

CITY OF INDUSTRY

INCORPORATION ORDERED BY BD. OF SUPERVISORS JUNE 18, 1957
 FILED WITH THE SECRETARY OF STATE JUNE 18, 1957
 FILED WITH THE COUNTY RECORDER JUNE 18, 1957
 CONTAINING: 5.400 SQ. MILES

T.1S.
T.2S.



SCALE: 1"=1000
 SEPT. 24, 1956
 N.S.
 JOHN A. LAMBIE
 COUNTY ENGINEER
 C. S. INDEX
 48 (B, C-6)
 38

"1 PARCEL"
 R.S. 62-45

CHARLES W. ROWLAND
 100.40 AC.

MEANDER LINE
 SAN JOSE CREEK
 S.C.C. 8900
 C.F. 170

LOKAS
 R.S. 62-45

BASSETTS
 SUBDIVISION

RIVER
 SAN ANTONIO

CITY OF

VALLEY PARKWAY

VALLEY VIEW
 VALLEY
 JO
 SAN JOSE
 FRONT
 WALNUT
 FIFTH
 FIFTH
 WILSON
 WILSON

14
 Puente

13

(1003386) (286) (11)

June 27, 1957

Mr. Fred P. Hart
Associate Valuation Engineer
Valuation Division
State Board of Equalization
Sacramento 14, California

Dear Sir:

INCORPORATION —
CITY OF INDUSTRY

Proceedings for incorporation of the City of Industry were filed with the Secretary of State June 18, 1957, and with the County Recorder June 18, 1957.

The enclosed tabulation indicates the effect of this city annexation upon the special districts involved.

This statement, with the enclosed tabulation, legal description of boundary and map of the incorporation, is submitted to you for filing in compliance with the provisions of Title 5, Division 2, Part 1, Chapter 8 (Sections 54900 et seq.) of the Government Code.

Yours sincerely,

John A. Lambie
COUNTY ENGINEER

ORIGINAL SIGNED

Harold A. Harris
Division Engineer

RAH:RFF:sjh
Encl. (3)

cc: J. A. Quinn, Co. Assessor
Wm. R. Thomson, Dist. Tax Admr.

cc: J. J. Stump, Dep. Assr.
R. B. Dickson
File (2) ✓

JOHN A. LAMBIE
COUNTY ENGINEER
FORD S. DODDS
CHIEF DEPUTY

COUNTY OF LOS ANGELES
DEPARTMENT OF COUNTY ENGINEER
MAPPING DIVISION

108 WEST SECOND STREET
LOS ANGELES 12, CALIFORNIA
MADISON 9-4747

June 27, 1957

HAROLD A. HARRIS
DIVISION ENGINEER
L. D. MOORE
ASSISTANT DIVISION ENGINEER

SUBJECT: City of Industry
"Incorporation of the City of Industry"

County Departments and Districts

Auditor
Flood Control
Forester and Fire Warden
Health-Division of Vital Records
Parks and Recreation
Public Library
Regional Planning
Registrar of Voters
Road
Sanitation
Sheriff
Superintendent of Schools
Tax Collector
Judicial District
California Highway Patrol
Los Angeles City Board of Education
Agricultural Commissioner

Gentlemen:

Proceedings for the Incorporation of the City of Industry were filed with the Secretary of State on June 18, 1957, and with the County Recorder on June 18, 1957.

Yours very truly,

John A. Lambie
COUNTY ENGINEER

Harold A. Harris

Harold A. Harris
Division Engineer

July 22, 1957

Mr. Fred P. Hart
Associate Valuation Engineer
Valuation Division
State Board of Equalization
Sacramento 14, California

Dear Sir:

INCORPORATION-CITY OF INDUSTRY

Supplementing our report of June 22, 1957 concerning the effect of the Incorporation of the City of Industry upon the Special Districts involved, we wish to report that the entry listed under Lighting Maintenance District should have read County Lighting Maintenance District No. 1744 - No Change. This district was not dissolved due to the fact that the County is maintaining Lighting Maintenance service within the City of Industry per County Road Department's Traffic and Lighting Division. (Mr. Warren Heer, July 18, 1957)

Yours sincerely,

John A. Lambie
COUNTY ENGINEER

ORIGINAL SIGNED

Harold A. Harris
Division Engineer

HAN:RWKims

Encl.

cc: J.R. Quinn, Co. Assessor
Wm. R. Thomson, Dist. Tax Admr.

bc: J.J. Stump, Dep. Assessor
R.B. Dickson
File (2) ✓

INCORPORATION OF THE CITY OF INDUSTRY

Territory covered by this Incorporation will be automatically affected as follows:

Road District No. 1-----	Withdrawn From
L.A. County Public Library-----	No Change
L.A. County Flood Control District-----	No Change
Consolidated Co. Fire Protection District-----	No Change (AB)
County Sanitation District No. 15-----	No Change
County Sanitation District No. 21-----	No Change
Metropolitan Water District-----	No Change
La Puente Valley County Water District-----	No Change
Pomona Valley Municipal Water District-----	No Change
Rowland Area County Water District-----	No Change
Puente Sewer Maintenance District (1911 Act)-----	Withdrawn From
Puente Lighting District-----	No Change (AB)
County Lighting Maintenance District No. 1744-----	No Change *

SCHOOL DISTRICTS:

Hudson School District-----	No Change
Bassett School District-----	No Change
Rowland School District-----	No Change
Fairview School District-----	No Change
Rowland Union School District-----	No Change
La Puente Union High School District-----	No Change
El Monte Union High School District-----	No Change
Mt. San Antonio Jr. College District-----	No Change

JUDICIAL DISTRICTS:

El Monte Judicial District-----	No Change (c)
Citrus Judicial District-----	No Change (c)

LEG NO

- A. Portion of district within the annexation may be withdrawn upon the filing by the City of copies of a separate Resolution of Withdrawal with the B/S, SBE and Co. Ass'r (and Co. Clerk or Registrar of Voters when Co. Fire Prot. Dist. involved). (Applies to Waterworks Districts only if prior to bond issue, etc.)
- B. Withdrawal final only upon cancellation or modification of contracts.
- C. pending B/S action to place the City in one Judicial District.
- * This district was not dissolved due to the fact that the County is maintaining Lighting Maintenance Service within the City of Industry Per County Road Department's Traffic and Lighting Division. (Mr. Warren Meier, July 1, 1957)
- # There are no water contracts to be modified or cancelled per County Engineer's, Sanitation Division. (Mr. C. E. Brusty, June 21, 1957)

Filed with the Secretary of State-June 18, 1957
Filed with the County Recorder----June 18, 1957
Date of Election: -----December 4, 1956

INCORPORATION OF THE CITY OF INDUSTRY

(Boundaries as revised by the Board of Supervisors
on September 11, 1956)

Containing: 5.400 square miles

Beginning at the intersection of the southeasterly line of Covina Boulevard, 60 feet wide, as shown on map of Tract No. 8227 recorded in Book 92, page 100 of Maps, in the office of the Recorder of the County of Los Angeles, with the southwesterly line of the Southern Pacific Railroad Company right of way, 100 feet wide, (Main Line to Yuma), as shown on County Surveyor's Filed Map No. 1630 on file in the office of the Engineer of the County of Los Angeles; thence southeasterly along said southwesterly right of way line to the northerly prolongation of the center line of Turnbull Canon Road, 60 feet wide (formerly Tenth Avenue) as shown on map of Tract No. 1343, recorded in Book 20, pages 10 and 11, of said Maps; thence southwesterly along said prolongation and center line and continuing southwesterly along the center line of Turnbull Canon Road (formerly Tenth Avenue), 60 feet wide, as shown on map of Tract No. 1953, recorded in Book 22, pages 158 and 159, of said Maps to the southwesterly line of the Los Angeles and Salt Lake Railroad Company right of way (formerly S.P.L.A. & S.L.Rt of Way), 100 feet wide, as shown on said last mentioned map; thence southeasterly along said last mentioned southwesterly right of way line and the southeasterly prolongation thereof to the westerly line of Lot 9 of Tract No. 3193, as shown on map recorded in Book 35, pages 79 to 82 inclusive of said Maps; thence southerly along the westerly line of said Lot 9 to the southerly line of said lot; thence easterly along the southerly lines of Lots 9 and 8 of said last mentioned tract to the westerly line of Tract No. 15239, as shown on map recorded in Book 541, pages 21 to 25, inclusive, of said Maps; thence northerly along said last mentioned westerly line to the northeasterly line of said last mentioned tract; thence southeasterly along said northeasterly line and the southeasterly prolongation thereof to the easterly line of Hacienda Boulevard, 80 feet wide, as shown on map of Tract No. 17609 recorded in Book 498, pages 2 to 6 inclusive of said Maps; thence northerly along said easterly line to the southwesterly line of the Los Angeles and Salt Lake Railroad Company right of way, 100 feet wide, as shown on said last mentioned map; thence southeasterly along said last mentioned southwesterly right of way line to the easterly line of said last mentioned tract; thence southerly along said last mentioned easterly line and the southerly prolongation thereof to the center line of Gale Avenue as said last mentioned center line is shown on said last mentioned map; thence easterly along said last mentioned center line and continuing easterly along the center line of Gale Avenue as said last mentioned center line is shown on map of Tract No. 17217, recorded in Book 536, pages 1 to 4, inclusive, of said Maps, to the westerly prolongation of the center line of Gale Avenue as said last mentioned center line is shown on map of Tract No. 21865, recorded in Book 587, pages 89 and 90, of said Maps; thence easterly along said last mentioned prolongation and center line to the northerly prolongation of the easterly line of Lot 6 as shown on map filed in Book 4, page 45, of Record of Surveys, in the office of said recorder; thence

