

### 5.9 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Industry and its Sphere of Influence (SOI) (together referred to as the City) from implementation of the City of Industry General Plan Update. This section is based on the proposed land use plan, described in detail in Chapter 3, *Project Description*, and shown in Figure 3-6, *Proposed Land Use Plan*. The proposed goals and policies have been evaluated to determine their consistency with other relevant sections of the General Plan Update. In addition, compatibility of the proposed land use changes with the existing land uses in the surrounding area is discussed in this section. The General Plan Update is also evaluated for consistency with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision.

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.9.1 Environmental Setting

The City of Industry is in the southeastern corner of Los Angeles County, near the junction of Orange and Riverside Counties (see Figure 3-1, *Regional Location*). As shown in Figure 3-1, the City's boundary is an irregularly shaped area elongated in a west–east direction. Industry is approximately 14 miles long, generally stretching from Interstate 605 (I-605) on the west to State Route 57 (SR-57) on the east, and approximately one-half mile wide. The City encompasses approximately 7,706 acres (12 square miles) in East San Gabriel Valley between the Puente Hills on the south and the San Jose Hills to the north, and is almost completely built out.



#### Existing Land Use Conditions

The City consists mostly of commercial-industrial uses. The City can be divided into generalized areas, as described in detail in Section 4.3, *Local Environmental Setting*, of Chapter 4, *Environmental Setting*, and shown in Figure 3-2, *Aerial Photograph*. Individual land uses found in the City are shown in Figure 3-3, *Existing Land Uses*.

#### Redevelopment Areas

The City of Industry had four redevelopment areas, which were administered by the Industry Urban Development Agency (IUDA). However, in accordance with Assembly Bill X1 26, all redevelopment agencies in the state of California were dissolved as of February 1, 2012, including IUDA. As of February 1, 2012, the City of Industry no longer has a redevelopment agency or the ability to use tax increment financing; the City will seek to achieve its economic and community development and redevelopment objectives through other means.

#### Existing Land Use Statistics

Table 3-3, *Existing Land Use Statistics*, lists the existing land uses within the City of Industry and SOI. As shown in Table 3-3, the City is currently home to 463 people and has 63,782 jobs; an additional 40 residents and 4,959 jobs are within the City's SOI.

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#### Current General Plan

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.

#### Current General Plan Land Use Designations

Figure 3-5, *Current Land Use Plan*, shows the existing land use designations of the current General Plan. The City of Industry General Plan Land Use Map contains four land use designations: Industrial, Commercial, Institutional, and Recreation and Open Space. However, the Land Use Element mentions only the Industrial and Commercial land use designations and adds a discussion of Parks and Recreation, Industrial Exhibit/Conference Center, Civic-Financial Center, and utility systems. The General Plan policies did not limit the location of allowable commercial development within the Industrial land use designation. The General Plan does not include building intensity standards, such as maximum floor area ratio (FAR), but does establish the employment base as the metric for population density. 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. The amount of acreage by land use designation is detailed in Table 5.9-1, *Current General Plan Land Use Designations*.

**Table 5.9-1**  
**Current General Plan Land Use Designations**

<i>Land Use Designation</i>	<i>Acres</i>	<i>Percent of City</i>
Industrial	6,222.4	80.7%
Commercial	32.5	0.4%
Institutional	44.8	0.6%
Recreation and Open Space	624.8	8.1%
Right-of-Way	782.1	10.2%
<b>Total</b>	<b>7,706.6</b>	<b>100%</b>

#### Land Use Designations within Industry's Sphere of Influence

There are three General Plan/Area Plans that provide direction for the future use of the land within Industry's SOI, as shown in Table 5.9-2, *General Plan Designations for Sphere of Influence*. Industry's SOI is largely planned for industrial uses except for a residential pocket near Vineland Avenue and open space near Peck Road and the Walnut Creek Wash.

**Table 5.9-2  
Existing General Plan Designations for Sphere of Influence**

<i>Land Use Designation</i>	<i>Acres</i>	<i>Percent of SOI</i>
<b>LA County General Plan</b>		
Low Density Residential (1–6 du/ac)	11.7	2.2%
Major Commercial	1.2	0.2%
Major Industrial	132.6	25.1%
Open Space	126.8	24.0%
Transportation Corridor	8.6	1.6%
<b>Hacienda Heights Community Plan</b>		
Light Industrial	28.0	5.3%
Public and Semipublic Facilities	2.8	0.5%
<b>LA Community Plan</b>		
Industrial	131.7	24.9%
Transportation Corridor	10.2	1.9%
<b>Other</b>		
Right-of-Way	75.5	14.3%
<b>Total</b>	<b>529.1</b>	<b>100%</b>

**Existing Zoning Code and Designations**

While the General Plan's function is to guide the overall form of the City, the City's Zoning Code (Title 17 of the Municipal Code) is the primary tool for implementing the General Plan. The Zoning Code provides development standards (e.g., building height and size); identifies permitted uses in the various zoning districts; establishes the procedures for development approvals; and specifies other land use and zoning regulations. The Zoning Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan.



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.

