

1. *Executive Summary*

1.1 **INTRODUCTION**

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed City of Industry General Plan Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making. This document focuses on impacts determined to be potentially significant, as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.), the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.), and the City of Industry's CEQA procedures to determine if approval of the discretionary actions requested and subsequent development could have a significant impact on the environment. The City of Industry, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical subconsultant reports.

Information for this DEIR was obtained from onsite field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data and similar literature in the public domain; and specialized environmental assessments (e.g., aesthetics, air quality, cultural resources, hydrology and water quality, noise, and traffic).

1.2 **ENVIRONMENTAL PROCEDURES**

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, which includes anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.
- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.



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An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this DEIR, project alternatives, and the potential environmental impacts and mitigation measures identified for the proposed project. It also includes a discussion of any critical issues remaining to be resolved and areas of controversy.

Chapter 2. Introduction: Describes the purpose of this DEIR, background on the proposed project, the Notice of Preparation, the use of incorporation by reference, Final EIR certification, and mitigation monitoring requirements.

Chapter 3. Project Description: Provides a detailed description of the proposed project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the proposed project, the necessary environmental clearances for the proposed project, and the intended uses of this DEIR.

Chapter 4. Environmental Setting: Provides a description of the physical environmental conditions in the vicinity of the project area as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Chapter 5. Environmental Analysis: For each environmental parameter analyzed, provides a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the proposed project; the existing environmental setting; the potential adverse and beneficial effects of the proposed project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the proposed project after mitigation is incorporated; and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the project area.

Each topical area (e.g., air quality, noise, land use) within this section includes subsections detailing federal, state and local laws, regulations, plans, policies and guidelines applicable to the proposed project. These regulations, policies and programs typically serve to mitigate potential impacts associated with the project, but they do not constitute CEQA mitigation. Therefore, if significant impacts remain after compliance with the applicable regulations, policies and programs, mitigation measures are provided to eliminate or reduce the

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significance of the impact. In instances where mitigation measures are not feasible, or cannot reduce the impact to a less than significant level, the impact is identified as significant and unavoidable.

Chapter 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Chapter 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project/Existing General Plan Alternative, Reduced Intensity Alternative, and Increased Office and Decreased Warehousing/Distribution Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the proposed project that were determined not to be significant in this DEIR.

Chapter 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the proposed project.

Chapter 10. Growth-Inducing Impacts of the Project: Describes the growth inducing impacts of the proposed project.

Chapter 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this DEIR for the proposed project.

Chapter 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this DEIR for the proposed project.

Chapter 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this DEIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Initial Study and Notice of Preparation (NOP)
- Appendix B: NOP Comment Letters
- Appendix C: Air Quality and GHG Analysis
- Appendix D: Environmental Data Resources Database Report
- Appendix E: Noise Analysis
- Appendix F: Service Provider Correspondence
- Appendix F: Traffic Impact Analysis

1.2.2 Type and Purpose of This DEIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

Inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This document has been prepared as a Program EIR, pursuant to Section 15168 of the CEQA Guidelines. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and



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mitigation measures than a Project EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the City of Industry (as lead agency) the opportunity to consider broad policy alternatives and programwide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether additional CEQA documentation needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be found to be within the Program EIR scope, and additional environmental documents may not be required (CEQA Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (CEQA Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[b]) encourage the use of Program EIRs, citing five advantages:

- 1) To provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR.
- 2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis.
- 3) To avoid continual reconsideration of recurring policy issues.
- 4) To consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them.
- 5) To reduce paperwork by encouraging the reuse of data (through tiering).

1.3 PROJECT LOCATION

The City of Industry is in eastern Los Angeles County, within the East San Gabriel Valley region, near the junction of Orange and Riverside counties. The City of Industry encompasses approximately 7,706 acres, or 12 square miles. The City is surrounded by portions of unincorporated Los Angeles County (including Valinda and South San Jose Hills) and the cities of La Puente, Baldwin Park, West Covina, and Walnut to the north; the cities of Pomona and Diamond Bar to the east; unincorporated portions of Los Angeles County (including Hacienda Heights and Rowland Heights) to the south; and portions of unincorporated Los Angeles County (including Bassett and Avocado Heights) and the cities of Pico Rivera and El Monte to the west.