CITY OF INDUSTRY (CONT'D)

southerly along said last mentioned prolongation and easterly line to a line that is parallel with and 45 feet southerly measured at right angles from the southerly line of Tract No. 21616, as shown on map recorded in Book 594, pages 58 and 59 of said Maps; thence along said parallel line South $69^{\circ}59'03''$ East 4459.73 feet; thence South $74^{\circ}26'14''$ East 756.396 feet to the beginning of a curve concave to the northwest tangent to said last mentioned course and having a radius of 265 feet; thence easterly and northeasterly along said curve through a central angle of $73^{\circ}25'23''$, 339.59 feet; thence tangent to said curve North $32^{\circ}08'23''$ East 206.244 feet to a line, that is perpendicular to that portion of the center line of Anaheim and Puente Road, 50 feet wide, shown as having a bearing of South $5^{\circ}45'$ West on map of Rowland recorded in Book 3, pages 93 and 94 of said Maps, and that passes through a point in said last mentioned center line distant thereon North $5^{\circ}34'18''$ East 615.61 feet from the center line of Bonita Vista Lane, 25 feet wide as shown on said last mentioned map; thence South $84^{\circ}25'42''$ East along said perpendicular line to a point distant easterly thereon 50 feet from said center line of Anaheim and Puente Road; thence South $5^{\circ}34'18''$ West 62.00 feet; thence South $84^{\circ}25'42''$ East 162.88 feet to the beginning of a curve concave to the southwest, tangent to said last mentioned course, and having a radius of 353 feet; thence easterly and southeasterly along said last mentioned curve, through a central angle of $47^{\circ}54'25''$, 295.16 feet; thence South $36^{\circ}31'17''$ East 206.51 feet to the beginning of a curve concave to the northeast, tangent to said last mentioned course, and having a radius of 306 feet; thence southeasterly and easterly along said last mentioned curve, through a central angle of $40^{\circ}13'41''$, 214.85 feet; thence South $76^{\circ}44'58''$ East 356.39 feet to a line that is parallel with and 196.5 feet northerly measured at right angles from said center line of Bonita Vista Lane; thence along said last mentioned parallel line South $81^{\circ}31'24''$ East 4257.83 feet to the beginning of a curve concave to the north, tangent to said last mentioned course, and having a radius of 1006 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}07'09''$, 160.114 feet; thence North $89^{\circ}21'27''$ East 146.27 feet to the beginning of a curve concave to the south, tangent to said last mentioned course, and having a radius of 944 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}10'02''$, 151.04 feet to the beginning of a reverse curve concave to the north, and having a radius of 8056 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}11'48''$ 1293.09 feet; thence South $45^{\circ}42'44''$ East 52.33 feet; thence North $86^{\circ}00'50''$ East 649.09 feet; thence North $49^{\circ}36'48''$ East 66.71 feet; thence North $33^{\circ}06'01''$ East 41.27 feet to a line that is parallel with and 40 feet westerly measured at right angles from that certain course in the center line of proposed Fullerton Road shown as having a bearing and length of North $4^{\circ}05'20''$ East 1374.91 feet on County Surveyor's Map No. B-2556, on file in the office of said County Engineer; thence along said last mentioned parallel line North $4^{\circ}05'25''$ East 330 feet to a line that is perpendicular to said last mentioned center line and

CITY OF INDUSTRY (CONT'D)

that passes through a point therein distant southerly thereon 408.01 feet from the center line of the Los Angeles and Salt Lake Railroad right of way, 100 feet wide, as shown on said last mentioned map; thence South $85^{\circ}54'35''$ East along said last mentioned perpendicular line to a point distant easterly thereon 40 feet from said center line of proposed Fullerton Road; thence South $38^{\circ}49'09''$ East 70.58 feet; thence South $83^{\circ}45'29''$ East 64.38 feet; thence South $66^{\circ}05'02''$ East 125.80 feet; thence South $43^{\circ}38'49''$ East 359.31 feet; thence South $56^{\circ}58'34''$ East 95.41 feet; thence South $84^{\circ}29'08''$ East 549.91 feet; thence North $89^{\circ}48'20''$ East to the easterly line of 1 Parcel as shown on map filed in Book 62, page 45 of said Record of Surveys; thence northerly along said last mentioned easterly line to the northeasterly corner of said parcel; thence northerly in a direct line to the southeasterly corner of "1 Parcel" as shown on map filed in Book 62, page 46, of said Record of Surveys; thence northerly along the boundary of said last mentioned parcel to the meander line of San Jose Creek, as shown on map filed in Case No. 5800 of the Superior Court of the State of California in and for the County of Los Angeles; thence in a generally easterly and northerly direction along said meander line to the westerly line of Nogales Street as shown on County Surveyor's Map No. 3665 on file in the office of said County Engineer; thence northerly along said last mentioned westerly line and its northerly prolongation to the northerly line of the Southern Pacific Railroad Company right of way 100 feet wide, as shown on said County Surveyor's Filed Map No. 16300; thence westerly along said last mentioned northerly line to the southerly prolongation of the easterly line of the most southerly portion of Pass and Covina Road, (60 feet wide), as shown on map filed in Book 18, page 2, of said Record of Surveys; thence northerly along said last mentioned prolongation and continuing northerly, northeasterly and northerly along the easterly, southeasterly and easterly lines of said Pass and Covina Road to the easterly prolongation of that certain course in the southerly line of Tract No. 21607, shown on map recorded in Book 584, pages 6 to 8 inclusive, of said Maps as having a bearing of North $83^{\circ}02'48''$ West; thence westerly along said last mentioned prolongation and continuing westerly along the southerly line of said last mentioned tract and the southerly line of Tract No. 21286, as shown on map recorded in Book 593, pages 60 to 62, inclusive, of said maps, to the most westerly corner of said last mentioned tract; thence along the proposed center line of Temple Avenue, as shown on County Surveyor's Map No. B-505, Sheet No. 4, on file in the office of said County Engineer, North $71^{\circ}41'50''$ West to the beginning of a curve therein concave to the south and having a radius of 2000.00 feet, westerly along said last mentioned curve through a central angle of $17^{\circ}03'50''$, and North $88^{\circ}45'40''$ West to the northwesterly corner of the parcel of land labeled Charles William Rowland 100.40 Acres, as shown on map filed in Case No. 14931, of said Superior Court; thence southerly along the westerly line of said parcel of land to the boundary of the City of La Puente as same existed on September 7, 1956; thence easterly along said last mentioned boundary and following the

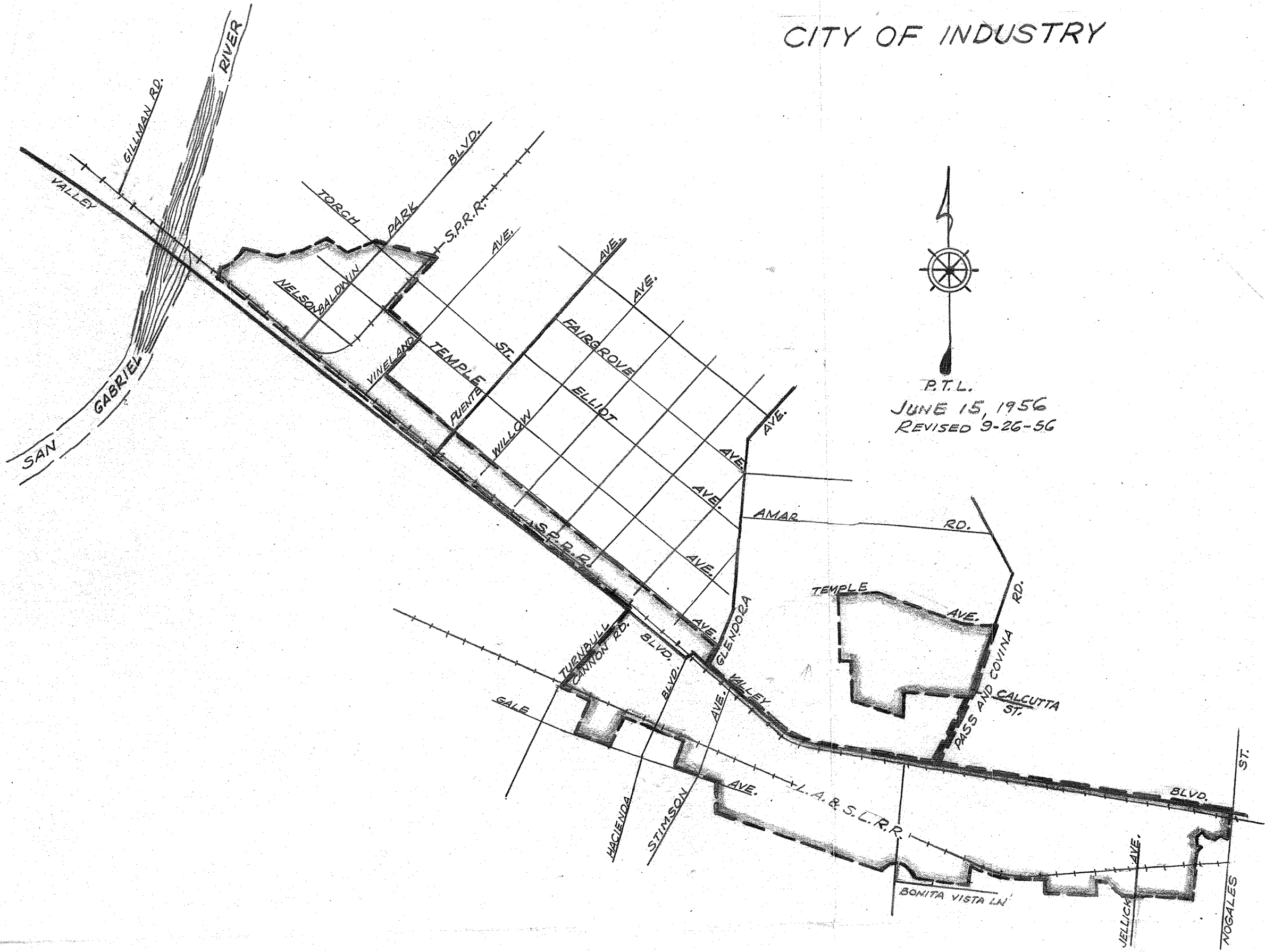
CITY OF INDUSTRY (CONT'D)