**Surrounding Land Uses**

The City lies between the Puente Hills on the south and the San Jose Hills to the north. Industry is bordered on the north primarily by the incorporated cities of La Puente and Walnut and to a lesser extent by Baldwin Park, West Covina, and Pomona. On the southern border lies the incorporated City of Diamond Bar and on the western border are Pico Rivera and El Monte. The City is also bordered by several unincorporated Los Angeles County communities, including Whittier Narrows, Bassett, Avocado Heights, West Puente Valley, Valinda, South San Jose Hills, South Walnut, Rowland Heights, Hacienda Heights, and North Whittier. With the exception of Diamond Bar to the east, the entire southern boundary of Industry is bordered by unincorporated Los Angeles County. It is notable that all along the Industry boundary and throughout the City there are islands and pockets of unincorporated county land—some as small as only a few lots.

**Applicable Plans and Regulations**

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the City of Industry General Plan Update are summarized below.

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#### **State**

##### *State Planning Law*

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city, and of any land outside its boundaries (SOI) that in the planning agency's judgment bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law (as provided California Government Code Section 65300) should be examined to determine if there are environmental issues within the community that the General Plan should address, including but not limited to hazards and flooding.

#### **Regional**

##### *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 Southern California Air Quality Management District (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.

The City's General Plan Update is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook–November 1995 and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. Therefore, this section addresses the project's consistency with the applicable regional planning guidelines and policies.

##### *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 some of the applicable advisory and voluntary goals of the 2008 RCP is provided in the analysis for Impact 5.9-1.

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#### *Regional Transportation Plan/Sustainable Communities Strategy*

On April 4, 2012, SCAG adopted the 2012-235 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/SCS. The RTP/SCS vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around (SCAG 2011). The proposed project’s consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.9-3.

#### *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 for southern California’s future can be implemented toward improving measures of 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).

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 Table 5.9-4.



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#### 5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: LU-1 and LU-3. These impacts will not be addressed in the following analysis.

#### 5.9.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

**IMPACT 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. [THRESHOLD LU-2]**

#### **Impact Analysis:**

#### **State Planning Law Consistency Analysis**

As previously noted, state planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city and of any land outside its boundaries (SOI). Specifically, California Government Code Section 65302 requires that a general plan consist of a statement of development policies and include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. Section 63052 also requires that a general plan address seven elements or topics (land use, circulation, safety, conservation, open space, noise and housing), but allows some discretion on the arrangement and content. Additionally, on September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law and became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The City of Industry General Plan Update has been prepared in accordance with state planning law, as provided in California Government Code Section 65300. The General Plan Update is meant to be a framework for guiding planning and development in Industry for the next 20 or more years and can be thought of as the blueprint for the City's growth and development. The General Plan Update is comprehensive both in its geography and subject matter. It addresses the entire territory within the City's boundaries as well as areas outside of its boundaries that relate to its planning activities (SOI). The General Plan Update also addresses the full spectrum of issues associated with the management of the City.

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Figure 3-6, *Proposed Land Use Plan*, shows the proposed land use designations of the General Plan Update. As shown in Figure 3-6, the proposed land use plan would consist of a total of four land use designations: Commercial, Employment, Institutional, and Open Space and Recreation. The proposed land use plan and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the City and its SOI. Table 3-5, *Estimated Buildout Statistics of Proposed Land Use Plan*, lists the buildout (post-2035 scenario) statistics of the proposed land use plan and describes the proposed land use designations and intensity standards.

The Industry General Plan Update is consistent with Section 65302 as it addresses the seven required topics through five elements (land use, circulation, resource management, safety, and housing), with the exception of the Housing Element. The last City of Industry 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 update to the General Plan. The General Plan Update also includes forecasts of long-term conditions and outlines development goals and policies, exhibits and diagrams, and text setting forth objectives, principles, standards, and plan proposals throughout the various elements of the General Plan. Additionally, the Industry General Plan Update is consistent with AB 1358 because Complete Streets is one of the key components in the Circulation Element of the General Plan Update. Refer to Section 5.13, *Transportation and Traffic*, for a detailed discussion of the Industry General Plan Update's consistency with AB 1358.

Furthermore, each of the specific and applicable requirements in the state planning law (California Government Code Section 65300) have been examined and considered to determine if there are environmental issues within the community that the General Plan Update should address, including but not limited to hazards and flooding. The various environmental issues associated with the proposed project (air quality, hazards, flooding, traffic, etc.) are addressed in their respective topical sections in Chapter 5.



### SCAG RCP Consistency Analysis

As previously noted, the 2008 SCAG RCP is an advisory document to local agencies in the southern California region for their information and voluntary use while preparing local plans and handling local issues of regional significance. Below is an assessment of the proposed General Plan Update's relationship to some of the applicable advisory and voluntary land use goals in various chapters of SCAG's RCP.

- ***Incorporating Compass Blueprint principles by integrating land use and transportation planning.*** The General Plan Update encourages development and redevelopment that integrates land use and transportation to create compatibility between transportation corridors and networks and land uses that would be supported by them. Policies that encourage this include LU2-1, C1-1, C1-4, C1-5, C2-1, C2-2, C2-4, C2-6, C2-7, C2-8, C3-1, C3-2, C3-3, and C3-4.
- ***Focusing growth in existing and emerging centers and along major transportation corridors. Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.*** Areas in need of revitalization exist through the City. