

4. *Environmental Setting*

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional 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. As shown in Figure 3-1, *Regional Location*, 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.



4.2.2 Regional Planning Considerations

Air Quality and Global Climate Change

The City of Industry is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are: carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as ozone (O₃), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and national AAQS, and nonattainment for PM₁₀, NO₂, and lead (Los Angeles County only) under the California AAQS.

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of greenhouse gas emissions. AB 32 follows the first tier of emissions reduction targets established in Executive Order S-3-05, signed on June 1, 2005, which requires the state’s global warming emissions to be reduced to 1990 levels by the year 2020. Projected GHG emissions in California are estimated at 596 million metric tons of CO₂-equivalent (CO₂e) pollutants. The California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons (471 million tons) of CO₂e for the state. The 2020 target requires emissions reductions of 169 million metric tons, approximately 30 percent of the projected emissions. Pursuant to the

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requirements of AB 32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, CARB adopted the Scoping Plan in December 2008, which identified the greenhouse gas emissions reduction targets and reduction strategies for the various emission sectors within the state.

Los Angeles Regional Water Quality Control Board

The City of Industry lies within the central portion of the San Gabriel River Watershed. The majority of the watershed is in the eastern and southeastern portions of Los Angeles County, with a small portion of the southern boundary in north Orange County. The watershed is under the authority of the Los Angeles Regional Water Quality Control Board (LARWQCB), with the exception of the portion in Orange County, which is under the authority of the Santa Ana Regional Water Quality Control Board. The San Gabriel River Watershed is bounded by the San Gabriel Mountains to the north, San Bernardino County and Orange County to the east, the division of the Los Angeles River from the San Gabriel River to the west, and the Pacific Ocean to the south. The San Gabriel River Watershed is composed of approximately 640 square miles spanning over 37 cities and unincorporated county communities and drains into the San Gabriel River from the San Gabriel Mountains until its confluence with the Pacific Ocean at the Los Alamitos Bay between Long Beach and Seal Beach.

In California, the State Water Resources Control Board (SWRCB) and local Regional Water Quality Control Boards (RWQCB) have assumed the responsibility of implementing the Environmental Protection Agency's NPDES permit program. SWRCB is the regulating authority for industrial and construction activities, while LARWQCB issues and enforces MS4 stormwater permits in the County of Los Angeles, including the City of Industry.

Main San Gabriel Basin Watermaster

The City of Industry lies over a portion of the Main San Gabriel Basin. Some of the water districts that serve the City pump water from this basin. All water districts and sources of water in the City are described in Section 5.14, *Utilities and Service Systems*. The Main San Gabriel Basin Watermaster is the agency charged with administering adjudicated water rights and managing groundwater resources within the watershed and groundwater basin. The Watermaster is made up of nine officials appointed by the Los Angeles County Superior Court. Since the basin is adjudicated, which means court decisions have delegated the prescriptive water rights to agencies that use water from the basin, each of the water districts that use groundwater from the basin is allocated a certain percentage of the basin's operating safe Yield (OSY). The annual OSY is determined each year by the Watermaster.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the SCAQMD, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

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Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in southern California for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP presents a vision of how southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure southern California's progress toward a more sustainable region. The proposed General Plan Update's consistency with the applicable advisory and voluntary goals of the 2008 RCP is provided in Section 5.9, *Land Use and Planning*.

Regional Transportation Plan

SCAG has also adopted the Regional Transportation Plan (RTP) to help coordinate development of the region's transportation improvements. On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan: Making the Connections. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It provides a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2008 RTP is based on SCAG's Compass Blueprint 2% Strategy land use projections. The proposed General Plan Update's consistency with the applicable RTP policies is analyzed in detail in Section 5.9, *Land Use and Planning*.



Compass Growth Vision

In 2004, SCAG adopted the Compass Growth Vision (CGV), which is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV in an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning. The CGV is driven by four key principles:

- *Mobility.* Improve mobility for all residents
- *Livability.* Foster livability in all communities
- *Prosperity.* Enable prosperity for all people
- *Sustainability.* Promote sustainability for future generations

To realize these principles on the ground, the CGV encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV can be implemented

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to improve mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Through extensive public participation and land use and transportation modeling and analysis, the program has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region. These are the areas where the 2% Strategy will help cities and counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. The majority of the City of Industry is within a designated Compass 2% Strategy Opportunity Area (SCAG 2009).