same in all its various courses and curves to the center line of Nelson Avenue as said last mentioned center line is shown on map of Tract No. 16614 recorded in Book 583, pages 29 and 30 of said Maps; thence northwesterly along said last mentioned center line to the center line of Vineland Avenue, as said last mentioned center line is shown on said last mentioned map; thence northeasterly along said last mentioned center line to the center line of Temple Avenue, as said last mentioned center line is shown on said last mentioned map; thence northwesterly along the center line of Temple Avenue, as shown on County Surveyor's Map Number B-1208-2, on file in the office of said County Engineer, to the southwesterly prolongation of that portion of the southeasterly line of the Pacific Electric Railway right of way (formerly Southern Pacific Railroad Covina Branch), shown as having a bearing of South $39^{\circ}06'$ West on map of O.T. Bassett's Subdivision of the Workman Tract, recorded in Book 59, pages 4 to 9, inclusive, of Miscellaneous Records in the office of said recorder; thence northeasterly along said last mentioned prolongation and southeasterly line and the northeasterly prolongation thereof to the easterly prolongation of the northerly line of Block 4 of said O.T. Bassett's Subdivision of the Workman Tract; thence westerly along said last mentioned prolongation and continuing westerly along the boundary of said O.T. Bassett's Subdivision of the Workman Tract, and following the same in all its various courses to the northeasterly line of Parcel 2-5 as shown on map filed in Case No. 625299, of said Superior Court; thence southeasterly and southwesterly along the boundary of said last mentioned parcel to the most northerly corner of Parcel 2-6 as shown on said last mentioned map; thence southerly and southwesterly along the boundary of said last mentioned parcel to the most southerly corner thereof; thence southwesterly in a direct line to the point of beginning.

Excepting therefrom that portion thereof described as follows:

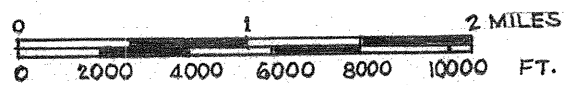
Beginning at the intersection of the easterly line of Lot 9 of Rowland as shown on map recorded in Book 3, pages 93 and 94 of Maps, in the office of the Recorder of the County of Los Angeles, with that certain course described above as having a bearing and length of South $81^{\circ}31'24''$ East 4257.83 feet; thence South $81^{\circ}31'24''$ East along said certain course to the easterly terminus thereof and the beginning of a curve concave to the north, tangent to said last mentioned course, and having a radius of 1006 feet; thence easterly along said curve, through a central angle of $09^{\circ}07'09''$, 160.114 feet; thence North $89^{\circ}21'27''$ East 146.27 feet to the beginning of a curve concave to the south, tangent to said last mentioned course, and having a radius of 944 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}10'02''$, 151.04 feet to the beginning of a reverse curve concave to the north, and having a radius of 8056 feet; thence easterly along said last mentioned curve to the boundary of Lot 1 of Tract No. 3423 as shown on map recorded in Book 37, page 50 of said Maps; thence northerly westerly and northerly along said last mentioned boundary to the southerly line of the Los Angeles and Salt Lake Railroad Company right of way (100 feet wide) as shown on said map of Rowland; thence westerly along said southerly line to the northeasterly corner of said Lot 9; thence southerly in a direct line to the point of beginning.

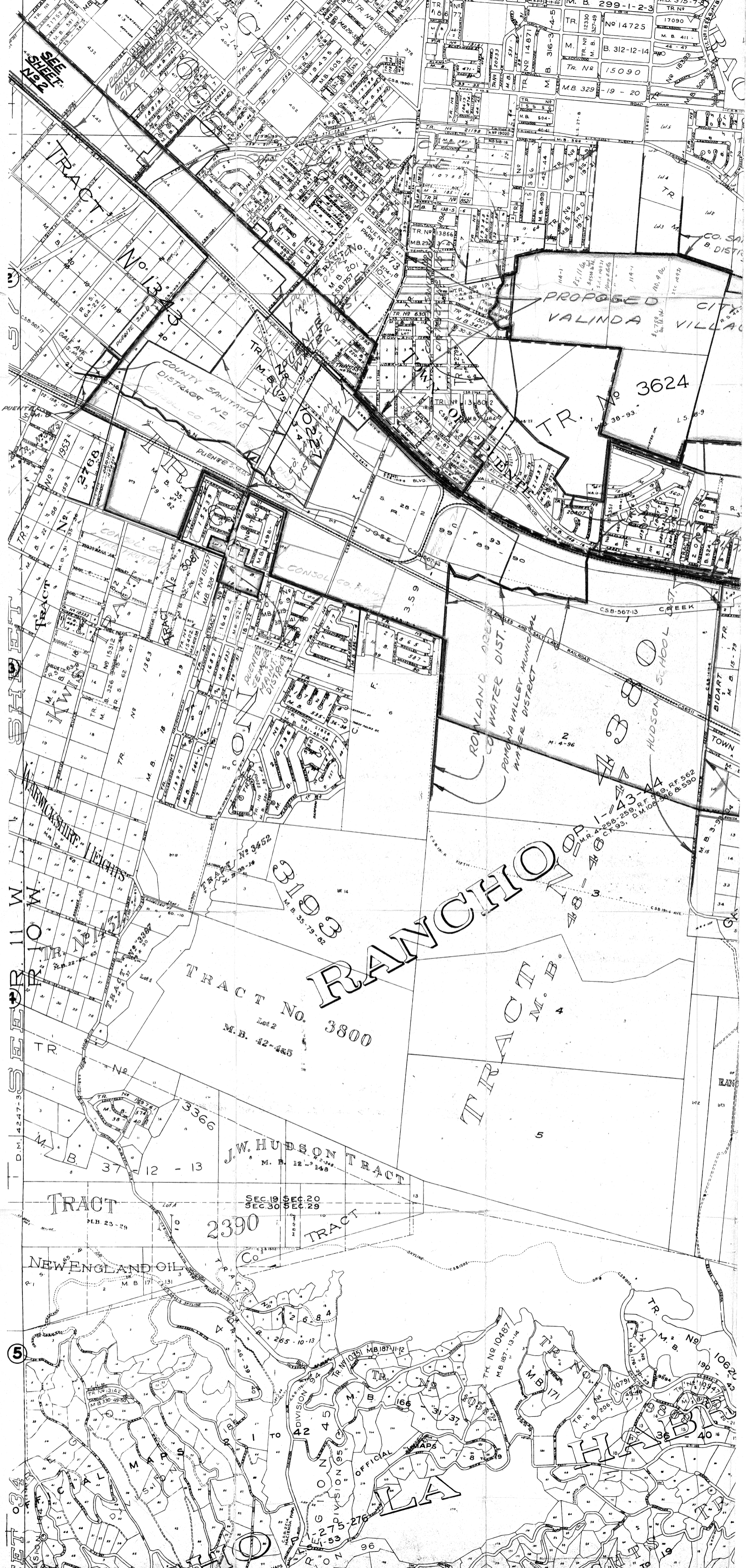
CITY OF INDUSTRY



P.T.L.
JUNE 15, 1956
REVISED 9-26-56

JOHN A. LAMBIE
COUNTY ENGINEER
C.S. INDEX 38,46





SEE SHEET No. 2
SHEET 034
11 W
10 W
D.M. 4247-30

RANCHO LA BREA

TRACT No. 3800
Lot 2
M.B. 42-4&5

J.W. HUDSON TRACT
M.B. 12-14&15

TRACT No. 2390
SEC. 19 SEC. 20
SEC. 30 SEC. 29

TRACT No. 3624
M.B. 38-93

TRACT No. 10620
M.B. 190-10620

TRACT No. 10487
M.B. 187-1314

TRACT No. 10620
M.B. 190-10620

TRACT No. 10620
M.B. 190-10620

COUNTY SANITATION DISTRICT No. 15
CONSOLIDATED

ROWLAND ABEY CO WATER DIST.
POMONA VALLEY MUNICIPAL WATER DISTRICT

PROPOSED CITY VALINDA VILLAGE

HUDSON SCHOOL
CREEK

RAILROAD

TOWN

BIDART

TRACT No. 10620

TRACT No. 10620

TRACT No. 10620

TRACT No. 10620

TRACT No. 10620

TRACT No. 10620

TRACT No. 10620



GORDON T. NESVIG
CHIEF CLERK OF THE BOARD

County of Los Angeles

Board of Supervisors

501 Hall of Records

Los Angeles 12

Altitude 9211

MEMBERS OF THE BOARD

JOHN ANSON FORD
CHAIRMAN

HERBERT C. LEGG

KENNETH HAHN

BURTON W. CHACE

WARREN M. DORN

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS.

Harold J. Ostly, County Clerk, and ex officio Clerk of the Board of Supervisors of the County of Los Angeles, deposes the following:

The territory set forth in the certified copy of boundary description attached hereto, and delineated on the map also attached hereto, was incorporated as a general law city under the name and style of CITY OF INDUSTRY pursuant to an election held on December 4, 1956, and an order of the Board of Supervisors of the County of Los Angeles adopted on June 18, 1957, declaring said territory incorporated. Proceedings therefor have been completed, and all requirements of law pertaining to the said proceedings have been complied with.

