the WB departure. An additional 11 feet of ROW is required from the existing landscaping and shopping center parking lot adjoining the EB approach. An additional 11 feet of ROW is needed from the adjoining fast-food restaurant parking lot and shopping center on the EB departure. An additional 10 feet of ROW is needed from the existing landscaping and shopping center adjoining the WB approach.

- 2025/2030 Project Related: Same as 2015.

26) Chapparal Drive-Prospector Drive at Sunset Crossing Road

- No project mitigation necessary.

27) SR-57 SB Ramps at Sunset Crossing Road

- 2011 Project Related: Signalize the intersection. Peak hour traffic signal warrants were met.

28) Diamond Bar Boulevard at SR-57 NB Ramps

- No project mitigation necessary.

29) Diamond Bar Boulevard at Sunset Crossing Road

- No project mitigation necessary.

30) Diamond Bar Boulevard at SR-60 WB Ramps

- No project mitigation necessary.

31) Diamond Bar Boulevard at SR-60 EB Ramps

- No project mitigation necessary.

32) Diamond Bar Boulevard at Gentle Springs-Palomino

- No project mitigation necessary.

33) Diamond Bar Boulevard at K-Mart Entrance

- No project mitigation necessary.

34) Diamond Bar Boulevard at Golden Springs Drive

- 2015 Project Related: Widen the EB approach (Golden Springs Drive) to add a second left-turn lane and an exclusive right-turn lane. This will require the removal of bike lanes on both sides of Golden Springs Drive, and an additional 12 feet of ROW from the existing middle school adjoining the EB approach.

35) Golden Springs Drive at Prospectors Road

- No project mitigation necessary.

36) Golden Springs Drive at Golden Prados Drive

- No project mitigation necessary.

37) Fairway Drive at Business Parkway

- No project mitigation necessary.

38) Fairway Drive at Walnut Drive

- No project mitigation necessary.

39) Fairway Drive at SR-60 WB Ramps

- No project mitigation necessary.

40) Fairway Drive at SR-60 EB Ramps

- No project mitigation necessary.

41) Brea Canyon Road at Old Ranch Road

- No project mitigation necessary.

42) Brea Canyon Road at Cheryl Lane

- 2015 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to convert the right-turn lane on the NB approach (Brea Canyon Road) to a free-flow right-turn lane. This will require the addition of a third through lane on the EB departure (Cheryl Lane) as a receiving lane for the free-flow right-turns from the NB approach by re-striping the east and west legs (Cheryl Lane) of the intersection and modifying the median.

43) Brea Canyon Road at Currier Road

- 2030 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to re-stripe the EB approach to provide an exclusive right-turn lane.

44) Brea Canyon Road at Washington Street

- 2025 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to convert the exclusive right-turn lane to a shared through/right-turn lane on the NB approach. This will require re-striping the NB departure to receive the third through lane from the NB approach.

45) Brea Canyon Road at Lycoming Street

- No project mitigation necessary.

46) Brea Canyon Road at SR-60 WB Ramps

- No project mitigation necessary.

47) Nogales Street at Colima Road

- 2011 Project Related: Re-stripe the NB approach to provide a second left-turn lane.

48) Fairway Drive - Brea Canyon Road at Colima Road

- 2015 Project Related: Re-stripe the NB and SB approaches, and modify the median, to provide an exclusive right-turn lane on each approach.

49) Calbourne Drive at Golden Springs Drive

- No project mitigation necessary.

50) Lemon Avenue at Golden Springs Drive

- No project mitigation necessary.

51) Rapidview Drive at Golden Springs Drive

- No project mitigation necessary.

52) SR-60 at Golden Springs Drive

- 2011 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to provide one left-turn lane and one shared through/right-turn lane on the NB approach (SR-60 EB ramps). An additional 2 feet of ROW will be needed from the existing fast-food restaurants adjoining the NB approach.