However, although the CGV is an advisory policy and cities are not required to be consistent with it, an analysis of the proposed General Plan Update's consistency with the advisory CGV policies is provided in Section 5.9, *Land Use and Planning*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The City encompasses approximately 7,720 acres (12 square miles) and is approximately 14 miles long and one-half mile wide, stretching from Interstate 605 (I-605) on the west to State Route 57 (SR-57) on the east. Interstate 10 (I-10) touches a portion of the northwestern boundary of Industry, I-605 borders much of the western boundary, and Valley Boulevard forms most of the northern boundary of the City. State Route 60 (SR-60) either parallels, borders, or travels through the southern edge of Industry. On the southeastern boundary SR-57 and SR-60 merge for about a mile and a half before splitting apart a mile beyond the Industry boundary.

Table 3-3, *Existing Land Use Statistics*, lists the existing land uses within the City and SOI. As shown in Table 3-3, the City is currently home to 463 people and has 63,782 jobs; an additional 40 people and 4,959 jobs are within the City's SOI. The City consists mostly of commercial-industrial uses and can be divided into generalized areas, as described below and shown in Figure 3-2, *Aerial Photograph*. Individual land uses found in the City are shown in Figure 3-3, *Existing Land Uses*.

Eastern Industry

The eastern end of the City (generally east of Nogales Street) has been developed recently compared to the other portions of the City and contains the Kohl Plantation, Wohl, and Grand Crossing developments. The east end also contains an approximately 600-acre vacant area. A new retail commercial center is at the intersection of Valley Boulevard and Grand Avenue. Other commercial and office uses are at the intersection of Fairway Drive and SR-60, as are the Metrolink station and Ron Hockwalt Academy. The eastern end of the City is characterized by large warehousing, distribution, and food-processing uses. It is generally well maintained with landscaped roadways and parking areas, screened loading and storage areas, coordinated signage, and clean architectural treatments. This area of the City is also home to the Santana Continuation High School and Ron Hockwalt Academies Continuation School.

Central Industry

The central portion of the City (generally between Nogales Street on the east and Hacienda on the west) contains the City's civic and commercial hubs. Large-scale industrial and warehousing buildings still prevail as the majority land use here, but there are scattered pockets of smaller-lot development as well. A large

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commercial hub is generally located on either side of SR-60 between Azusa and Fullerton Road and includes the Puente Hills Mall, big-box retail users such as Costco, and the Puente Hills auto mall. This central area of Industry includes the civic center and a large area of land devoted to a train-switching and container storage yard in addition to a smaller commercial node at the intersection of Hacienda and Valley Boulevards. The John A. Rowland House, at 16021 E. Gale Avenue, is the oldest surviving brick structure in southern California. The house is registered with the National Register of Historic Places (NPS 2010) and is owned and operated by the Historical Society of La Puente Valley.

Industry Hills

Industry Hills has a vastly different character. It includes a former landfill, located north of Valley Boulevard and west of Azusa Avenue. This area is also home to the Pacific Palms Resort and Conference Center, golf courses, equestrian center, and several City-owned residences. This area is generally hilly and wooded. North of Temple Boulevard to Amar Road is a small pocket of the City that contains the William Workman High School, small-scale industrial uses, and some commercial and storage uses.

Western Industry

West of Hacienda, the buildings are generally older and lot sizes generally smaller than those to the east. The area between Hacienda and 7th Avenue contains large-scale industrial uses, pockets of isolated commercial uses (mostly along Valley Boulevard), the Los Angeles County Sheriff's Industry Station, and the Homestead Museum. Adjacent to the museum is the El Encanto Healthcare & Habilitation Center, which is a City-owned, 155-bed skilled nursing and long-term residential care facility. West of 7th Avenue, the City boundary becomes fragmented, splitting into northern and southern fingers.

Northern Finger

The northern finger is a narrow strip between Valley and Nelson Avenues stretching past I-605 and the San Gabriel River to I-10. This area contains Torch Middle School and the Vineland Drive-In and Swap Meet. West of the San Gabriel River is the former horse auction site that also holds rodeo and equestrian events. In recent years, several older industrial buildings have been recycled into a more modern architectural style and there are several vacant and ready-to-develop parcels. The City boundaries turn south and encompass a portion of the San Gabriel River, the California Country Club golf course, and the former Woodland Duck Farm site, which was acquired by the Watershed Conservation Authority in 2004. Alfred S. Madrid Middle School is in the very northwestern corner of the City adjacent to I-10 and serves grades six through eight.

