

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code, Division 13, Section 21000, et seq., and the State CEQA Guidelines, Title 14 of the California Code of Regulations, Chapter 3, Section 15000, et seq. An Environmental Impact Report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. An EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

Because approval of the proposed Industry General Plan Update is a discretionary action by a public agency, the project is subject to the CEQA review process, and the City of Industry, as the first public agency to act on the project, becomes the lead agency for the project. Pursuant to CEQA Section 21067, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” As the CEQA lead agency, the City of Industry has the principal responsibility for approval of the Industry General Plan Update; determining the method of CEQA compliance; preparing and certifying the EIR that describes potential environmental impacts of the proposed project; providing a Statement of Overriding Considerations for all environmental impacts that cannot be mitigated to a less than significant level; and adopting a Mitigation Monitoring Plan to ensure that all required mitigation measures are implemented during the course of the project.



This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (Title 14, California Code of Regulations, Sections 15000 et seq.)
- City of Industry CEQA Guidelines

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of implementation of the Industry General Plan Update. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse; evaluates a number of alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects. The intent of this DEIR is to provide sufficient information on the potential environmental impacts of the proposed Industry General Plan Update to allow the City of Industry to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*, of Chapter 3, *Project Description*.

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2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The Notice of Preparation (NOP) process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations were made.

The City of Industry determined that an EIR would be required for this project and issued an NOP and Initial Study on March 28, 2011, to the State Clearinghouse, responsible agencies, and interested parties. Comments received during the public review period, which extended from March 28, 2011, to April 26, 2011, are contained in Appendix B.

A total of 14 agencies/interested parties responded to the NOP. This DEIR has taken into consideration those responses. Table 2-1 summarizes the issues identified by the commenting agencies/interested parties, along with a reference to the section(s) of this DEIR where the issues are addressed.

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation (4/15/2011)	Traffic Analysis/Methodology	<ul style="list-style-type: none"> • Caltrans offered suggestions for General Plan transportation planning, including: <ul style="list-style-type: none"> ○ coordinate with Caltrans planning efforts for state roadways ○ preserve transportation corridors for future system improvements ○ develop coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure • Caltrans suggests that any roadway improvement be funded by a local or regional traffic impact program. • The traffic impact study must analyze traffic impacts based on Caltrans thresholds, which are different than the Los Angeles County Congestion Management Plan thresholds. • Caltrans recommends particular attention be paid to the land use and transportation relationship in the General Plan and traffic analysis. 	Section 5.13, <i>Transportation and Traffic</i>

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Emergency Management Agency (5/5/11)	Hazards and Land Use	<ul style="list-style-type: none"> • Stated that prior to release of the draft General Plan or within the DEIR, each of the specific and applicable requirements in the state planning law (as provided in the attachment included with the comment letter) should be examined to determine if there are hazard issues within the community that the General Plan should address. • Stated that a table in the DEIR or General Plan that identifies these specific issues would be helpful to demonstrate how the City would comply with the applicable requirements in the state planning law. • Stated that if the DEIR determines that state planning law requirements would not be met, adequate mitigation measures should be provided. 	Sections 5.7, <i>Hazards and Hazardous Materials</i> , and 5.9, <i>Land Use and Planning</i>
City of Diamond Bar (4/26/11)	Transportation and Traffic	<ul style="list-style-type: none"> • Stated that all previous mitigation measures identified in the 2008 Revised IBC Plan of Development EIR be addressed in this DEIR and updated General Plan Circulation Element. • Stated that the City of Diamond Bar traffic/transportation, policies/regulations must be used in analyzing and mitigating any study locations in the City of Diamond Bar. • Stated that the SR-57/60 congestion must be properly accounted for in the traffic/transportation analyses. Any significant “new development” traffic oriented to the freeway could impact roadways (including those in Diamond Bar), given the current congestion on the freeway. 	Section 5.13, <i>Transportation and Traffic</i>
County of Los Angeles Department of Parks and Recreation (4/25/11)	Transportation and Traffic	<ul style="list-style-type: none"> • Provided a map depicting the county trails that occur around and within the City of Industry and requested that the county trails be identified in the DEIR. 	Section 5.13, <i>Transportation and Traffic</i>
County of Los Angeles Fire Department (11/29/11)	Hazards and Fire and Emergency Protection Services	<ul style="list-style-type: none"> • Requested a minor revision be made to the discussion regarding the City of Industry’s jurisdiction with regard to contracting fire services with the County of Los Angeles Fire Department. • Provided responses to the Service Provider Questionnaire sent to the County of Los Angeles Fire Department in May of 2011. 	Sections 5.7, <i>Hazards and Hazardous Materials</i> , and 5.12, <i>Public Services</i>