1.4 PROJECT SUMMARY

The proposed project is the update of the City's General Plan. The General Plan Update is an opportunity to take a comprehensive look at the City as a system and in a regional context, to address contemporary conditions and laws, and to reflect the latest aspirations for the future of the community. The Industry General Plan Update would guide the growth and development (e.g., infill development, redevelopment, and

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revitalization/restoration) of the City 25 years or more into the future. The General Plan Update involves a revision to the current land use map and all elements except Housing. It would guide growth and development within the City by designating land uses in the proposed land use map and through implementation of the goals and policies of the General Plan Update. The General Plan Update consists of the following elements: Land Use, Circulation, Resource Management (previously Open Space, Historic and Cultural, City Image, Scenic Highway, and Noise Elements), and Safety.

Assuming a theoretical buildout (post-2035 scenario) of the land use plan, the City of Industry (not including its Sphere of Influence) is projected to accommodate approximately 91,086,436 square feet of employment uses, 11,851,027 square feet of commercial uses, 238.9 acres dedicated to institutional purposes, and 101,931 jobs. Although there is no residential land use designation, the proposed General Plan Update would allow for existing single- and multifamily homes, the 244-bed El Encanto Healthcare & Rehabilitation Center, and the single group quarter home located at the equestrian center to remain as legal non-conforming uses. The proposed General Plan Update would also allow for 794.1 acres of recreation and open space and 799.7 acres of public street rights-of-way.

Theoretical buildout of the City's Sphere of Influence (SOI) would accommodate 7,042,067 square feet of employment uses, 26,136 square feet of commercial uses, and 6,076 jobs. It would also allow for 46.5 acres of recreation and open space and 75.5 acres of public street rights-of-way.

The estimated daily population at the buildout of the City of Industry would be approximately 102,723. This includes the total number of residents (463) associate with the 59 existing residences (57 dwelling units and 2 group homes) and the total number of jobs (101,931) in the City. The estimated daily population of the SOI would be approximately 6,076 at full theoretical buildout of the proposed land use plan, which equals the total number of jobs in the SOI.



1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126.6[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The alternatives were based, in part, on their potential ability to reduce or eliminate the following impacts determined to be significant and unavoidable for the proposed project:

Air Quality

- **Impact 5.2-1:** Mitigation measures incorporated into future development projects for operation and construction phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would facilitate continued City cooperation with the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments to achieve regional air quality improvement goals; promotion of energy conservation design and development techniques; encouragement of alternative transportation modes; and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plan and impacts would remain **significant and unavoidable** due to the magnitude of emissions that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.

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- **Impact 5.2-2:** Mitigation measures incorporated into future development projects for construction phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would reduce air pollutant emissions. However, due to the magnitude of emissions that would be generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds, and impacts would remain **significant and unavoidable**.
- **Impact 5.2-3:** Mitigation measures incorporated into future development projects for operation phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Mitigation Measure 6-1 requires preparation of a Climate Action Plan to reduce greenhouse gas (GHG) emissions impacts. Measures considered as part of the Climate Action Plan to reduce idling, natural gas use, and encourage use of alternative-fueled vehicles would also reduce criteria air pollutants within the City. However, operational phase criteria air pollutant impacts would remain **significant and unavoidable**.
- **Impact 5.2-4:** Goals and policies are included in the General Plan Update that would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Review of projects by SCAQMD for permitted sources of air toxics would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of toxic air contaminants not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is judged to be cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the South Coast Air Basin, and impacts would remain **significant and unavoidable**.

Greenhouse Gas Emissions

- **Impact 5.6-1:** Theoretical buildout of the City of Industry in a post-2035 scenario would contribute to global climate change through direct and indirect GHG emissions. GHG emissions are considered substantial enough to result in a significant cumulative impact. Statewide GHG emissions reduction measures that are being implemented over the next 10 years would assist the City in reducing its community-wide GHG emissions. However, even with statewide measures, the City would fall short of the state's goal to reduce existing emissions by 15 percent from existing levels. Despite implementation of mitigation measures requiring the City to prepare and implement a plan to align the City's GHG reduction goals with the GHG reduction targets of Assembly Bill 32, impacts would remain **significant and unavoidable**.

Noise

- **Impact 5.10-3:** Mitigation Measure 10-1 (construction-related vibration) would reduce the potential impacts associated with construction activities to the extent feasible. However, due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities, and despite the application of mitigation measures, construction-related vibration impacts would remain **significant and unavoidable**.

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- **Impact 5.10-5:** Mitigation Measure 10-2 (construction-related noise) would reduce the potential impacts associated with construction activities to the extent feasible. However, due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities and despite the application of mitigation measures, construction-related noise impacts would remain **significant and unavoidable**.