Southern Finger

Near 7th Avenue, the southern finger of the City proceeds along a narrow strip of land generally along the southern side of the San Jose Creek and SR-60, then turns south along the east side of I-605 to approximately Rose Hills Road. This area contains a privately owned linear park (former 9-hole golf course) owned and maintained by Wildwood Mobile Home Park; Fry's Electronics, one of the leading sales tax producers in the City; Crossroads Business Park, headquarters of Majestic Realty; and the soon-to-be completed Sanitation Districts of Los Angeles County's (LACSD) Puente Hills Intermodal Facility (PHIMF), a major part of the LACSD's waste-by-rail system. The PHIMF will be used for loading nonhazardous municipal solid waste onto rail-ready shipping containers to be shipped to a remote landfill in Imperial County on up to two trains per day (approximately 4,000 tons per train). Near the southern tip of the City is the Quinn Company CAT site, which carries Caterpillar construction and agricultural equipment.



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Industry's Sphere of Influence

The Local Agency Formation Commission (LAFCO) has placed 529 acres of land outside of the City's jurisdictional boundaries within Industry's sphere of influence (SOI). A SOI is the unincorporated area outside of but adjacent to a city that has been identified as a future logical extension of that city. The County of Los Angeles has land use authority over the City's SOI.

Industry includes several pockets of SOI areas that encompass the Puente Hills Materials Recovery Facility (PHMRF); the industrial area near the Walnut Creek Wash and I-605; and pockets near Turnbull Avenue, Nogales Street, Fairway Drive, and Brea Canyon Boulevard. Industry's SOI largely contains industrial uses except for scattered residences near Turnbull Avenue. The areas included in the City's SOI and their existing land uses are shown in Figure 3-4, *Existing SOI Land Use Designations (LA County General Plan)*.

4.4 ENVIRONMENTAL RESOURCES AND INFRASTRUCTURE

4.4.1 Biological Resources

The majority of the land area in the City has been developed with industrial, commercial, and business-oriented land uses. There are few areas of the City that could potentially support native or riparian habitats. However, there is a large undeveloped portion of land in the eastern portion of Industry designated as the Industry Business Center (IBC). This area is not known to have sensitive species but it does contain areas of natural habitat that could support sensitive species. The vegetation communities within the IBC area are dominated by annual grassland, but there are also remnant patches of Riversidian sage scrub, mulefat scrub, and purple needlegrass. Drainages and small waterways also cover a portion of this area.

Additionally, in western Industry are two small channelized swaths of land that are tributaries to the San Gabriel River, south of I-605 and north of Peck Road. Although they are surrounded by industrial uses, these tributaries have earthen bottoms and banks and contain mature trees and ground cover. Also, in the northwestern end of the City is a portion of the San Gabriel River (west of I-605 and south of I-10) and Walnut Creek (east of I-605 and south of I-10), a tributary to the San Gabriel River. Both the San Gabriel River and Walnut Creek have earthen bottoms, and Walnut Creek has a few clusters of mature trees.

The potential impacts of the proposed project on biological resources are analyzed in Section 5.4, *Biological Resources*.

4.4.2 Cultural Resources

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. A small granite bowl fragment measuring 17 centimeters (cm) long and 10.5 cm wide was discovered during an archeological survey for a project in the IBC area. No other significant archaeological finds have been found in the City but may be encountered with future development.

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Although no known or significant paleontological resources have been discovered within the City's boundaries, fossil remains may occur throughout the City, although the area of their distribution is not known.

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. The City of Industry is home to the Workman and Temple Family Homestead Museum (15415 Don Julian Road), a six-acre site at the intersection of Don Julian Road and El

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Encanto Road/Parriott Place in western Industry that dates from the era when California was still part of Mexico. The museum is registered with the National Register of Historic Places (NPS 2010) and is also designated as a California Historic Landmark by the California Office of Historic Preservation (COHP 2011). The City is also home to the John A. Rowland House (16021 E. Gale Avenue), built in 1855 for Rowland's second wife Charlotte. The house is the oldest surviving brick structure in southern California. The Rowland House is registered with the National Register of Historic Places (NPS 2010).