HAROLD J. OSTLY, County Clerk of the County of Los Angeles, State of California, and ex officio Clerk of the Board of Supervisors of said County

By *Gordon T. Nesvig*
Deputy Clerk

Subscribed and sworn to before me this 18th day of June, 1957.

Helene Conroy
Helene Conroy - Notary Public in and for Los Angeles County, Calif.
My comm. exp. 10-20-58
Notary Public in and for the County of Los Angeles, State of California



JAMES S. ALLISON
CHIEF CLERK OF THE BOARD

County of Los Angeles

Board of Supervisors

501 Hall of Records

Los Angeles 12

Mutual 9211

HAA

173
9/18/56

MEMBERS OF THE BOARD

BURTON W. CHACE
CHAIRMAN

HERBERT C. LEGG

KENNETH HAHN

JOHN ANSON FORD

ROGER W. JESBUP

September 21, 1956

Registrar of Voters

County Engineer

Mr. Edward Lustgarten
18504 East Fifth Avenue
Pueente, California

Re: Proposed Incorporation of City of Industry

At the meeting of the Board of Supervisors held September 18, 1956, orders were adopted as follows:

Approving the metes and bounds description of the boundaries of the proposed City of Industry as described by the County Engineer;

Calling an election to be held December 4, 1956, and approving precincts, polling places and election officers.

GTM:hk

cc: El Monte Herald
112 El Monte Avenue
El Monte, California

171
9/11/56



GORDON T. NESVIG
CHIEF CLERK OF THE BOARD

County of Los Angeles
Board of Supervisors
501 Hall of Records
Los Angeles 12
Mutual 9211

HAH
24 2 53

MEMBERS of the BOARD
BURTON W. CHACE
CHAIRMAN
HERBERT C. LEGG
KENNETH HAHN
JOHN ANSON FORD
ROGER W. JESSUP

September 21, 1956

County Engineer

Mr. Edward Lustgarten
18504 East Fifth Avenue
Puente, California

Re: Proposed Incorporation of City of Industry.

At the meeting of the Board of Supervisors held September 11, 1956,
orders were adopted as follows:

Establishing the boundaries for proposed City of Industry
as outlined by Supervisor Herbert C. Legg;

Denying all other requests for exclusion;

Determining that 610 inhabitants reside within the
boundaries;

Continuing the matter to Tuesday, September 18, 1956;

Instructing the County Engineer to submit a metes and
bounds description of the established boundaries for
Board approval on September 18, 1956.

GTN:hk

Dup to HAH

LWK

3
9/6/56



GORDON T. NEVIG
CHIEF CLERK OF THE BOARD

County of Los Angeles
Board of Supervisors

501 Hall of Records
Los Angeles 12
Mutual 9211

HAH
SEP 24 2 30

MEMBERS of the BOARD
BURTON W. CHACE
CHAIRMAN
HERBERT C. LEGG
KENNETH HAHN
JOHN ANSON FORD
ROGER W. JESSUP

September 21, 1956

County Engineer

Mr. Edward Lustgarten
18504 East Fifth Avenue
Puente, California

Re: Proposed Incorporation of City of Industry

Following public hearing on September 6, 1956, orders were adopted by the Board of Supervisors in the matter of petition for proposed incorporation of the City of Industry, as follows:

Closing the hearing, excluding those properties as outlined by Supervisor Herbert C. Legg;

Continuing the matter to September 11, 1956, for the purpose of setting the boundaries;

Instructing the County Engineer to plot on the map the additional requests for exclusion;

Instructing Regional Planning Commission to report on number of inhabitants residing within the area.

Copy to HAH

GTN:hk

WJC

PROPOSED CITY
OF INDUSTRY

General boundaries designated are city of La Puente, Temple Avenue and Valley Boulevard on the north; Southern Pacific Railroad and Valley Boulevard on the south; Nogales Street and Pass and Covina Road on the east and Rivergrade Road on the west.

LOS ANGELES COUNTY

LETTERGRAM

To **Mr. H.A. Harris**From **R.F. Flickwir**Date **June 18, 1957**Subject **PROPOSED
CITY OF INDUSTRY**

No.

As you know, after the election carried on December 4, 1956, a suit was filed in the Superior Court and the Board of Supervisors was restrained from completing the proceedings. The Superior Court decided in favor of the incorporation, but case was taken on appeal to the Appellate Court.

Yesterday, the Appellate Court granted a motion for dismissal, which cleared the way for the order of the Board today declaring the territory incorporated. Plans are being made to make the incorporation effective today by (1) flying necessary papers to Sacramento for filing in the office of the Secretary of State, and (2) filing with the Recorder.

RFF:sjh

cc: Haenke
File ✓



County of Los Angeles

Board of Supervisors

501 Hall of Records

Los Angeles 12

Mutual 9211

RECEIVED
COUNTY ENGINEER
REFD TO

Flicker

1956 OCT 30 PM 12 47

MEMBERS OF THE BOARD

BURTON W. CHACE
CHAIRMAN

HERBERT C. LEGG

KENNETH HAHN

JOHN ANSON FORD

ROGER W. JESSUP

CHIEF CLERK OF THE BOARD

REPLY _____ ACTN _____ INFO _____
REPORT TO _____
REPLY TO _____
TUESDAY, SEPTEMBER 18, 1956
FSA _____ PTH _____

The Board met in regular session. Present: Supervisors Burton W. Chace, Chairman presiding, Herbert C. Legg, Kenneth Hahn, John Anson Ford and Roger W. Jessup; and Harold J. Ostly, Clerk, by Gordon T. Neavig, Deputy Clerk.

* * * *

173
IN RE PROPOSED INCORPORATION OF THE CITY OF INDUSTRY AS A GENERAL LAW CITY; ORDER APPROVING METES AND BOUNDS DESCRIPTION OF THE BOUNDARIES OF THE PROPOSED CITY, AND RESOLUTION CALLING ELECTION, DESIGNATING POLLING PLACES, APPOINTING ELECTION OFFICERS, ESTABLISHING PRECINCTS AND DIRECTING CANVASS OF VOTES BY REGISTRAR OF VOTERS.

This being the time set by this Board on September 11, 1956, for final action on the proposed incorporation of the City of Industry as a General Law City, said matter is called up; and on motion of Supervisor Legg, duly carried by the following vote, to wit: Ayes: Supervisors Legg, Ford, Jessup and Chace; No: Supervisor Hahn, it is ordered that the metes and bounds description of the boundaries of the proposed City of Industry, as described by the County Engineer and hereinafter set forth, be and the same are hereby approved.

And on motion of Supervisor Legg, duly carried by the following vote, to wit: Ayes: Supervisors Legg, Ford, Jessup and Chace; No: Supervisor Hahn, it is ordered that the following resolution be and the same is hereby adopted:

BE IT RESOLVED by the Board of Supervisors of the County of Los Angeles:

That an election be and the same is hereby called for Tuesday, December 4, 1956, to be held in the territory within the boundaries hereinbelow set forth, for the purpose of determining whether said territory shall become incorporated as a general law city, to be known as the City of Industry, and for the purpose of electing members of the City Council, the City Clerk and the City Treasurer.

The boundaries of the proposed corporation are defined as follows:

DESCRIPTION OF
PROPOSED INCORPORATION OF THE CITY OF INDUSTRY
(Boundaries as revised by the Board of Supervisors
on September 11, 1956)

Beginning at the intersection of the southeasterly line of Covina Boulevard, 60 feet wide, as shown on map of Tract No. 8227 recorded in Book 92, page 100 of Maps, in the office of the Recorder of the County of Los Angeles, with the southwesterly line of the Southern Pacific Railroad Company right of way, 100 feet wide, (Main Line to Yuma), as shown on County Surveyor's Filed Map No. 16300, on file in the office of the Engineer of the County of Los Angeles; thence southeasterly along said southwesterly right of way line to the northerly prolongation of the center line of Turnbull Canon Road, 60 feet wide (formerly Tenth Avenue) as shown on map of Tract No. 1343, recorded in Book 20, pages 10 and 11, of said Maps; thence southwesterly along said prolongation and center line and continuing southwesterly along the center line of Turnbull Canon Road (formerly Tenth Avenue), 60 feet wide, as shown on map of Tract No. 1953, recorded in Book 22, pages 158 and 159, of said Maps to the southwesterly line of the Los Angeles and Salt Lake Railroad Company right of way (formerly S.P.L.A. & S.L.Rt of Way), 100 feet wide, as shown on said last mentioned map; thence southeasterly along said last mentioned southwesterly right of way line and the southeasterly prolongation thereof to the westerly line of Lot 9 of Tract No. 3193, as shown on map recorded in Book 35, pages 79 to 82 inclusive of said Maps; thence southerly along the westerly line of said Lot 9 to the southerly line of said lot; thence easterly along the southerly lines of Lots 9 and 8 of said last mentioned tract to the westerly line of Tract No. 15239, as shown on map recorded in Book 541, pages 21 to 25, inclusive, of said Maps; thence northerly along said last mentioned westerly line to the northeasterly line of said last mentioned tract; thence southeasterly along said northeasterly line and the southeasterly prolongation thereof to the easterly line of Hacienda Boulevard, 80 feet wide, as shown on map of Tract No. 17609 recorded in Book 498, pages 2 to 6 inclusive of said Maps; thence northerly along said easterly line to the southwesterly line of the Los Angeles and Salt Lake Railroad Company right of way, 100 feet wide, as shown on said last mentioned map; thence southeasterly along said last mentioned southwesterly right of way line to the easterly line of said last mentioned tract; thence southerly along said last mentioned easterly line and the southerly prolongation thereof to the center line of Gale Avenue as said last mentioned center line is shown on said last mentioned map; thence easterly along said last mentioned center line and continuing easterly along the center line of Gale Avenue as said last mentioned center line is shown on map of Tract No. 17217, recorded in Book 536, pages 1 to 4, inclusive, of said Maps, to the westerly prolongation of the center line of Gale Avenue as said last mentioned center line is shown on map of Tract No. 21865, recorded in Book 587, pages 89 and 90, of said Maps; thence easterly along said last mentioned prolongation and center line to the northerly prolongation of the easterly line of Lot 6 as shown on map filed in Book 4, page 45, of Record of Surveys, in the office of said recorder; thence