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Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
		<ul style="list-style-type: none"> Outlined a number of general requirements and provisions that were compiled by the Land Development Unit, Forestry Division, and Health Hazardous Materials Division. 	
County Sanitation Districts of Los Angeles County (4/22/11 and 5/2/11)	Wastewater and Solid Waste Services and Facilities	<p>Wastewater</p> <ul style="list-style-type: none"> Stated that the City of Industry is within the jurisdictional boundaries of Districts Nos. 15, 18, and 21. Stated that the Districts cannot comment on the deficiencies in the wastewater system in the City of Industry, but that presently no deficiencies exist in the District's backbone regional wastewater conveyance system facilities that serve the City. Stated that the wastewater generated by the proposed project will be treated at one or more of the following: the Joint Water Pollution Control Plan located in the City of Carson; the San Jose Creek Water Reclamation Plant located adjacent to the City of Industry; or the Los Coyote Water Reclamation Plant. Requested that the Districts be provided an opportunity to review development and redevelopment projects within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each future development project and if the District's facilities will be affected by the project. Stated that a connection fee would be required to connect to the District's sewerage system prior to a permit to connect being issued. Stated that the District's comment letter does not constitute a guarantee of wastewater service. <p>Solid Waste</p> <ul style="list-style-type: none"> Stated that the solid waste management facilities available to serve the project include the Puente Hills Landfill, Commerce Refuge-to-Energy Facility, and Puente Hills Material Recovery Facility. Stated that out-of-county disposal capacity will be required in the long term and that the Districts are developing additional capacity through the use of a waste-by-rail system, which will 	Section 5.14, <i>Utilities and Service Systems</i>

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		<p>transport waste to the Mesquite Regional Landfill located in Imperial County. Also stated that the rail facilities necessary to begin waste-by-rail operation are currently in the process of being constructed by the Districts.</p> <ul style="list-style-type: none"> Requested a correction to a statement made in the Initial Study regarding the actual agencies responsible for implementing the Countywide Integrated Waste Management Plan. 	
Metropolitan Transportation Authority (4/21/11)	Transportation and Traffic	<ul style="list-style-type: none"> Stated that a traffic impact analysis (TIA) with roadway and transit components is required under the State of California Congestion Management Plan (CMP) statute and that the TIA must include certain CMP parameters and requirements as outlined in the comment letter. 	Section 5.13, <i>Transportation and Traffic</i>
Metrolink (5/6/11)	Rail Safety and Transportation	<ul style="list-style-type: none"> Provided a list of general comments that are of concern for all projects that are near or adjacent to the railroad right-of-way, as outlined below: <ul style="list-style-type: none"> The City is required to draft and submit, with the Southern California Regional Rail Authority approval, a California Public Utilities Commission General Order 88B Form (Rules for Altering Public Highway-Rail Crossings), a Form G (Report of Completed Changes at Rail Crossings), and a US Department of Transportation Crossing Inventory Information Form. The project should include the installation of pedestrian safety improvements at each crossing to accommodate easy and safe access. The City shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guidelines Section 15088 of the written responses to our comments on this environmental document and the time and place of key scheduled public meetings and hearings at least 10 days prior to such a meeting or hearing. 	Sections 2.5, <i>Final EIR Certification</i> , and 5.13, <i>Transportation and Traffic</i>



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Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Native American Heritage Commission (4/1/11)	Cultural Resources	<ul style="list-style-type: none"> • NAHC provided the consultation list of tribes in the Area of Potential Effect for the project area. • NAHC performed a sacred lands file search and found no identified cultural resources; however, they suggested contacting the tribes on the consultation list to determine if changes have been made. 	Section 5.4, <i>Cultural Resources</i>
South Coast Air Quality Management District (4/6/11)	Air Quality	<ul style="list-style-type: none"> • Requested that all copies of the DEIR be sent directly to their office because the State Clearinghouse does not forward this document to SCAQMD. • Recommended that the Lead Agency use SCAQMD's <i>California Environmental Quality Act Air Quality Handbook</i> for air quality analysis. • Suggested that all potentially significant air quality impacts resulting from all phases of the proposed project should be analyzed in the DEIR • If the proposed project generates vehicle trips, especially heavy-duty diesel-fueled vehicles, SCAQMD recommended completing a Health Risk Assessment. • All potentially significant impacts must be mitigated to the extent feasible. Sample mitigation measures are provided in SCAQMD's <i>CEQA Air Quality Handbook</i> and online. • Provided additional sources of data. 	Section 5.2, <i>Air Quality</i>
Southern California Association of Governments (4/26/11)	Population, Housing, Employment and Land Use	<ul style="list-style-type: none"> • Found the project to be regionally significant. • The EIR should provide a side-by-side analysis in a table format of all the applicable SCAG regional goals and policies, with a discussion of consistency, inconsistency, or nonapplicability and supportive analysis. • The EIR should reflect the most current SCAG forecasts, which are the 2008 Regional Transportation Plan population, household, and employment forecasts. • Stated that all feasible measures needed to mitigate any potential negative regional impacts associated with the project should be implemented and monitored, as required by CEQA. 	Sections 5.9, <i>Land Use and Planning</i> , and 5.11, <i>Population and Housing</i>