Transportation and Traffic

- **Impact 5.13-1:** Mitigation Measures 13-2 and 13-3 require the City of Industry to participate in relevant and applicable programs developed and adopted by Caltrans for I-10, I-605, and SR-60 freeway mainline lane improvements needed to mitigate direct, project-related impacts under the Existing (Year 2010) With Project and Post-2035 General Plan Buildout Conditions. However, because the improvements needed for the affected freeway mainline segments are under Caltrans's sole jurisdiction, the City cannot implement the freeway improvements itself. Therefore, a temporary or short-term impact may occur if the timing of the freeway improvements is uncertain (e.g., Caltrans does not have the total necessary funds to implement the freeway improvements at the time the City of Industry participates in the adopted Caltrans program). Consequently, impacts to freeway mainline segments as a result of implementation of the General Plan Update would remain **significant and unavoidable**.

As described in Chapter 7, *Alternatives*, of this DEIR, three project alternatives were identified and analyzed for relative impacts compared to the proposed project:

- No Project/Existing General Plan Alternative
- Reduced Intensity Alternative
- Increased Office and Decreased Warehousing/Distribution Alternative

Please refer to Chapter 7 for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in the DEIR.

1.5.2 No-Project/Existing General Plan Alternative

The No Project/Existing General Plan Alternative, as required by the CEQA Guidelines, analyzes the effects of continued implementation of the current Industry General Plan. This alternative assumes the current General Plan would remain the adopted long-range planning policy document for the City. Development would continue to occur in the City in accordance with the current General Plan and Zoning Code. Buildout pursuant to the General Plan would allow current development patterns to remain.

The No Project/Existing General Plan Alternative would accommodate a total of 761,592 square feet of commercial uses, 141,043,220 square feet of employment uses, 751.6 acres of recreation and open space, and 44.8 acres of institutional uses. In relation to theoretical buildout of the proposed General Plan Update, this alternative would include the same number of dwelling units (59, which includes 57 dwelling units and 2 group homes) and population (463); approximately 11,807,544 fewer square feet of commercial uses; approximately 42,341,606 more square feet of employment uses; approximately 87.9 fewer acres of institutional uses; approximately 89 fewer acres of recreation and open space; and approximately 15,367 more jobs.



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1.5.3 Reduced Intensity Alternative

The Reduced Intensity Alternative would reduce the remaining growth potential associated with the proposed General Plan Update by 20 percent. The 20 percent reduction was based on the total theoretical buildout of the General Plan Update and applied citywide. More specifically, this alternative would reduce total commercial square footage to 10,055,308 and total employment square footage to 78,961,291 compared to the proposed General Plan Update. Land use designations would remain the same.

In relation to theoretical buildout of the proposed General Plan Update, this alternative would include the same number of dwelling units (59, which includes 57 dwelling units and 2 group homes) and population (463); the same amount of recreation and open space (840.6 acres) and institutional (132.7 acres) uses; approximately 2,513,828 fewer square feet of commercial uses; approximately 19,740,323 fewer square feet of employment uses; and approximately 21,943 fewer jobs.

1.5.4 Increased Office and Decreased Warehousing/Distribution Alternative

The Increased Office and Decreased Warehousing/Distribution Alternative would increase the amount of office square footage and decrease the amount of warehousing/distribution square footage associated with the proposed General Plan Update. The increase and reduction were based on the total theoretical buildout of the General Plan Update and applied citywide. This alternative would increase total commercial square footage to 16,492,596 and reduce total employment square footage to 74,251,514 compared to the proposed General Plan Update. Specifically, the office use of the commercial land use designation would increase by 25 percent and the warehousing/distribution use of the employment land use designation would decrease by 25 percent. All other uses and associated square footages within the Commercial and Employment land use designations would remain the same. Land use designations would also remain the same.

In relation to theoretical buildout of the proposed General Plan Update, this alternative would include the same number of dwelling units (59, which includes 57 dwelling units and 2 group homes) and population (463); the same amount of recreation and open space (840.6 acres) and institutional (132.7 acres) uses; approximately 3,923,460 more square feet of commercial uses; approximately 24,450,100 fewer square feet of employment uses; and approximately 5,090 fewer jobs.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the City of Industry, as lead agency, as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

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5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the DEIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. There are no specific areas of known controversy concerning the proposed project. The City of Industry has no knowledge of any expressed opposition to the proposed project.

Prior to preparation of the DEIR, a public scoping meeting was held on April 19, 2011, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting was held at the City of Industry City Hall and was not attended by any public agency or community members. No comments were raised at this scoping meeting.