- 2015 Project Related: Same as 2011, plus convert the two through lanes to two right-turn lanes on the WB approach (Golden Springs Drive), resulting in one left-turn lane, two through lanes, and two right-turn lanes provided on the WB approach.

- 2030 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add an exclusive right-turn lane on the NB approach (SR-60 EB ramps). An additional 13 feet of ROW will be needed from the existing fast-food restaurants adjoining the NB approach.

53) Brea Canyon Road at Golden Springs Drive

- 2025 Project Related: Reconfigure the presumed Industry East mitigation (background improvement; not related to the project) to add an exclusive right-turn lane on the EB approach (Golden Springs Drive). An additional 11 feet of ROW will be needed from the existing landscaping and restaurant adjoining the EB approach.

54) Brea Canyon Road at Glenbrook Drive

- No project mitigation necessary.

55) Grand Avenue at Ferrero Parkway

- No project mitigation necessary.

56) Grand Avenue at SR-60 WB Ramps

- 2011 Project Related: Reconfigure the presumed Grand Widening Improvements (background improvement; not related to the project) to provide two right-turn lanes on the EB approach (B Street or project driveway opposite the SR-60 WB ramps).

57) Grand Avenue at SR-60 EB Ramps

- No project mitigation necessary.

58) Gateway Center Drive at Golden Springs Drive

- No project mitigation necessary.

59) Copley Drive at Golden Springs Drive

- No project mitigation necessary.

60) Grand Avenue at Golden Springs Drive

- 2015 Project Related: Widen the NB approach (Grand Avenue) to provide an exclusive right-turn lane, which will require an additional 11 feet of ROW from the existing gas station adjoining the NB approach. Reconfigure the background improvements presumed at the intersection to provide three left-turn lanes, two through lanes, and an exclusive right-turn lane on the EB approach (Golden Springs Drive).

- 2025 Project Related: Reconfigure the background improvements presumed at the intersection to provide three left-turn lanes, two through lanes, and an exclusive right-turn lane on the EB approach (Golden Springs Drive).

- 2030 Project Related: Same as 2025.

61) Grand Avenue at Diamond Bar Villas

- 2015 Project Related: Reconfigure the presumed Diamond Bar Village mitigation (background improvement; not related to the project) to convert the right-turn lane to a shared through/right-turn lane on the NB approach and SB approach, translating to a third through lane on the NB departure and SB departure. This will require re-striping the north and south legs (Grand Avenue) of the intersection, and modifying the median.

62) Montefino Avenue at Grand Avenue

- 2015 Project Related: Re-stripe the south leg (Montefino Avenue) of the intersection to add a second left-turn lane on the NB approach.

63) Diamond Bar Boulevard at Grand Avenue

- 2011 Project Related: Reconfigure the presumed background improvements to provide two left-turn lanes, three through lanes, and a free-flow right-turn lane on the NB approach (Diamond Bar Boulevard), and convert the exclusive right-turn lane to a free-flow right turn lane on the EB approach (Grand Avenue). These measure will require an additional 11 feet of ROW from the existing bank/commercial use adjoining the EB departure (for a fifth through lane on the EB departure that will receive NB free-right turns), and an additional 11 feet of ROW from the bank/commercial use adjoining the SB departure (for a fifth through lane on the SB departure that will receive EB free-right turns).

- 2015 Project Related: Same as 2011.

- 2025/2030 Project Related: Reconfigure the presumed background improvements to convert the exclusive right-turn lane to a free-flow right-turn lane on the EB approach (Grand Avenue).

64) Rolling Knoll Road at Grand Avenue (DB)

- 2015/2025/2030 Project Related: Re-stripe the east and west legs (Grand Avenue) of the intersection to add a third through lane on the EB approach, EB departure, WB approach, and WB departure, and re-stripe the south leg (Rolling Knoll Road) to provide one left-turn lane and one right-turn lane on the NB approach. These measures will require median modifications, and the removal of on-street parking on the NB approach and SB departure.