The potential impacts of the proposed project on cultural resources are analyzed in Section 5.4, *Cultural Resources*.

4.4.3 Climate and Air Quality

The City is located in the South Coast Air Basin. Basinwide conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The annual average temperature varies little throughout the SoCAB, ranging from the low 60s to the high 80s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Annual average humidity is 70 percent along the coast and 57 percent in the eastern portions of the SoCAB.

The topography and climate of southern California combine to produce unhealthful air quality in the SoCAB. The mountain ranges to the east affect the diffusion of pollutants by inhibiting their eastward transport. Additionally, temperature inversions, light winds, shallow vertical mixing, a humid to semiarid climate, and extensive sunlight, in conjunction with a shallow marine layer that hinders horizontal and vertical dispersion of air pollutants, all combine to create degraded quality, especially in the inland valleys. Air quality in the SoCAB generally ranges from fair to poor, similar to air quality in most of coastal southern California. The entire SoCAB experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Please refer to Section 5.2, *Air Quality*, of this SEIR for further information concerning existing air quality conditions, an analysis of the project's impacts on local air quality, and an evaluation of consistency with the regional AQMP.

4.4.4 Geology and Landform

The City of Industry is in the Peninsular Ranges Geomorphic Province, a series of mountain ranges separated by northwest-trending valleys, which characterizes the southwest portion of California. More specifically, the City is primarily located along the eastern margin of the San Gabriel River Valley in the eastern Puente Hills, an east-to-west-trending range of hills that separates the Los Angeles Basin to the south from the San Gabriel Valley to the north. Most of Industry lies in the alluvial valley formed by San Jose Creek, which separates the Puente Hills on the south from the San Jose Hills to the north. Elevation ranges from approximately 20 feet above mean sea level (amsl) in the western portion of the City near the San Gabriel River to approximately 912 feet amsl in the eastern portion.



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The vacant IBC site in the eastern City limits consists of a series of rolling hills between two small valleys, the Puente Valley with San Jose Creek immediately to the north and the small valley formed by Diamond Bar Creek to the south. These hills are thought to be part of the Puente Hills formation. Numerous landslides were present on the IBC site.

No areas of the City of Industry are within an Alquist-Priolo Earthquake Fault Zone. However, as is the case for all of Southern California, the City of Industry is susceptible to seismic ground shaking due to the active faults running through the entire region. The most likely source of strong ground shaking within the City of Industry would be a major earthquake along the San Andreas, Puente Hills Blind Thrust, San Jose, Whittier, Chino, and Sierra Madre-Cucamonga Faults, which are classified as active with strong seismic capabilities.

Please refer to Section 5.5, *Geology and Soils*, for additional information concerning the project area's existing geological conditions and an analysis of project impacts on geology and soils.

4.4.5 Hydrology and Water Quality

The City of Industry lies within the central portion of the San Gabriel River Watershed, the main drainage of which is the San Gabriel River. Major tributaries to the San Gabriel River along its path to the Pacific Ocean include Walnut Creek, San Jose Creek, Coyote Creek, and numerous storm drainage structures. The primary receiving body for stormwater in Industry is San Jose Creek, which is a fully lined, open-concrete channel for most of its length.

The primary drainage infrastructure for managing flooding and stormwater in and around the City of Industry consists of underground storm pipes and drains that empty into mostly structured tributaries of the San Gabriel River via San Jose Creek. Other open tributary structures that carry stormwater to San Jose Creek exist in the area but may be placed underground by the time they reach City boundaries.

The City of Industry is not in a designated 100- or 500-year flood hazard area. The vast majority of the City is within Zone X, that is, outside the 1 percent annual chance floodplain. A small number of areas in the western, central, and eastern portions of the City are within Zone D, with possible but undetermined flood hazards, but no flood hazard analysis has been conducted.

The vast majority of the City of Industry is not within a dam inundation area; however, portions of the western City limits are within the dam inundation zones of the Puddingstone Dam, Santa Fe Dam, and Whittier Narrows Dam.