This DEIR has taken into consideration the comments received from the various agencies and jurisdictions in response to the Notice of Preparation (NOP) that was issued by the City of Industry on March 28, 2011, to the State Clearinghouse, responsible agencies, and interested parties. Written comments received during the NOP period, which extended from March 28 to April 19, 2011, are contained in Appendix B. A summary of the NOP comments are provided in Section 2.2, *Notice of Preparation*.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this DEIR. Table 1-1 presents a summary of the environmental impacts of the proposed project, mitigation measures that reduce potential significant impacts of the proposed project, and the level of significance of each significant impact after implementation of mitigation.



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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1-1 Future development that would be accommodated by the General Plan Update would not substantially alter or damage scenic vistas or resources in the City or along a state scenic highway.	Less than significant	No mitigation measures are necessary.	Less than significant
5.1-2 Future development that would be accommodated by the General Plan Update would alter the visual appearance of some portions of the City, but would not substantially degrade the existing visual character or quality of the City and its surroundings.	Less than significant	No mitigation measures are necessary.	Less than significant
5.1-3 Future development that would be accommodated by the General Plan Update would generate additional light and glare in the City, which could impact surrounding land uses.	Less than significant	No mitigation measures are necessary.	Less than significant
5.2 AIR QUALITY			
5.2-1 Theoretical buildout of the City of Industry in accordance with the General Plan Update would potentially conflict with the South Coast Air Quality Management District's Air Quality Management Plan.	Potentially significant	Mitigation Measures 2-1 and 6-1 apply.	Significant and unavoidable Note: Despite the application of mitigation measures, this impact was found to still result in a significant and unavoidable air quality impact due to the magnitude of emissions

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
			that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.
5.2-2 Construction activities associated with theoretical buildout of the General Plan Update would generate short-term emissions that exceed SCAQMD's regional and localized significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} and cumulatively contribute to the SoCAB nonattainment designations.	Potentially significant	<p>2-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Industry Planning Department will require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. 	<p>Significant and unavoidable</p> <p>Note: Despite the application of mitigation measures, this impact was found to still result in a significant and unavoidable air quality impact due to the magnitude of emissions that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.</p>

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.2-3 Theoretical buildout in accordance with the General Plan Update would generate long-term emissions that would exceed SCAQMD's regional significance thresholds for VOC, CO, NO _x , PM ₁₀ , and PM _{2.5} and cumulatively contribute to the SoCAB nonattainment designations.	Potentially significant	Mitigation Measure 6-1 applies. However, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.	Significant and unavoidable Note: Despite the application of mitigation measures, this impact was found to still result in a significant and unavoidable air quality impact due to the magnitude of emissions that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.
5.2-4 Operation of new stationary/area sources and truck idling within the City of Industry could generate substantial concentrations of criteria air pollutants that exceed SCAQMD's localized significance thresholds and/or toxic air contaminants.	Potentially significant	2-2 New industrial or warehousing land uses that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, will submit a health risk assessment (HRA) to the City of Industry Planning Department prior to future discretionary project approval. The HRA will be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles.	Significant and unavoidable Note: Despite the application of mitigation measures, this impact was found to still result in a significant and unavoidable air quality impact due to the magnitude of emissions that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.

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**Table 1-1
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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		T-BACTs identified in the HRA will be identified as mitigation measures in the environmental document and/or incorporated into the development plan as a component of the proposed project.	
5.2-5 Industrial land uses associated with theoretical buildout of the General Plan Update have the potential to generate odors that could affect a substantial number of people.	Potentially significant	<p>2-3 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to Planning Director review. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities <p>If an odor management plan is determined to be required through CEQA review, the City will require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan will identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan will be identified as mitigation measure in the environmental document and/or incorporated into the site plan.</p>	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.3 BIOLOGICAL RESOURCES			
5.3-1 Future development that would be accommodated by the General Plan Update could impact sensitive species occurring in certain areas of the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.3-2 Future development that would be accommodated by the General Plan Update could cause the loss of sensitive natural communities in certain areas of the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.3-3 Future development that would be accommodated by the General Plan Update could result in the loss of riparian habitat in certain areas of the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.3-4 Future development that would be accommodated by the General Plan Update could impact jurisdictional waters of the US Army Corps of Engineers and California Department of Fish and Game in certain areas of the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.3-5 Future development that would be accommodated by the General Plan Update could adversely impact wildlife movement in certain areas of the City.	Less than significant	No mitigation measures are necessary.	Less than significant