65) Shotgun Lane at Grand Avenue

- 2015 Project Related: Re-stripe the east and west legs (Grand Avenue) of the intersection, and modify the median, to add a third through lane on the EB approach, EB departure, WB approach, and WB departure.

66) Summitridge Drive at Grand Avenue

- 2015 Project Related: Reconfigure the presumed Diamond Bar Village mitigation (background improvement; not related to the project) to add a third through lane on the EB approach, EB departure, WB approach, and WB departure (Grand Avenue). This will require median modifications.

67) Longview Drive at Grand Avenue

- No project mitigation necessary.

68) Diamond Bar Boulevard at Montefino Avenue

- 2015 Project Related: Re-stripe the EB approach (Montefino Avenue) to provide an exclusive right-turn lane.

69) Diamond Bar Boulevard at Quail Summit Drive

- 2015 Project Related: Re-stripe the north and south legs (Diamond Bar Boulevard) of the intersection to add a third through lane on the NB approach, NB departure, SB approach, and SB departure. Convert the existing right-turn lane on the NB approach to a shared through/right-turn lane (corresponding to the proposed third through lane). Modify the median, and remove the bike lanes on both sides of Diamond Bar Boulevard.

70) Diamond Bar Boulevard at Mountain Laurel

- 2015 Project Related: Widen the EB approach (Mountain Laurel Way) to add a second left-turn lane. This will require an additional 10 feet of ROW from the existing landscaping and residential use adjoining the EB approach.

71) Diamond Bar Boulevard at Kiowa Crest Drive

- 2015 Project Related: Re-stripe the north and south legs (Diamond Bar Boulevard) of the intersection, and modify the median, to add a third through lane on the NB approach, NB departure, and SB approach. Remove the bike lanes on both sides of Diamond Bar Boulevard.

72) Brea Canyon Road at Diamond Crest Lane

- No project mitigation necessary.

73) Brea Canyon Road West at Pathfinder Road

- 2011/2015/2025 Project Related: Widen the WB approach to add a second right-turn lane. An additional 11 feet of ROW will be needed from the existing commercial parking lot adjoining the WB approach.

- 2030 Project Related: Same as 2011/2015/2025, plus widen the EB approach to add a second left-turn lane. An additional 10 feet of ROW will be needed from the existing slope/landscaping adjoining the EB approach.

74) SR-57 SB Ramps at Pathfinder Road

- No project mitigation necessary.

75) SR-57 NB Ramps at Pathfinder Road

- No project mitigation necessary.

76) Brea Canyon Rd (East)-Fern Hollow Dr at Pathfinder Road

- No project mitigation necessary.

77) Diamond Bar Boulevard at Pathfinder Road

- 2015 Project Related: Re-stripe the north and south legs (Diamond Bar Boulevard) of the intersection to add a third through lane on the NB approach and NB departure. Modify the median, and remove the bike lanes on both sides of Diamond Bar Boulevard.

78) Brea Canyon Cutoff at Pathfinder Road

- 2015 Project Related: Widen the west leg(Pathfinder Road) of the intersection to add an exclusive right-turn lane on the EB approach, and re-stripe the north and south legs (Brea Canyon Cutoff) of the intersection to add an exclusive right-turn lane on the SB approach. These measures will require 6 feet of ROW from the existing slope/landscaping and residential use adjoining the EB approach.

79) Diamond Bar Boulevard at Shadow Canyon Drive

- No project mitigation necessary.

80) Diamond Bar Boulevard at Sugarpine Place

- 2030 Project Related: Re-stripe the NB approach (Diamond Bar Boulevard) to provide an exclusive right-turn lane, and re-stripe the EB approach (Sugarpine Place) to provide two left-turn lanes and one shared through/right-turn lane. Median modifications will be required.

81) Diamond Bar Boulevard at Cold Spring Lane

- 2025 Project Related: Widen the west and east legs (Cold Spring Lane) of the intersection to add an exclusive right-turn lane on the EB approach and WB approach. This will require an additional 5 feet of ROW from the existing landscaping and residential use adjoining the EB approach, and 5 feet of ROW from the existing slope/landscaping adjoining the WB approach.