CITY OF INDUSTRY (CONT'D)

southerly along said last mentioned prolongation and easterly line to a line that is parallel with and 45 feet southerly measured at right angles from the southerly line of Tract No. 21616, as shown on map recorded in Book 594, pages 58 and 59 of said Maps; thence along said parallel line South $69^{\circ}59'03''$ East 4459.73 feet; thence South $74^{\circ}26'14''$ East 756.396 feet to the beginning of a curve concave to the northwest tangent to said last mentioned course and having a radius of 265 feet; thence easterly and northeasterly along said curve through a central angle of $73^{\circ}25'23''$, 339.59 feet; thence tangent to said curve North $32^{\circ}08'23''$ East 206.244 feet to a line, that is perpendicular to that portion of the center line of Anaheim and Puente Road, 50 feet wide, shown as having a bearing of South $5^{\circ}45'$ West on map of Rowland recorded in Book 3, pages 93 and 94 of said Maps, and that passes through a point in said last mentioned center line distant thereon North $5^{\circ}34'18''$ East 615.61 feet from the center line of Bonita Vista Lane, 25 feet wide as shown on said last mentioned map; thence South $84^{\circ}25'42''$ East along said perpendicular line to a point distant easterly thereon 50 feet from said center line of Anaheim and Puente Road; thence South $5^{\circ}34'18''$ West 62.00 feet; thence South $84^{\circ}25'42''$ East 162.88 feet to the beginning of a curve concave to the southwest, tangent to said last mentioned course, and having a radius of 353 feet; thence easterly and southeasterly along said last mentioned curve, through a central angle of $47^{\circ}54'25''$, 295.16 feet; thence South $36^{\circ}31'17''$ East 206.51 feet to the beginning of a curve concave to the northeast, tangent to said last mentioned course, and having a radius of 306 feet; thence southeasterly and easterly along said last mentioned curve, through a central angle of $40^{\circ}13'41''$, 214.85 feet; thence South $76^{\circ}44'58''$ East 356.39 feet to a line that is parallel with and 196.5 feet northerly measured at right angles from said center line of Bonita Vista Lane; thence along said last mentioned parallel line South $81^{\circ}31'24''$ East 4257.83 feet to the beginning of a curve concave to the north, tangent to said last mentioned course, and having a radius of 1006 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}07'09''$, 160.114 feet; thence North $89^{\circ}21'27''$ East 146.27 feet to the beginning of a curve concave to the south, tangent to said last mentioned course, and having a radius of 944 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}10'02''$, 151.04 feet to the beginning of a reverse curve concave to the north, and having a radius of 8056 feet; thence easterly along said last mentioned curve, through a central angle of $09^{\circ}11'48''$ 1293.09 feet; thence South $45^{\circ}42'44''$ East 52.33 feet; thence North $86^{\circ}00'50''$ East 649.09 feet; thence North $49^{\circ}36'48''$ East 66.71 feet; thence North $33^{\circ}06'01''$ East 41.27 feet to a line that is parallel with and 40 feet westerly measured at right angles from that certain course in the center line of proposed Fullerton Road shown as having a bearing and length of North $4^{\circ}05'20''$ East 1374.91 feet on County Surveyor's Map No. B-2556, on file in the office of said County Engineer; thence along said last mentioned parallel line North $4^{\circ}05'25''$ East 330 feet to a line that is perpendicular to said last mentioned center line and

CITY OF INDUSTRY (CONT'D)

that passes through a point therein distant southerly thereon 408.01 feet from the center line of the Los Angeles and Salt Lake Railroad right of way, 100 feet wide, as shown on said last mentioned map; thence South 85°54'35" East along said last mentioned perpendicular line to a point distant easterly thereon 40 feet from said center line of proposed Fullerton Road; thence South 38°49'09" East 70.58 feet; thence South 83°45'29" East 64.38 feet; thence South 66°05'02" East 125.80 feet; thence South 43°38'49" East 359.31 feet; thence South 56°58'34" East 95.41 feet; thence South 84°29'08" East 549.91 feet; thence North 89°48'20" East to the easterly line of 1 Parcel as shown on map filed in Book 62, page 45 of said Record of Surveys; thence northerly along said last mentioned easterly line to the northeasterly corner of said parcel; thence northerly in a direct line to the southeasterly corner of "1 Parcel" as shown on map filed in Book 62, page 46, of said Record of Surveys; thence northerly along the boundary of said last mentioned parcel to the meander line of San Jose Creek, as shown on map filed in Case No. 5800 of the Superior Court of the State of California in and for the County of Los Angeles; thence in a generally easterly and northerly direction along said meander line to the westerly line of Nogales Street as shown on County Surveyor's Map No. 3666 on file in the office of said County Engineer; thence northerly along said last mentioned westerly line and its northerly prolongation to the northerly line of the Southern Pacific Railroad Company right of way 100 feet wide, as shown on said County Surveyor's Filed Map No. 16300; thence westerly along said last mentioned northerly line to the southerly prolongation of the easterly line of the most southerly portion of Pass and Covina Road, (60 feet wide), as shown on map filed in Book 18, page 9, of said Record of Surveys; thence northerly along said last mentioned prolongation and continuing northerly, northeasterly and northerly along the easterly, southeasterly and easterly lines of said Pass and Covina Road to the easterly prolongation of that certain course in the southerly line of Tract No. 21607, shown on map recorded in Book 584, pages 6 to 8 inclusive, of said Maps as having a bearing of North 83°02'48" West; thence westerly along said last mentioned prolongation and continuing westerly along the southerly line of said last mentioned tract and the southerly line of Tract No. 21286, as shown on map recorded in Book 593, pages 60 to 62, inclusive, of said maps, to the most westerly corner of said last mentioned tract; thence along the proposed center line of Temple Avenue, as shown on County Surveyor's Map No. B-505, Sheet No. 4, on file in the office of said County Engineer, North 71°41'50" West to the beginning of a curve therein concave to the south and having a radius of 2000.00 feet, westerly along said last mentioned curve through a central angle of 17°03'50", and North 88°45'40" West to the northwesterly corner of the parcel of land labeled Charles William Rowland 100.40 Acres, as shown on map filed in Case No. 14931, of said Superior Court; thence southerly along the westerly line of said parcel of land to the boundary of the City of La Puente as same existed on September 7, 1956; thence easterly along said last mentioned boundary and following the

CITY OF INDUSTRY (CONT'D)

same in all its various courses and curves to the center line of Nelson Avenue as said last mentioned center line is shown on map of Tract No. 16614 recorded in Book 583, pages 29 and 30 of said Maps; thence northwesterly along said last mentioned center line to the center line of Vineland Avenue, as said last mentioned center line is shown on said last mentioned map; thence northeasterly along said last mentioned center line to the center line of Temple Avenue, as said last mentioned center line is shown on said last mentioned map; thence northwesterly along the center line of Temple Avenue, as shown on County Surveyor's Map Number B-1208-2, on file in the office of said County Engineer, to the southwesterly prolongation of that portion of the southeasterly line of the Pacific Electric Railway right of way (formerly Southern Pacific Railroad Covina Branch), shown as having a bearing of South 39°06' West on map of O.T. Bassett's Subdivision of the Workman Tract, recorded in Book 59, pages 4 to 9, inclusive, of Miscellaneous Records in the office of said recorder; thence northeasterly along said last mentioned prolongation and southeasterly line and the northeasterly prolongation thereof to the easterly prolongation of the northerly line of Block 4 of said O.T. Bassett's Subdivision of the Workman Tract; thence westerly along said last mentioned prolongation and continuing westerly along the boundary of said O.T. Bassett's Subdivision of the Workman Tract, and following the same in all its various courses to the northeasterly line of Parcel 2-5 as shown on map filed in Case No. 625299, of said Superior Court; thence southeasterly and southwesterly along the boundary of said last mentioned parcel to the most northerly corner of Parcel 2-6 as shown on said last mentioned map; thence southerly and southwesterly along the boundary of said last mentioned parcel to the most southerly corner thereof; thence southwesterly in a direct line to the point of beginning.

Excepting therefrom that portion thereof described as follows:

Beginning at the intersection of the easterly line of Lot 9 of Rowland as shown on map recorded in Book 3, pages 93 and 94 of Maps, in the office of the Recorder of the County of Los Angeles, with that certain course described above as having a bearing and length of South 81°31'24" East 4257.83 feet; thence South 81°31'24" East along said certain course to the easterly terminus thereof and the beginning of a curve concave to the north, tangent to said last mentioned course, and having a radius of 1006 feet; thence easterly along said curve, through a central angle of 09°07'09", 160.114 feet; thence North 89°21'27" East 146.27 feet to the beginning of a curve concave to the south, tangent to said last mentioned course, and having a radius of 944 feet; thence easterly along said last mentioned curve, through a central angle of 09°10'02", 151.04 feet to the beginning of a reverse curve concave to the north, and having a radius of 8056 feet; thence easterly along said last mentioned curve to the boundary of Lot 1 of Tract No. 3423 as shown on map recorded in Book 37, page 50 of said Maps; thence northerly westerly and northerly along said last mentioned boundary to the southerly line of the Los Angeles and Salt Lake Railroad Company right of way (100 feet wide) as shown on said map of Rowland; thence westerly along said southerly line to the northeasterly corner of said Lot 9; thence southerly in a direct line to the point of beginning.