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.4 CULTURAL RESOURCES			
5.4-1 Future development that would be accommodated by the General Plan Update could impact an identified historic resource.	Less than significant	No mitigation measures are necessary.	Less than significant
5.4-2 Future development that would be accommodated by the General Plan Update could impact unknown archeological and/or paleontological resources.	Potentially significant	4-1 Prior to the issuance of grading permits for new development projects on previously undeveloped/graded parcels, the City of Industry will require project applicants to provide studies (e.g., Phase I Records Search) to document the presence/absence of archeological and/or paleontological resources. On properties where resources are identified, such studies will provide a detailed mitigation plan, including a monitoring program and recovery and/or preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan will include the following requirements: <ul style="list-style-type: none"> • An archaeologist and/or paleontologist will be retained for the project and will be on call during grading and other significant ground-disturbing activities. • Should any cultural resources be discovered, no further grading will occur in the area of the discovery until the Planning Director or his/her designee is satisfied that adequate provisions are in place to protect these resources. • Unanticipated discoveries will be evaluated for significance by a Los Angeles County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project applicant will be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers. 	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.5 GEOLOGY AND SOILS			
5.5-1 Residents, workers and visitors of the City could be subjected to potential seismic-related hazards such as ground shaking, liquefaction, and seismically induced settlement.	Less than significant	No mitigation measures are necessary.	Less than significant
5.5-2 Hazards arising from ground subsidence, compressible soils, expansive soils, and erosion exist or could exist in the City.	Less than significant	No mitigation measures are necessary.	Less than significant
5.6 GREENHOUSE GAS EMISSIONS			
5.6-1 Theoretical buildout of the City of Industry pursuant to the maximum level allowed by the land use designations of the General Plan Update Land Use Plan would generate a substantial increase in GHG emissions over existing conditions.	Potentially significant	<p>6-1 The City of Industry will prepare a Climate Action Plan (CAP) within 24 months after adopting the General Plan Update. The goal of the CAP will be to reduce GHG emissions from activities where the City has jurisdictional control within the City boundaries to support the State's efforts under Assembly Bill 32 (AB 32) and to mitigate the impact of climate change. The CAP should include the following:</p> <ul style="list-style-type: none"> • Emission Inventories: The City will establish GHG emissions inventories including emissions from all sectors within the City that the City has jurisdictional control over, using methods approved by, or consistent with guidance from, the California Air Resources Board (CARB); the City will update inventories every five years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures will be implemented, as identified in the CAP. • Emission Targets: The City will develop a plan to reduce or encourage reductions in community-wide GHG emissions consistent with the GHG reduction goals of AB 32 (i.e., 15 percent below existing emissions or percent reduction below business as usual based on the current state 2020 emissions forecasts). 	<p>Significant and unavoidable</p> <p>Note: Despite implementation of mitigation measures requiring the City to prepare and implement a CAP to align the City's GHG reduction goals with the GHG reduction targets of AB 32, this impact would remain significant and unavoidable.</p>