82) Brea Canyon Road at Diamond Bar Boulevard

- 2015 Project Related: Convert the exclusive right-turn lane on the NB approach (Brea Canyon Road) to a free-flow right-turn lane. This will require the addition of a third through lane on the EB departure as a receiving lane for the NB free-flow right-turns. An additional 11 feet of ROW will be needed from the open space adjoining the EB departure.

83) Brea Canyon Road at Silver Bullet Drive

- 2015 Project Related: Re-stripe the NB approach (Brea Canyon Road) and WB approach (Silver Bullet Drive) to provide an exclusive right-turn lane on each approach. This will require the removal of on-street parking on Silver Bullet Drive.

84) Diamond Bar Boulevard at Gold Rush Drive

- No project mitigation necessary.

85) Diamond Bar Boulevard at Tin Drive-Crestview Drive

- No project mitigation necessary.

86) Grand Avenue at Baker Parkway

- No project mitigation necessary.

87) Grand Avenue at "A" Street

- 2015 Project Related: Reconfigure the presumed Grand Ave. widening improvements (background improvement not related to this project) to add a second right-turn lane on the SB approach (Grand Ave.), convert the shared through/right-turn lane on EB approach (A Street) to an exclusive right-turn lane, and add a second right-turn lane on the EB approach.

- 2025/2030 Project Related: Same as 2015, plus add a fifth through lane on the SB approach and SB departure (Grand Ave), a fifth through lane on the NB approach and NB departure, and an exclusive right-turn lane on the NB approach.

88) Valley Boulevard Connector

- No project mitigation necessary.

89) Grand Crossing Parkway at Baker Parkway

- 2015 Project Related: Signalize the intersection. Peak hour traffic signal warrants were met.

2. A Traffic and Parking Management Plan (TPMP) shall be submitted to the City for approval six months prior to the first scheduled patron-attended event. This plan shall include the following elements:

   1) **Parking Management Plan.** The parking area designations, parking controls, parking ingress and egress layouts, and pedestrian bridges shall be implemented as provided in the Walker Parking Consultants plan.

      Parking facilities and their occupancy should be monitored on a consistent basis by parking personnel, so that traffic patterns can be adjusted/rerouted accordingly, and on a timely basis. In addition, for the parking structures to be developed in Phase Two (2015), electronic parking occupancy counters could be provided. This would benefit not only game traffic, but also typical weekday traffic generated by the revised Plan of Development, or smaller events held at the stadium. Parking occupancy monitoring devices near each structure entry, and loop detectors on each level of a parking structure, would record the number of vehicles entering and exiting each structure and each parking level. The difference between the inbound and outbound vehicles corresponds to the number of vehicles parked in the structure, and on each level. The parking occupancy for the entire structure and for each level is indicated on an electronic display placed at the entrance of each driveway.

      A prepaid/preassigned parking program for events should be designed and implemented. This would initiate an on-site parking program for all season-ticket holders, and would enable patrons to receive directions to a designated parking area via a designated travel route. This program would enhance traffic and parking operations and minimize delay during the peak game arrival periods, because parking fees would not need to be collected. Prepaid parking could be demonstrated through the use of dashboard placards. Preferential parking could be provided through implementation of this program.

   2) **Traffic Management.** Detailed plans on any necessary travel lane closures, turn restrictions at intersections, and on-street parking restrictions during games shall be developed in coordination with Stadium staff, city staff, police, and fire department personnel. In addition, traffic signal timing and phasing plan modifications at key intersections during games could be implemented.

   3) **Shuttle Bus System and Charter Bus Program.** A parking shuttle bus route and operational plan shall be developed to ensure adequate service is provided to the various parking areas within the project site. Similarly, a detailed route and operational plan should be developed for the shuttle service connecting the project site with the Metrolink station on Brea Canyon Road. If necessary, increase the number of charter buses to offset any potential constraints related to Metrolink train service during games.