I hereby certify that the foregoing is a full, true and correct copy of an order which was adopted by the Board of Supervisors of the County of Los Angeles, State of California, on September 18, 1956, and entered in the minutes of said Board.

HAROLD J. OSTLY, County Clerk of the County of Los Angeles, State of California, and ex officio Clerk of the Board of Supervisors of said County.

By


Deputy Clerk

CITY OF INDUSTRY WINS APPROVAL

March 6 1957
Formation of the new city of Industry was declared to be official today by the Board of Supervisors.

On motion of Supervisor Herbert C. Legg, supervisors yesterday approved a canvass of the election showing 118 voters favoring the city and 22 against.

Although citizens of the area voted to incorporate Dec. 4, the matter was tied up in the courts until Monday through litigation brought by protesting taxpayers.

Industry will go into business as a city just as soon as its sponsors file necessary papers with the secretary of State in Sacramento.

Taking office as members of the City Council are John Ferrero, Darius F. Johnson, Samuel L. Perriott, Charles J. Roland and William P. Tallon.

Elvira Ward will serve as city clerk while Vera B. Zabaldano was elected city treasurer.

41 HAMBRA POST-ADVOCATE
6/17/57

Incorporation Suit Dropped

Post-Advocate Los Angeles Bureau
The proposed City of Industry, which had its sights set on becoming the County's 50th city, apparently will have to settle for number 54 instead.

A suit holding up the incorporation was dropped today by Walter F. Pyne before the district court of appeal.

Although its residents voted last December to incorporate, 115-22, Pynes sought and obtained a superior court restraining order to prevent the Board of Supervisors from declaring the election valid.

Times - 11-15-56
**City of Industry
Protest Hearing
Scheduled Nov. 23**

LA PUENTE, Nov. 14—A hearing on the suit against the County Board of Supervisors seeking to disqualify a movement to incorporate the city of Industry has been set for Nov. 23.

Complainants are citizens residing in the proposed boundaries of the controversial city and the cities of La Puente and Baldwin Park and various civic organizations.

Please return - RTT

Pgs. 9-16-56

Industry City Election Date Will Be Set

LA PUENTE -- Date for an election for the proposed City of Industry, near here, will be set Tuesday by the County Board of Supervisors.

Boundaries have been revised to exclude four shoestring strips. The proposed city's area now reaches, generally, the city limits of La Puente on the north, Nogales Ave. on the east, the proposed Pomona Freeway, Gale Ave. and Valley Blvd. on the south and Rivergrade Road on the west.

Strips Eliminated

Supervisor Herbert C. Legg called for exclusion of the shoestring strip north on Puente Ave. from Nelson Ave.; the strip south on Hacienda to the intersection of Gale and Hacienda; the strip south on Jellik Ave. south of the proposed Pomona Freeway, and a parcel bounded by the northerly prolongation of Ferrero Ave., the easterly prolongation of Rowland Ave., Del Valle St. and Temple Ave.

City of Industry is planned by its backers to be a place where industry will develop without infringing on residential areas or commercial and business districts.

Times - 9-7-56

New City of Industry's Boundaries Cause Delay

County Board Sets Hearing for Tuesday on Municipality With Only 100 Voters

Members of the County Board of Supervisors, at the end of a long and controversial hearing, yesterday fixed next Tuesday as the date for approval of the boundaries for the proposed new City of Industry.

The new municipality, which would include only about 100 registered voters among a population of 300, would be devoted almost entirely to heavy industry, for which the territory is now zoned.

Questions Arise

Boundary questions arose at the hearing both from objections of property owners who wanted to be excluded and from landholders who wanted to be in the new city.

For the most part, the Supervisors were disposed to grant the exclusion requests of owners of property on the perimeter of the proposed city, roughly between Covina and the new city of La Puente. But they balked at the number of pleas for inclusion by means of "shoe-string" connections.

Property owners desirous of inclusion were said to be attracted by the prospect of a complete absence of municipal property taxes and also because of the fear that their properties might soon be otherwise annexed to nearby cities eager to get added assessed valuation.

But Supervisor Herbert C.

Legg, for one, said he would move to exclude the shoe-string properties which now make the map of the proposed new city look a sausage with toothpicks sticking out.

Supervisor Kenneth Hahn called the present proposed boundaries "ridiculous."

The board closed the hearing by asking the County Engineer to prepare a new map showing the revised boundaries after the requested exclusions in time for the Tuesday meeting. A date for the election will be set only after the boundaries are determined.

Industry City Gains Stir New Rows

Incorporation Move
Group Seizes Driver's
Seat for First Time

Times 10-17-56
EL MONTE — Two new flareups in the fight to incorporate a proposed City of Industry have thrown two neighboring communities into confusion and, thus, have placed proponents of the cityhood move in the driver's seat for the first time.

Assistant County Counsel George W. Wakefield caused a flurry of protests in El Monte when he ruled out the legal right of protestants in that community to appear at the boundary hearings before the County Board of Supervisors Wednesday.

Fight Develops

An avowed fight to defeat forming of a government entity restricted solely to industrial development west of the San Gabriel River has been gaining momentum in El Monte during recent weeks.

Wakefield said "Only proper residents whose residences are within the proposed boundaries of Industry have a direct interest in the incorporation" according to the State Constitution governing such mat-

Invitation Declined

Meantime, proponents for the incorporation have declined an invitation to explain their views on the matter to the North Whittier Heights Improvement Association, charging the decision would be predetermined.

Ralph H. Brown, one of the Industry petitioners, said proponents are of the opinion that Improvement Association members "have already made up their minds to oppose incorporation of Industry" and "there is nothing to be gained by an appearance."

Improvement Association representatives "would generate more heat than light" and contended "nothing could be accomplished by walking into a hornet's nest."

The Improvement Association labeled boundaries of proposed industrial community as objectionable in the community of North Whittier Heights and has had a long contention with the County Board of Supervisors.

The matter also is discussed and debated by the City Council of El Monte, where a resolution was adopted in favor of the Industry petitioners. Improvements in the legal status of the area are being sought by the Industry petitioners to the benefit and development of the area.

Hearings Set For 'Industry' City

County Supervisors yesterday set Sept. 6 for hearings on boundaries for the proposed new city of "Industry" in the San Gabriel Valley.

The city, to be devoted almost exclusively to manufacturing, would cover an irregularly shaped tract south of Puente.

Plans also call for including much of the Puente Valley dairy and cattle feeding industry.

More than 50 per cent of the property owners in the area have already signed petitions favoring incorporation. About 1000 persons now make their homes within the suggested boundaries.

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P.S.N.
**Opposition
Expected
to New City**
6-13-56

BALDWIN PARK. Opposition to the proposed City of Industry is expected tomorrow night at the meeting of the League of Civic Associations of the Upper San Gabriel Valley at the Chamber of Commerce building.

* * *

TELPER E. WRIGHT, former manager of the El Monte Chamber of Commerce and presently administrative assistant in that city, will discuss the new city which stretches snake-like from Five Points along Valley boulevard to Puente.

El Monte has gone on record against incorporation of the industrial areas into one city

PETITIONS FILED BY CITY

LOS ANGELES. (CNS)
Petitions favoring the incorporation of the proposed city of industry in the San Gabriel Valley were received yesterday by the County Supervisors.

County Assessor John R. Quinn was given 30 days to check on the boundaries of the proposed city in an irregularly shaped 6-mile tract between Puente and Five Points.

as have other cities in the San Gabriel Valley.

DARIUS * JOHNSON, attorney, whose home is included within the City of Industry's boundaries, will give delegates his viewpoint on this controversial development.

Times 5-27-56

Industry Area Backers Face Boundary Fight

EL MONTE—Backers of a proposed six-square-mile industrial community south of here soon may hit their first snag on the rocky road to cityhood.

City officials of El Monte, where incorporation petitions already are being circulated, say they might take exception to boundaries approved by the County Boundaries Commission.

Incorporation Sought

A group of manufacturers want to incorporate the area bounded on the north by the Southern Pacific tracks near Basset, and on the south from the proposed border of Puente, five miles away.

City Manager Fred King said he expects some objection at public hearings since residents of El Monte have always thought of their community as being bordered by the San Gabriel River on the south and east.

King said an overlapping of the river would limit El Monte's future growth.

Pas. S. N. 5-28-56

CITY OF INDUSTRY FACES INCORPORATION BATTLE

EL MONTE. City Atty. James Nicklin was instructed today by the City Council to draw up a letter to proponents of the City of Industry advising them that the Council would oppose any portion of the new city west of the San Gabriel River.

Incorporation of the new city, devoted almost entirely to manufacturing, was proposed earlier this month. It embraces an area between Durfee and Nogalea Avenues and the rights-of-way of the Southern Pacific and Union Pacific railroads.

New City Proposed With Name of Industry

Times-5-8-56

A new San Gabriel Valley municipality, to be known as Industry, is the goal of the Committee for the Incorporation of Industry, Cal., it was announced yesterday by Edward Lustgarten, chairman.

Industry would be composed of more than 90% commercial and industrial properties, Lustgarten said, located in an area bounded by the Southern Pacific tracks on the north, the Union Pacific on the south, Nogales St. on the east and Durfee Ave. on the west.