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • GHG Reduction Measures: The CAP will include specific measures to achieve the GHG emissions reduction targets. The CAP will quantify the approximate greenhouse gas emissions reductions of each measure and measures will be enforceable. Measures listed below, along with others, will be considered during the development of the CAP. Once adopted, the City of Industry Planning Department will require that applicants for new development projects incorporate feasible mitigation measures to reduce GHG during operational activities. Potential measures may include: <ul style="list-style-type: none"> • <i>Area Sector.</i> Implement a Truck Idling Emissions Reduction Program, which includes: <ul style="list-style-type: none"> ○ Requiring diesel emission reduction strategies, such as electrifying docking bays, to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. ○ Monitoring of the California Air Resources Board’s five-minute nonessential idling restrictions for trucks and locomotive idling restrictions. ○ Evaluation of strategies to reduce truck idling during the peak hour period of the roadway network, such as staggered work/delivery schedules, truck routes, and/or intersection improvements. • <i>Transportation and Area Sector.</i> Support and promote the use of low- and zero-emission vehicles, by: <ul style="list-style-type: none"> ○ Encouraging the necessary infrastructure to facilitate the use of zero- emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently-located alternative fueling stations. ○ Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEV) and/or plug in electric hybrids (PHEV). ○ Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, partial ZEV, or newer fleet mixes. • <i>Transportation Sector.</i> Coordinate with the Union Pacific Railroad to encourage commercial facilities to utilize rail for long haul. 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • <i>Transportation Sector.</i> Require employers with more than 20 employees— which is equivalent to 9,000 square feet of retail space, 17,000 square feet of big-box retail space, 7,000 square feet of office space, 19,00 square feet of manufacturing spaces, 30,000 square feet of warehousing and distribution, or 16,000 square feet of light industrial— to implement an Employee Commute Trip Reduction Program that may include the following measures: <ul style="list-style-type: none"> ○ Ride-share programs ○ Discounted transit programs ○ End-of-trip facilities (e.g., showers and lockers) ○ Telecommuting • <i>Energy Sector.</i> Require new developments to achieve the Tier 1 California Green Building Code (CALGreen) standards, which include requirements that new buildings exceed the current Title 24 Building and Energy Efficiency Standards by 15 percent. • <i>Energy Sector.</i> Establish green building requirements and standards for new development and redevelopment projects, and work to provide incentives for green building practices and remove barriers that impede their use. • <i>Energy Sector.</i> Encourage the performance of energy audits of buildings prior to completion of sale, and that audit results and information about opportunities for energy efficiency improvements be presented to the buyer. • <i>Energy Sector.</i> Work with utility providers to identify large users of energy and encourage existing land owners to conduct a free energy audit that will provide information about opportunities for energy efficiency improvements, including: <ul style="list-style-type: none"> ○ Energy-efficient heating, ventilation, and air conditioning (HVAC) units. ○ Energy-efficient boilers. ○ Co-generation/combined heat and power systems. • <i>Energy Sector.</i> Establish policies and programs that facilitate the siting of new renewable energy generation. 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ○ Review and revise building and development codes, design guidelines, and zoning ordinances to remove renewable energy production barriers. ○ Work with related agencies, such as fire, water, health, and others, that may have policies or requirements that adversely impact the development or use of renewable energy technologies. ○ Develop protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite, or explode, such as biodiesel, hydrogen, and/or compressed air. ○ Promote and encourage renewable energy generation and co-generation projects where feasible and appropriate. ● <i>Water and Wastewater.</i> Establish programs and policies to increase the use of recycled water, including promoting the use of recycled water for industrial and irrigation purposes. ● <i>Other.</i> Recognize businesses in the City that reduce GHG emissions (e.g., reduced energy use) to encourage GHG reductions and recognize success. ● <i>Other.</i> Promote reductions in GHG emissions by using the City's purchasing power when choosing suppliers of its goods and services. 	
5.7 HAZARDS AND HAZARDOUS MATERIALS			
5.7-1 Future construction and/or operation activities of development projects that would be accommodated by the General Plan Update would involve the transport, use, and/or disposal of hazardous materials.	Less than significant	No mitigation measures are necessary.	Less than significant
5.7-2 Certain areas of the City are included on a list of hazardous materials sites.	Less than significant	No mitigation measures are necessary.	Less than significant
5.7-3 The City is located in the vicinity of a few private airstrips.	Less than significant	No mitigation measures are necessary.	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.7-4 Future development that would be accommodated by the General Plan Update could affect the implementation of an emergency response or evacuation plan.	Less than significant	No mitigation measures are necessary.	Less than significant
5.7-5 Portions of the City are within a designated fire hazard zone and could expose future development that would be accommodated by the General Plan Update to fire danger.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8 HYDROLOGY AND WATER QUALITY			
5.8-1 Implementation of the General Plan Update would allow for future development, resulting in short-term unquantifiable increases in pollutant concentrations during construction. Additionally, postproject development may alter the quality of stormwater runoff.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-2 Implementation of the General Plan Update would allow for future development that could increase the amount of impervious surfaces in the City, which in turn could impact opportunities for groundwater recharge.	Less than significant	No mitigation measures are necessary.	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.8-3 Future development that would be accommodated by the General Plan Update would increase the amount of impervious surfaces in the City and would therefore increase surface-water flows into drainage systems within the San Gabriel River watershed.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-4 Future development that would be accommodated by the General Plan Update could introduce development in portions of the City that are in FEMA-designated flood hazard zones.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-5 Future development that would be accommodated by the General Plan Update could introduce development in the western portion of the City, which includes areas in the inundation areas of the Puddingstone, Santa Fe, and Whittier Narrows dams.	Less than significant	No mitigation measures are necessary.	Less than significant
5.8-6 Future development that would be accommodated by the General Plan Update would not be subject to inundation by a seiche or mudflow.	Less than significant	No mitigation measures are necessary.	Less than significant
5.9 LAND USE AND PLANNING			
5.9-1 Implementation of the General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation measures are necessary.	Less than significant

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.10 NOISE			
5.10-1 Future development that would be accommodated by the General Plan Update would result in an increase in traffic on local roadways in the City of Industry, which would substantially increase the existing noise environment.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation and stationary sources associated with future development that would be accommodated by the General Plan Update.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10-3 Construction activities for development of the individual land uses that would be accommodated by the General Plan Update could expose sensitive uses to strong levels of groundborne vibration.	Potentially significant	10-1 Individual development projects that involve vibration-intensive pile-driving activities during construction, as determined during any accompanying CEQA analysis, will be evaluated for potential vibration impacts to nearby structures. If construction-related vibration is determined to exceed the Federal Transit Administration criteria for architectural damage of 0.2 peak particle velocity (PPV) inches per second (in/sec) for non-engineered timber and masonry buildings, 0.3 PPV in/sec for engineered concrete and masonry buildings, or 0.5 PPV in/sec for reinforced concrete, steel, or timber buildings, additional requirements, such as use of less vibration-intensive equipment or construction techniques, will be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driving).	Significant and unavoidable Note: Due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities, and despite the application of mitigation measures, construction-related vibration impacts would remain significant and unavoidable.