   4) **Design and Implementation of Pre-Assigned Travel Routes.** As discussed above, the implementation of a prepaid/preassigned parking program would make it possible for game patrons to receive directions to a designated parking area via a designated travel route in advance of the event. This is expected to help facilitate game arrival traffic flows.

5) **Traffic and Parking Control Personnel.** The TPMP shall identify a master schedule and the approximate number of traffic and parking staff (from a private traffic/parking management company) needed to manage and enforce the TPMP measures on site. Roles, responsibilities/assignments, locations/posts/stations, action items, and phone/radio contact lists should be outlined. This would require close coordination with the City of Industry staff and the fire department (for emergency routes), and include identifying the number of police personnel that would be deployed at major intersections (public intersections external to the project site).

6) **Special-Event/Temporary Signage.** In conjunction with the deployment of traffic and parking control personnel at key locations, and the provision of standard/permanent wayfinding amenities for the project (especially to and from the adjoining freeways), special-event/temporary signage and/or changeable message signs (CMS) shall be provided to make parking lot/structure entries and exits more visible during games. The special event signs should be a minimum of 24" x 30", have green lettering on a white background, be of permanent quality, and attached to a temporary mounting device such as a Type II Barricade. The addition of an NFL or Stadium logo to these special event signs would help establish a visual target for visitors to recognize and follow. CMS would provide motorists with real-time information regarding preferred routes.

7) **Offset/Reversible Traffic Flow along Key Street Segments.** Reversible lane operations could be implemented by placing traffic cones and barricades to provide additional lanes (that are offset from the normal centerline or median) to serve the peak direction of traffic. For example, two inbound and two outbound lanes under normal conditions would be converted to provide three inbound lanes and one outbound lane during the peak arrival time period for games.

8) **Emergency Routes.** Close coordination between the stadium staff, City staff, police, and fire department will be necessary in the development of an emergency route plan during games for both the project site and surrounding areas.

9) **Use of Police Helicopter to Assist Traffic Control Operations.** Traffic control personnel on the ground could be assisted by a City of Industry Police helicopter, to supplement police personnel stationed at, and controlling key traffic decision points and traffic flows (including reversible lane operations).

10) **Marketing/Public Information/Media Alert and Outreach Programs**. It is recommended that a comprehensive marketing effort be undertaken to provide game patrons with ample public information regarding transportation issues, aimed at reducing impacts associated with the proposed project to the greatest extent possible. The target audiences would be season ticket holders that purchase prepaid parking passes, single-game ticket patrons, regional media, employees, charter bus operators, and area commuters.

    Season-ticket holders who purchase on-site parking should receive a ticket package containing detailed information on their designated parking area, designated ingress travel route, egress travel route suggestions, detailed maps, and shuttle bus service and operations. A dashboard parking pass/placard to display on event days would also be provided as part of the ticket package.

    A website for the NFL stadium, traffic advisory radio, and a hotline phone number (to

call with questions on game traffic and parking details, or comments on game traffic and parking-related issues) should be developed.

Key public messages should be provided via the website, hotline phone, public radio, and other forms of media. Those public announcements should include the following key messages: 1) arrive early, 2) vehicles should use the routes shown on their parking pass/placard, 3) if patrons do not have parking passes/placards, follow directions provided by signs and/or traffic and parking personnel, 4) which parking areas to go to in the event of rain, and 5) publicize the parking shuttle (internal to the project site), Metrolink shuttle service, and charter bus program.

11) **TPMP Committee.** A TPMP Committee (with Stadium, City, Police, and Fire Department key members) shall be established, with on-going responsibility to define, implement, and refine the TPMP measures and strategies, and evaluate the need for a "report card" (through a monitoring program during NFL games). Even if a plan is in place, it should be monitored and refined on an intermittent, if not continuing, basis. Another aspect of administration might be to monitor and report the status of traffic and parking-related requirements imposed by the City from the IBC project.