**Table 2-1
NOP Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
Southern California Gas Company (6/1/11)	Natural Gas Facilities and Supply	<ul style="list-style-type: none"> Stated that the Southern California Gas Company has facilities in the project area and that natural gas service can be provided from existing mains in various locations. 	Section 5.14, <i>Utilities and Service Systems</i>
State Clearinghouse (3/28/11)	Confirmation of Notice of Preparation Distribution	<ul style="list-style-type: none"> The State Clearinghouse has confirmed the receipt and distribution of the Notice of Preparation and Initial Study to state agencies. 	Not applicable
State of California, Public Utilities Commission (4/22/11)		<ul style="list-style-type: none"> Requested that the City add language to the General Plan so that any future planned development adjacent to or near the railroad right-of-way be planned with the safety of the rail corridor in mind. Stated that safety measures should be considered for pedestrian circulation patterns/destinations with respect to the railroad right-of-way. Stated that potential mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings, and continuous vandal-resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way. Stated that the project's traffic impact study should address the traffic increase impacts over affected railroad crossings and also outline mitigation measures as necessary. 	Section 5.13, <i>Transportation and Traffic</i>



2.3 SCOPE OF THIS DEIR

Based on the Initial Study and accompanying Environmental Checklist Form (see Appendix A), the City of Industry staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based on the City's Initial Study and comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce these impacts to levels of insignificance or eliminate the impacts altogether.

The information contained in the project description (Chapter 3) establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

This DEIR has been prepared to evaluate potentially significant impacts associated with implementation of the Industry General Plan Update. The General Plan Update's policies and programs, existing regulations, and mitigation measures have been identified to either reduce or eliminate potentially significant impacts.

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The focus of the impact analysis is on areas that propose physical changes to the existing environment that may result in environmental impacts (e.g., areas where land use changes are proposed), and on ensuring that development and improvement activities are consistent with General Plan Update. In addition, the DEIR describes a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project, while substantially avoiding or lessening any of the significant impacts of the proposed project, and evaluates the comparative merits of the alternatives and the proposed project.

2.3.1 Impacts Considered Less Than Significant

Three environmental impact categories have been identified as not being significantly affected by or affecting the proposed Industry General Plan Update and, therefore, are not discussed in detail in this DEIR. This determination was made by the City of Industry in its preparation of the Initial Study (see Appendix A). The following environmental topical issues are not addressed in the DEIR:

- Agricultural Resources
- Mineral Resources
- Recreation

2.3.2 Potentially Significant Adverse Impacts

The Initial Study identified 14 environmental categories as having potentially significant impacts if the proposed project is implemented, thus requiring analysis in the DEIR. These factors are:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies eight significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed Industry General Plan Update. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. Potentially significant impacts are those that fall within the responsibility of another agency and implementation of the mitigation measures cannot feasibly be assured by the City of Industry. If the City of Industry, as the lead agency, determines that unavoidable significant adverse impacts will result from the project, it must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the

benefits of the project outweigh the adverse effects, and therefore the adverse effects are considered to be acceptable. The impacts that were found in this DEIR to be significant and unavoidable are:

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.
- **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 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**.



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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**.
- **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**.

2.4 INCORPORATION BY REFERENCE

The following documents are incorporated by reference in this DEIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of Industry Planning Department.

- City of Industry General Plan (adopted June 10, 1971)
- City of Industry Zoning Code

This DEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the SCAQMD Air Quality Management Plan and the SCAQMD *CEQA Air Quality Handbook*. Whenever existing environmental documentation or previously prepared documents and studies are used in the preparation of this DEIR, the information is summarized for the convenience of the reader and incorporated by reference. In addition, information contained in agency plans, programs, guidelines, or technical studies is confirmed to be current and relevant to the environmental discussion before it is incorporated or referenced.

Chapter 13, *References*, provides a complete listing of references utilized in the preparation of this DEIR. All documents referenced in this DEIR will be made available to the public for inspection at the City of Industry Planning Department upon request.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City of Industry at the address shown below and on the title page of this document. Upon completion of the 45-day review period, the City of Industry will review all written comments received and prepare written responses for each comment. A Final EIR (FEIR) will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the DEIR that result from the comments received. The FEIR will be presented to the City of Industry for potential certification as the environmental document for the project. All persons who commented on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR for the Industry General Plan Update is available to the general public for review at:

- City of Industry Planning Department, 15625 E. Stafford Street, Suite 100, Industry, CA 91744-0366
- Los Angeles County Public Library, 7400 East Imperial Highway, Downey, CA 90242
- Diamond Bar Public Library, 1061 Grand Avenue, Diamond Bar, CA 91765-2299
- Walnut Public Library, 21155 La Puente Road, Walnut, CA 91789-2017
- La Puente Public Library, 15920 Central Avenue, La Puente, CA 91744-5499
- Hacienda Heights Library, 16010 La Monde Street, Hacienda Heights, CA 91746

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Mitigated Negative Declaration pursuant to Public Resources Code 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Mitigated Negative Declaration. The Mitigation Monitoring Program for the Industry General Plan Update will be completed as part of the FEIR and will be completed prior to consideration of the project by the City of Industry City Council.



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