Section 5.8, *Hydrology and Water Quality*, analyzes the project's impacts on storm drainage, water quality, flooding, and groundwater. Water resources are also discussed in Section 5.14, *Utilities and Service Systems*.

4.4.6 Noise

The City of Industry is impacted by a multitude of existing noise sources, many of them directly connected with major interstate commerce and intrastate thoroughfares that divide the City. Mobile sources, especially cars and trucks, are the most common and significant source of noise in most communities, including Industry. In addition to these mobile sources, major rail lines operated by the Union Pacific Railroad (UPRR) also contribute significant noise in Industry. Major mobile and stationary noise sources affecting the City include: vehicular and truck traffic along major corridors such as I-605, SR-57, and SR-60 and along major arterials such as Valley Boulevard and Grand Avenue; train traffic on UPRR's Alhambra and Los Angeles lines; and industrial and warehousing operations and schools.

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Refer to Section 5.10, *Noise*, for further information concerning existing noise conditions in the project area and an analysis of this project's impacts on the local and regional noise environment.

4.4.7 Public Services and Utilities

The City is located in a highly urbanized area with existing public services and utilities. The Los Angeles County Fire Department (LACFD) contracts fire services to the City of Industry. The City is served by three LACFD fire stations: Fire Station No. 43 on Stimson Avenue, Fire Station No. 87 on Second Avenue, and Fire Station No. 118 on Gale Avenue. The City contracts police services from the Los Angeles County Sheriff's Department (LACSD). The City is served by the Industry Station on Hudson Avenue.

The City is within the service areas of nine public school districts: Mountain View Elementary School District, El Monte Union High School District, Basset Unified School District, Whittier City School District, Whittier Union High School District, Hacienda La Puente Unified School District, Rowland Unified School District, Walnut Valley Unified School District, and Pomona Unified School District. Four school campuses are within the City's boundaries (Madrid Middle School, Torch Middle School, Santana Continuation High School, and Ron Hockwalt Academies Continuation School), and several other public schools are within approximately one-half mile of the City. Additionally, there are a number of private schools throughout the City.

Water supply to the City is provided by six separate water agencies: La Puente Valley County Water District, Rowland Water District, San Gabriel Valley Water Company, Suburban Water Systems, Walnut Valley Water District, and City of Industry Waterworks. Some of these water agencies rely on groundwater from the Main San Gabriel Basin. Many of these agencies have emergency connections with each other and exchange or transfer programs. The City also uses reclaimed water from the San Jose Creek Water Reclamation Plant, which is on the western boundary of Industry. Wastewater treatment for the City is provided through the Sanitation Districts of Los Angeles County. The San Jose Creek Water Reclamation Plant, which serves the City, is on the western boundary of Industry. Solid waste disposal services are currently provided by Valley Vista Services. Southern California Edison provides electricity to businesses and residents of Industry. Natural gas is supplied by the Southern California Gas Company.

The project's impact on the provision of public services and utilities and service systems is analyzed in Sections 5.12, *Public Services*, and 5.14, *Utilities and Service Systems*, respectively.

4.4.8 Scenic Features and Visual Resources

Except for its eastern end, the City of Industry is almost completely built out and is in a highly developed, urban/suburban area of eastern Los Angeles County. The 592-acre IBC site on the eastern end of the City is currently vacant land and consists of low rolling hills primarily covered with nonnative annual grassland, remnant Riversidian sage scrub, purple needlegrass and mulefat scrub, and limited riparian communities along Diamond Bar Creek on the southern boundary. Although this site has been historically used for grazing cattle, sheep, or goats, it is only occasionally used for that purpose currently.

An area of the City with a vastly different character is Industry Hills, a former landfill site, located north of Valley Boulevard and west of Azusa Avenue (see Figure 3-2). This area is home to the Pacific Palms Resort and Conference Center, golf courses, equestrian center, and several City-owned residences. This area is generally hilly and wooded.

The Puente Hills border the City to the south and the San Gabriel Mountains are approximately seven miles to the north of the City; both offer scenic vistas for portions of the City. The Puente Hills, which form a portion of the City's southwestern boundary, are a chain of hills in an unincorporated area in eastern Los Angeles



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County. They lie to the south of the San Gabriel Valley and SR-60, to the east of I-605, to the north of Whittier Boulevard, and to the west of the cities of Diamond Bar and Chino Hills.