EXHIBIT B

Revised Industry Business Center (IBC) Plan of Development

General Conditions

1. Prior to the issuance of a building permit for each building, a Development Plan Application must be submitted by the applicant and approved by the City Council as set forth in Industry Municipal Code Chapter 17.36 (Design Review). This will require that a precise site plan, elevations and floor plans be submitted by the applicant and approved by the City to insure conformity with the applicant's Planned Development Application. In addition, a detailed landscape and automatic irrigation plan and a precise grading plan must also be submitted and approved by the City.

2. The required landscape and automatic irrigation plans shall be in substantial conformity with the development plans. Such plans shall include: provision for an automatic irrigation/sprinkler system; specimen trees, shrubs, ground cover and/or grass; and specifications for the above to the satisfaction of the City. Additionally, such plans shall be designed and specimen trees, shrubs, ground cover and/or grass shall be designed so as to integrate compatibly with street parkway landscaping.

3. The required precise grading and drainage plans shall be submitted to and approved by the City Engineer. Such plans shall be in substantial conformity with the development plans and comply with all City of Industry grading and drainage requirements and standards.

4. The applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. (Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit.)

5. All parcelization of land within the Revised Plan of Development shall follow and comply with all requirements of the California State Subdivision Map Act and the City of Industry Municipal Code.

6. All mitigation measures and project design features listed in the certified Supplemental Environmental Impact Report for the Revised Industry Business Center Plan of Development shall be required and implemented as conditions of this approval.

7. Applicant agrees, at its sole cost and expense, to indemnify, hold harmless and defend, with legal counsel of the City's choice, the City and/or IUDA, their elected or appointed officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City and/or IUDA, their elected or appointed officers, agents, and employees, which seeks to attack, set aside,

challenge, void, or annul all, or any part, of the approval, decision or action of the City Council, Planning Commission, IUDA Board or other decision-making body, or staff action concerning the Project.

8. Sufficient accessibility for firefighting equipment shall be provided at all times. The Los Angeles County Fire Department shall review precise development plans to ensure adequate access and fire protection facilities.

9. The applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.

10. All buildings shall be constructed to conform to applicable State and City building codes and Los Angeles County Fire Department safety codes.

11. Street lights shall be designed and installed along the street frontage of the development and shall be annexed into the appropriate Los Angeles County Lighting Maintenance District. Applicant shall execute and approve a separate petition for annexation into a Los Angeles County Lighting District upon written request by the City, and pay three (3) years of advance energy fees to the local utility.

12. The applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities.

13. The applicant shall obtain an Industrial Waste Permit for each building from the City Engineer.

14. The applicant shall construct storm drains to the satisfaction of the City Engineer prior to the final approval of the development and the hook-up of utilities.

15. The applicant shall provide off-street parking as shown on the approved site plan of the Revised Plan of Development.

16. All areas used for parking shall be paved with asphalt, concrete or a City approved equivalent.

17. Off-street parking shall be provided at all times in accordance with the originally approved site plan and shall be maintained in a clean and attractive manner (trash, litter, or other materials shall be removed regularly).

18. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.

19. All exterior surfaces of all buildings and appurtenances shall be painted and kept graffiti-free.

20. Emergency fire facilities (hydrants) shall be kept free and unobstructed at all times.

21. The facility will be equipped with a Hazardous Waste Storage Locker for storage of any hazardous material.

22. All mechanical equipment including roof-mounted equipment shall be screened from public view.

23. All trash containers/bins shall be kept shall be kept inside a building or within an eight (8) foot high masonry block trash enclosure.

24. All landscaped areas shall be maintained in a healthy, weed-free condition.

25. No outside storage of any personal property, building materials, or other property not permanently affixed to the real property or necessary for facility operations shall be allowed, unless approved by the City.

26. All signs, banners, pennants, flags or other outside advertising materials or structures must be approved by the City prior to installation.

27. No adult entertainment or business shall be permitted to operate at any time as part of this Revised Plan of Development.