A notice of intention to circulate incorporation petitions

in this area has been filed with the clerk of the County Board of Supervisors, Lustgarten said.

"Perhaps the largest concentration of industry in the State of California will exist in the city we propose," Lustgarten said, "and, while we are more than satisfied with the administration of county government which we now enjoy, we wish to remain the distinct area that lies within our proposed boundaries.

"Our sole aim is to attract additional industry, and it is hoped that we can maintain complete freedom from the tax burdens which confront

other cities. By the creation of this new industrial entity, we hope that in due time we can reduce extensively, if not eliminate entirely, the personal property tax."

17-
P.B. 3/15/56
**Boundaries
OK for City
of Industry**

EL MONTE. The boundaries for the City of Industry were approved yesterday by the County Boundaries Commission and proponents of the measuring may now begin circulating petitions for incorporation.

* * *

THE AREA approved is approximately 6 square miles and lies southeast of El Monte. It is an irregular piece of land 1 mile wide which starts southeast to the proposed border of Puente about 5 miles away. The northern boundary is generally the Southern Pacific Railroad tracks that cut through Bassett.

* * *

NEXT STEP for this latest Valley area to seek incorporation will be to obtain signatures of 25 per cent of the property owners in the area and submit these petitions to the County Board of Supervisors.

The board will check the petitions, hold a public boundary hearing, set the boundaries and call for an election. Yesterday's boundary hearing was to make sure that the proposed city lines did not conflict with other cities.

* * *

IF INCORPORATED the City of Industry would, as the name implies, be an industrial area and could become one of the richest manufacturing areas in the state. It would have less than 1,000 population. The incorporation is being backed by manufacturing groups. Edward Lustgarten is the applicant for the incorporation.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT VII
120 SOUTH SPRING STREET
BOX 2304, TERMINAL ANNEX
LOS ANGELES 54, CALIFORNIA

June 18, 1956

RECEIVED
COUNTY ENGINEER
REFD TO

HAA

JUN 21 AM 11 32

APPLY TO _____
REPORT TO _____
FOR _____
FSU _____

PLEASE REFER
TO FILE NO.

VII-LA-172-M. P.Mtbl.,
A,B,C,.

Mr. John Lambie
County Engineer
County of Los Angeles
501 Hall of Records
Los Angeles, 12, California

Attention: Mr. Flickwir.

Gentlemen:

Reference is made to Mr. James S. Allison's letter of May 28, 1956, relative to establishing the boundaries of the proposed "City of Industry."

Attached are four maps indicating in red the proposed northerly Right of Way line of the Pomona Freeway (our road VII-LA-172-B,C). We would definitely prefer that the southerly boundary of the "City of Industry" be kept northerly of this line throughout.

The bearings, distance and grid coordinates as indicated are based on the Zone 7 California State Lambert Projection Coordinate System. We feel that there are enough ties to existing streets and property lines to accurately write a metes and bounds description of our proposed Right of Way line if necessary.

For any additional information or questions on this matter, please contact the undersigned at Madison 6-1515, Extension 2796. We would also prefer to be kept actively informed on the status of the proposed incorporation.

Very truly yours,

GEORGE LANGSNER
District Engineer

By *L. S. Van Voorhis*

L. S. Van Voorhis
Asst. District Engineer

RCC:ht
CC: County Road Department
Atch.

*w/AA to HAA
Dup*

Handwritten initials/signature

24215

[Handwritten mark]

STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
 DISTRICT VII
 120 SOUTH SPRING STREET
 BOX 2304, TERMINAL ANNEX
 LOS ANGELES 54, CALIFORNIA

May 23, 1956

PLEASE REFER
TO FILE NO.

VII-LA-172-MonP,Mtb1,A,B,C

Honorable Board of Supervisors
 County of Los Angeles
 501 Hall of Records
 Los Angeles 12, California

Gentlemen:

In connection with the design of the Pomona Freeway (our road VII-LA-172-P,C), it has come to our attention that boundary studies for the proposed incorporation of "The City of Industry" indicate utilizing the freeway as one of the city limits.

In the interests of administrative simplicity the Division of Highways would prefer that the freeway lie entirely in one jurisdiction. ||

It is requested that, in your deliberations of the incorporation, consideration be given to this preference. Information is available that will allow calculation of a boundary satisfactory to this division.

Very truly yours,

[Handwritten signature]
 GEORGE LANGSNER
 District Engineer

Copy to R. J. Hickman

cc: Sam R. Kennedy
 Reg. Plann./Geo. Sleight



OFFICE OF THE
Secretary of State
STATE OF CALIFORNIA
SACRAMENTO 3

65
3/1/10

June 18, 1957

TO WHOM IT MAY CONCERN:

A copy of the resolution adopted by the Board of Supervisors of the County of Los Angeles on June 18, 1957, approving and ordering incorporation of the City of Industry, certified by Harold J. Ostly, County Clerk and ex officio Clerk of said Board, under the signature of James S. Mize, Deputy Clerk, was filed in this office today at 3:00 p.m. to incorporate Industry as a General Law City.

Corporate name: "City of Industry"
Date of Incorporation: June 18, 1957
Temporary address: La Puente, California
Population (unofficial estimate), 625

Members of the City Council:

John Ferrero
Samuel L. Parriott
Charles J. Rowland
Darius F. Johnson
William P. Tallon

City Treasurer:
Vera B. Zabaldano

City Clerk:
Elvira Ward

WCS:8



SECRETARY OF STATE

Mr. J. A. Lambie, County Engineer

COUNTY BOUNDARY COMMISSION

SE
COUNTY ENGINEER
RECD 15

COUNTY OF LOS ANGELES

MEMBERS



MAY 21 PM 12 57

501 Hall of Records
Los Angeles 12

May 18, 1956

Burton W. Chace
Chairman
John R. Quinn
County Assessor
J. M. Lowery
Auditor-Controller
Milton Breivogel
Director of
Regional Planning
John A. Lambie
County Engineer

James S. Allison, Secretary
FSD

Board of Supervisors
County of Los Angeles
501 Hall of Records
Los Angeles, California

Re: Proposed Annexation of
the City of Industry

Gentlemen:

At the meeting held on May 16, 1956, the County Boundary Commission reviewed the boundary description and map submitted by the proponents of a proposed incorporation of the City of Industry. On the motion of Mr. Homer Livingston, representing the County Assessor, and unanimously approved, I was instructed to inform your Honorable Board that the boundaries of the proposed city are extremely irregular and involve five undesirable shoe-string strips connecting outlying areas to the central portion of the proposed city.

Therefore, if this incorporation is accomplished it would be directly opposed to efforts that have been made in the past by both your Board and the County Boundary Commission to effect legislation correcting similar deficiencies in annexations to cities.

Very truly yours,

James S. Allison
James S. Allison, Secretary
COUNTY BOUNDARY COMMISSION

JSA:mr

SHOESTRING STRIP ANNEXATIONS TO CITIES

Stats. 1951: Chapter 1702 -- Restricted length of strips in general to 300 feet, if less than 200 feet wide; and provided for road strip annexations, no limit on length.

Stats. 1955: Chapter 884 (Effective September 7, 1955)
--Placed one-half mile limit on length of "road strip" annexations.

Following are some examples of completed annexations:

GLENDORA:

"Westerly Annexation District No. 4"
--filed with Secretary of State 9/18/53
--"road strip" (Grand Avenue) 3/4 mile long.

"Southerly Annexation District No. 4"
--filed with Secretary of State 2/7/55
--"road strip" (Gladstone Street) 1 1/4 mile long.

"Easterly Annexation District No. 9"
--filed with Secretary of State 8/26/55
--"road strip"(Alosta Avenue) 1 1/2 mile + long.

COVINA:

"Westerly Annexation District No. 6"
--filed with Secretary of State 10/24/51
--strip of P.E. railway right of way 0.9 mile long.

MONROVIA:

"Annexation District No. 15" (City-owned lands)
--filed with Secretary of State 2/15/54
--"road strip"(Peck Road) 1 1/3 miles long

LONG BEACH:

Annexation (State to Willow)
--filed with Secretary of State 1/19/50
--shoestring strip 100 feet wide and 7 miles long
(along what is now Wardlow Road).

"Greater Long Beach" Annexation
--filed with Secretary of State 1/5/24
--shoestring strip 100 feet wide and 6 miles long.

Mr. J. A. Lambie, County Engineer

COUNTY BOUNDARY COMMISSION

COUNTY OF LOS ANGELES



James S. Allison, Secretary

501 Hall of Records
Los Angeles 12

May 18, 1956

RECEIVED
COUNTY ENGINEER
FILES TO

MEMBERS

- Burton W. Chace
Chairman
- John R. Quinn
County Assessor
- J. M. Lowery
Auditor-Controller
- Milton Breivogel
Director of
Regional Planning
- John A. Lambie
County Engineer

Gentlemen:

In accordance with the provisions of Section 34302.5 of the Government Code, enclosed find a revised description of the area proposed to be incorporated as the City of Industry, approved by the County Boundary Commission on May 16, 1956.

A Notice of Intention to circulate a petition for the incorporation of that unincorporated area in the County of Los Angeles, State of California, to be known as the City of Industry was filed with the Board of Supervisors by the proponents at 2:55 p.m., May 16, 1956.