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.10-4 Sensitive land uses along the freeways and the Union Pacific Railroad corridors would be exposed to strong levels of groundborne vibration.	Less than significant	No mitigation measures are necessary.	Less than significant
5.10-5 Construction activities for development of the individual land uses that would be accommodated by the proposed Land Use Plan would substantially elevate noise levels in the vicinity of noise-sensitive land uses.	Potentially significant	10-2 Construction activities associated with new development that occurs near (nominally within 500 feet) sensitive receptors will be evaluated for potential noise impacts. Mitigation measures such as installing temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes will be incorporated into the construction plans to reduce construction-related noise to the extent feasible.	Significant and unavoidable Note: Due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities and despite the application of mitigation measures, construction-related noise impacts would remain significant and unavoidable.
5.10-6 The heliports in the City would result in exposure of future residents and workers to overflight-related noise.	Less than significant	No mitigation measures are necessary.	Less than significant
5.11 POPULATION AND HOUSING			
5.11-1 Implementation of the General Plan Update would not induce substantial population growth within the San Gabriel Valley Council of Governments subregion.	Less than significant	No mitigation measures are necessary.	Less than significant
5.11-2 Implementation of the General Plan Update would not result in the displacement of people or housing.	Less than significant	No mitigation measures are necessary.	Less than significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.12 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.12-1 Future development that would be accommodated by the General Plan Update would introduce new structures and workers into the Los Angeles County Fire Department's service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less than significant	No mitigation measures are necessary.	Less than significant
POLICE PROTECTION			
5.12-2 Future development that would be accommodated by the General Plan Update would introduce new workers into the Los Angeles County Sheriff Department's service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less than significant	No mitigation measures are necessary.	Less than significant
SCHOOL SERVICES			
5.12-3 Future development that would be accommodated by the General Plan Update would indirectly increase facility demands of the school districts.	Less than significant	No mitigation measures are necessary.	Less than significant

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5.13 TRANSPORTATION/TRAFFIC			
5.13-1 Future development that would be accommodated by the General Plan Update would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system and would conflict with an applicable congestion management plan program.	Potentially significant	<p>Existing (Year 2010) With Project and Post (Year 2035) General Plan Buildout Conditions</p> <p>13-1 To address area-wide intersection deficiencies during the weekday AM and PM peak commute hours under the Existing (Year 2010) With Project and Post-2035 General Plan Buildout Conditions, the City of Industry will develop a prioritization and phasing program to implement the necessary intersection improvements identified in Figures 5.13-14a through 5.13-14c and 5.13-10a through 5.13-10d of this DEIR. In particular, Valley Boulevard will be monitored and operational improvements incorporated as appropriate to maintain mobility along this corridor.</p> <p>Existing (Year 2010) With Project Condition</p> <p>13-2 To address the City of Industry's proportionate impact on freeway mainline segments under the Existing (Year 2010) With Project Condition, the City of Industry will participate in relevant and applicable programs developed and adopted by Caltrans to pay for I-10, I-605, and SR-60 freeway mainline lane improvements. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in-lieu of fees, state or federal funds or other programs, as appropriate. Contributions required of individual development projects will be determined on a project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development projects.</p> <p>The Existing (Year 2010) With Project Condition freeway mainline segment improvements are outlined below:</p>	<p>Significant and unavoidable</p> <p>Note: Because the improvements needed for the affected freeway (I-10, I-605, and SR-60) mainline segments are under Caltrans's sole jurisdiction, the City cannot implement the freeway improvements itself. Therefore, a temporary or short-term impact may occur if the timing of the freeway improvements is uncertain. Consequently, impacts to freeway mainline segments as a result of implementation of the General Plan Update would remain significant and unavoidable.</p>