Section 5.1, *Aesthetics*, discusses the scenic vistas and community character of the City and the project's potential to impact visual resources in the City.

4.4.9 Transportation and Traffic

Regional facilities in or in the vicinity of the City include SR-60, I-10, SR-57, I-605, and Colima Road-Azusa Avenue (County Route N8). While the circulation network serving the City is essentially a grid system of roadways generally oriented in a north-south and east-west direction, Valley Boulevard and SR-60 are the only continuous roadways that span the entire length of the City, which makes them primary carriers of regional traffic and the most heavily travelled corridors in the City. The City's north-south arterial system links these two major corridors, and, in conjunction with the east-west roadways, extend local access to neighboring jurisdictions, I-10 to the north, and I-605 to the west. Within the City, four arterials (7th Avenue-Sunset Avenue, Hacienda Boulevard-Vincent Avenue, Azusa Avenue, and Grand Avenue) provide direct connections between SR-60/57 and I-10, making them preferred routes not only for trips generated within the City, but also for regional traffic with origins and destinations outside of the City. Other City streets that carry relatively high traffic volumes include Nogales Street, Colima Road, and Gale Avenue.

The City is served by numerous bus lines operated by Foothill Transit and Metro, in addition to commuter rail service for the Metrolink Riverside Line, Metrolink San Bernardino Line, and Amtrak. Freight service is provided by Union Pacific Railroad, with a major intermodal facility/rail hub located in the heart of the City. A Metrolink station and two park-and-ride lots (one lot on Hacienda Avenue, and another lot serving the Metrolink station on Brea Canyon Road) also exist in the City.

A detailed discussion of the existing traffic conditions and the project's impacts on the transportation and circulation system is provided in Section 5.13, *Transportation and Traffic*.

4.4.10 General Plan and Zoning

The current Industry General Plan was adopted in 1971 and consisted of five documents: the General Plan, three implementation plans, and the Housing Element. When adopted, it contained five elements: Land Use, Circulation, Open Space, Historic and Cultural, and City Image. In 1974, Scenic Highway and Noise Elements were adopted. Then in 1975, Seismic Safety and Public Safety Elements were adopted. The last Housing Element was updated and adopted in 2007 and is scheduled to be updated again in approximately 2012. Because the Housing Element was recently updated and is subject to specific laws and timeframes dictated by the state, it is not included in this comprehensive General Plan Update.

The existing Industry General Plan provides the basis for the current land use designations, which are shown in Figure 3-5, *Current Land Use Plan*. As shown in Figure 3-5, the City consists of four land use designations: Industrial, Commercial, Institutional, and Recreation and Open Space. By far, the largest land use designation is Industrial, comprising almost 81 percent of the City, including areas annexed since the adoption of the General Plan. Table 3-3, *Existing Land Use Statistics*, lists the existing land uses within the City of Industry and SOI.

The City's Zoning Map contains seven mapped commercial and industrial zoning designations, including Automobile Zone, Commercial, Commercial-Adult Business Overlay, Industrial, Industrial-Public Building, Industrial-Commercial Overlay, and Industrial-Planned Development Overlay. Reflecting the General Plan, the largest zoning designations are industrial, comprising 80 percent of the City.

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The proposed project is an update to the City's General Plan. Land use changes and consistency with local and regional policies and plans are discussed in Section 5.9, *Land Use and Planning*.

4.5 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when the project's incremental effect is considerable. It further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- 1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- 2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.



The cumulative impact analysis contained in this DEIR uses method No. 2. The proposed project consists of a comprehensive update to the Industry General Plan. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this DEIR analyzes the environmental impacts associated with cumulative development pursuant to future development that would be accommodated by the Industry General Plan Update. As a result, this DEIR addresses the cumulative impacts of development within the City and its SOI, and the greater Los Angeles area surrounding it, as appropriate.

Potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundary, have been addressed through use of the Los Angeles County's traffic model, which was developed to forecast cumulative regional growth within the county, including the City of Industry. Regional growth outside of the City has accounted for traffic, air quality, and noise impacts through use of the county's traffic model, which is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this DEIR.

Please refer to Chapter 5, *Environmental Analysis*, for a discussion of the environmental impacts associated with cumulative development pursuant to implementation of the Industry General Plan Update.

4. Environmental Setting

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