Very truly yours,

James S. Allison
James S. Allison, Secretary
COUNTY BOUNDARY COMMISSION

JSA:MR

COUNTY BOUNDARY COMMISSION

COUNTY OF LOS ANGELES



James S. Allison, Secretary

501 Hall of Records
Los Angeles 12

May 18, 1956

MEMBERS

Burton W. Chace
Chairman
John R. Quinn
County Assessor
J. M. Lowery
Auditor-Controller
Milton Breivogel
Director of
Regional Planning
John A. Lambie
County Engineer

Mr. Edward Lustgarten
Temporary Chairman
Proposed City of Industry
18504 E. Fifth Avenue
Puente, California

Re: Proposed Incorporation of
Area known as City of
Industry

Dear Mr. Lustgarten:

At the meeting held on May 16, 1956, following recommendation of the County Engineer and Surveyor, the County Boundary Commission approved a revised boundary description which provides the definiteness and certainty required by Section 3493.5 of the Government Code for the area known as the City of Industry proposed to be incorporated as a general law city as set forth in the petition submitted with your letter of May 1, 1956 and as amended in a letter submitted by Mr. Frank Gillelan on May 8, 1956.

The boundaries of this proposed incorporation do not conflict with lines of ownership as shown on the County Assessor's records and no islands or corridor of unincorporated territory are created by the boundaries. However, I have been asked to call to your attention that the boundaries are extremely irregular and involve five undesirable shoestring strips connecting outlying areas to the central portion of the proposed city. Four of these are strips of street approximately 1,000, 2,200, 3,300 and 3,400 feet in length, respectively. The fifth strip consists of a portion of the Southern Pacific Railway Company right of way approximately 2,200 feet long.

You have previously received a copy of the revised approved boundary description.

Very truly yours,

James S. Allison
James S. Allison, Secretary
COUNTY BOUNDARY COMMISSION

JSA:mr

cc: Mr. Frank Gillelan

May 15, 1956

Mr. Burton W. Chace, Chairman
County Boundary Commission
501 Hall of Records

Attention Mr. J. S. Allison, Secretary

Dear Sir:

CITY OF INDUSTRY
INCORPORATION

In compliance with your requests of May 2 and May 8, we have reviewed the submitted legal description of the proposed boundaries for the incorporation of the City of Industry, and report as follows:

1. The boundaries do not conflict with lines of ownership as shown on the County Assessor's records.
2. No island or corridor of unincorporated territory is created by the boundaries. However, the boundaries are extremely irregular and involve five undesirable shoestring strips connecting outlying areas to the central portion of the proposed city. Four of these are strips of street approximately 1000, 2200, 3300, and 3400 feet in length, respectively. The fifth strip consists of a portion of the Southern Pacific Railroad Company right of way approximately 2200 feet long.
3. Other boundaries are shown in relation to the proposed boundaries of this incorporation on the enclosed map.
4. The legal description as submitted requires revision to provide definiteness and certainty in accordance with Section ~~35002~~^{34303.5} of the Government Code.
5. Because of item 4 above, we have prepared the enclosed revised description.

Further, we suggest that the Commission recommend that the portion of the southerly boundary following the center line of the proposed Pomona Freeway be moved ultimately to the northerly line of the freeway when a

Mr. Burton W. Chace, Chairman
County Boundary Commission

May 15, 1956
Page 2

definite location of the line is available. This probably could best be accomplished by the Board of Supervisors, following the hearing. By that time the proposed freeway lines may be more completely and definitely established.

All original papers regarding this matter are enclosed.

Yours sincerely,

John A. Lambie
COUNTY ENGINEER

ORIGINAL DESTROYED

Harold A. Harris
Division Engineer

HAN:RFF:hr
Encl.

cc: J.S.Allison
F.S.D.
File



JAMES S. ALLISON
CHIEF CLERK OF THE BOARD

County of Los Angeles
Board of Supervisors

501 Hall of Records
Los Angeles 12
Mutual 9211

RECEIVED
COUNTY ENGINEER
OFFICE
1956 MAY 8 AM 8 16
REPLY _____ ACTN _____ REFD _____
CERT TO JAN _____
REPLY _____ MAIL _____
FSD _____ H.S. _____

MEMBERS OF THE BOARD
BURTON W. CHACE
CHAIRMAN
HERBERT C. LEGG
KENNETH HAHN
JOHN ANSON FORD
ROGER W. JESSUP

May 3, 1956

Honorable City Council
City of Arcadia
City Hall
Arcadia, California

Gentlemen:

In accordance with the provisions of Section 34302.5 of the Government Code, enclosed find a description of the area proposed to be incorporated as the City of Industry.

The Notice of Intention to circulate a petition for the incorporation of that unincorporated area in the County of Los Angeles, State of California, to be known as the City of Industry, was filed with the Board of Supervisors by the proponents at 2:23 p.m., May 2, 1956.

Very truly yours,

James S. Allison
JAMES S. ALLISON
Chief Clerk

JSA:hk
Enc.

cc: Supervisor Herbert C. Legg
J. A. Lambie, Co. Engr.
Mr. Edward Lustgarten
Temporary Chairman
City of Industry
18504 East Fifth Avenue
Puente, California
Mr. Lance D. Smith
Proposed Incorporation
of La Puente
15825 1/2 East Main Street, Puente
Original copy of identical letter
to Cities of Baldwin Park, El Monte
Monrovia and West Covina.

Ref. to...
K...
...

COUNTY BOUNDARY COMMISSION

COUNTY OF LOS ANGELES

501 Hall of Records
Los Angeles 12

May 8, 1956

MEMBERS

Burton W. Chace
Chairman
John R. Quinn
County Assessor
J. M. Lowery
Auditor-Controller
Milton Breivogel
Director of
Regional Planning
John A. Lambie
County Engineer



James S. Allison, Secretary

Mr. J.A. Lambie
County Engineer
108 West Second Street

Re: REVISED DESCRIPTION OF
BOUNDARIES of Proposed
Incorporation of the City
of Industry

Dear Mr. Lambie:

Attached is a communication from Frank Gillelen, Civil Engineer, 530 West Sixth Street, Los Angeles 14, with five (5) copies of revised legal description describing the proposed boundaries of the proposed city of Industry California.

Will you kindly review the description and map submitted with our original letter regarding this proposed incorporation of the City of Industry, and use the attached revised description instead of the original, and return them with your recommendation to the County Boundary Commission.

Sincerely yours,

James S. Allison
Secretary

JSA:hk

Attach

cc:

Mr. R. F. Flickwir
County Engineer's Office



Moore



GORDON T. NESVIG
CHIEF CLERK OF THE BOARD

County of Los Angeles
Board of Supervisors
501 Hall of Records
Los Angeles 12

MEMBERS of the BOARD
BURTON W. CHACE
CHAIRMAN
HERBERT C. LEGG
KENNETH HAHN
JOHN ANSON FORD
WARREN M. DORN

April 18, 1958

J. A. Lambie,
County Engineer
108 West 2nd Street
Los Angeles, California

Attention: R. F. Flickwir

Dear Mr. Lambie:

Would you please prepare a large display map showing the boundaries of the City of Industry as those boundaries existed upon incorporation, and also the boundaries of annexations to the City of Industry which have been completed up to the present time. Please show by distinctive coloring, the difference between the original boundaries and subsequent annexations.

We make this request in order to facilitate the Board of Supervisors consideration of the matter of fixing the boundaries for the City of Walnut.

Very truly yours,

GORDON T. NESVIG
Chief Clerk

JAMES S. MIZE
Assistant Chief Clerk

RECEIVED

LDM

1958 APR 21 AM 3 01

JSM:mak
cc: R. F. Flickwir

Map delivered to Mr. Dynes April 15, 1958

*Map showed original incorporation
" " all annexations in various colors
" " proposed annexation in one color
" " all cities & proposed cities in gray*

March 5, 1958

Mr. Fred P. Hart
Associate Valuation Engineer
Valuation Division
State Board of Equalization
Sacramento 14, California

Dear Sir:

CITY OF INDUSTRY - WITHDRAWAL FROM
LOS ANGELES COUNTY PUBLIC (FREE) LIBRARY

This supplements our letter of January 30, 1958 to you regarding the withdrawal from the Los Angeles County Public (Free) Library System by the City of Industry.

On January 31, 1958, the Board of Supervisors received notice from the City "that the City of Industry does maintain a free public library". Therefore, in view of this and the City's prior formal notification to the Board of Supervisors on January 27, 1958 of its withdrawal, our County Counsel is of the opinion that the City of Industry will not be subject to the 1958 tax levy for Los Angeles County Public (Free) Library.

In your letter of February 17, 1958 to us acknowledging receipt of our letter of January 30, 1958, you stated that "a resolution concerning such proceedings has not so far been filed with this (your) office". However, Sections 22101 et seq. of the Education Code do not require filing copies of such withdrawal resolutions with your office. Further, our letter of January 30, 1958, containing reference to the previously filed statements for boundary descriptions and maps, was intended to constitute the filing with your office on or before February 1st required under the provisions of Sections 54900 et seq. of the Government Code.

LDM-RFF:ff

cc: Lin Hollinger, C.A.O.
Chief Clerk, Board of
Supervisors
Industry City Clerk
J.R. Quinn
J.D. Henderson
Auditor (2)
H.W. Kennedy
bc: L.B. Knox
R.B. Dickson
H.B. Chadsey
J.J. Stump
File (3)

Yours sincerely,

John A. Lambie
COUNTY ENGINEER

ORIGINAL SIGNED

L.D. Moore
Assistant Division Engineer

June 21, 1957
DESCRIPTION OF TERRITORY
AUTOMATICALLY WITHDRAWN FROM
PUENTE SEWER MAINTENANCE DISTRICT

(Under S & H 5820)

That portion of Puente Sewer Maintenance District as same existed on June 18, 1957 within the Incorporation of the City of Industry. Effective date of this withdrawal is June 18, 1957.

Note: There are no outstanding water contracts to be modified or cancelled Per County Engineer's Sanitation Division (Mr. Brunty June 21, 1957).

cc: Sewer Maint. Dist. File
City Annex. File ✓
Desc. Book