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 1.1 percent</p> <p>C. I-10, east of I-605 (eastbound) – Project fair-share percentage: 2.0 percent</p> <p>E. SR-60, east of Peck Road (westbound) – Project fair-share percentage: 8.4 percent</p> <p>I. SR-60, east of Hacienda Boulevard (westbound) – Project fair-share percentage: 14.9 percent</p> <p>J. SR-60, east of Azusa Avenue (westbound) – Project fair-share percentage: 14.5 percent</p> <p>P. SR-60, east of Grand Avenue (eastbound) – Project fair-share percentage: 7.0 percent</p> <p>S. I-605, south of SR-60 (northbound) – Project fair-share percentage: 2.8 percent</p> <p>Post (Year 2035) General Plan Buildout Condition</p> <p>13-3 To address the City of Industry’s proportionate impact on freeway mainline segments under the Post-2035 General Plan Buildout Condition, the City of Industry will participate in relevant and applicable programs developed and adopted by Caltrans to pay for I-10, I-605, and SR-60 freeway mainline lane improvements. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in lieu of fees, state or federal funds, or other programs, as appropriate. Contributions required of individual development projects will be determined on a project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development projects.</p> <p>The Post-2035 General Plan Buildout Condition freeway mainline segments improvements are outlined below:</p>	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 12.0 percent C. I-10, east of I-605 (eastbound and westbound) – Project fair-share percentage: 12.7 percent eastbound, 12.4 percent westbound F. SR-60, east of I-605 (westbound) – Project fair-share percentage: 22.8 percent G. SR-60, east of Crossroads Parkway (westbound) – Project fair-share percentage: 22.8 percent I. SR-60, east of Hacienda Boulevard (eastbound and westbound) – Project fair-share percentage: 18.6 percent eastbound, 23.1 percent westbound J. SR-60, east of Azusa Avenue (eastbound and westbound) – Project fair-share percentage: 20.7 percent eastbound, 22.8 percent westbound K. SR-60, east of Fullerton Road (eastbound and westbound) – Project fair-share percentage: 20.5 percent eastbound, 22.7 percent westbound L. SR-60, east of Nogales Street (eastbound and westbound) – Project fair-share percentage: 20.4 percent eastbound, 22.3 percent westbound M. SR-60, east of Fairway Drive (eastbound and westbound) – Project fair-share percentage: 19.5 percent eastbound, 21.8 percent westbound N. SR-60, east of Brea Canyon Road (eastbound and westbound) – Project fair-share percentage: 20.5 percent eastbound, 18.8 percent westbound P. SR-60, east of Grand Avenue (eastbound and westbound) – Project fair-share percentage: 16.7 percent eastbound, 16.1 percent westbound Q. I-605, south of Rose Hills Road (northbound and southbound) – Project fair-share percentage: 12.7 percent northbound, 12.3 percent southbound R. I-605, south of Peck Road (southbound) – Project fair-share percentage: 12.3 percent S. I-605, south of SR-60 (northbound) – Project fair-share percentage: 14.6 percent U. I-605, south of I-10 (northbound) – Project fair-share percentage: 20.0 percent 	

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.13-2 Circulation improvements associated with future development that would be accommodated by the General Plan Update would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less than significant	No mitigation measures are necessary.	Less than significant
5.13-3 Future development that would be accommodated under the General Plan Update would comply with adopted policies, plans, and programs for alternative transportation.	Less than significant	No mitigation measures are necessary.	Less than significant
5.14 UTILITIES AND SERVICE SYSTEMS			
WATER SUPPLY			
5.14-1 Adequate water supply and treatment systems are available to meet requirements of future development that would be accommodated by the General Plan Update.	Less than significant	No mitigation measures are necessary.	Less than significant
5.14-2 Future development that would be accommodated by the General Plan Update could require expansion or relocation of existing water mains.	Less than significant	No mitigation measures are necessary.	Less than significant
WASTEWATER			
5.14-3 Wastewater generated by future development that would be accommodated by the General Plan Update could be adequately treated by the wastewater provider serving the City.	Less than significant	No mitigation measures are necessary.	Less than significant

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5.14-4 Future development projects that would be accommodated by the General Plan Update would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	Less than significant	No mitigation measures are necessary.	Less than significant
STORMWATER			
5.14-5 Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of future development projects that would be accommodated by the General Plan Update.	Less than significant	No mitigation measures are necessary.	Less than significant
SOLID WASTE			
5.14-6 Existing and/or proposed facilities would be able to accommodate solid waste that would be generated by future development that would be accommodated by the General Plan Update.	Less than significant	No mitigation measures are necessary.	Less than significant
OTHER UTILITIES			
5.14-7 Existing and/or proposed facilities would be able to accommodate utility demands that would be generated by future development that would be accommodated by the General Plan Update.	Less than significant	No mitigation measures are necessary.	Less than significant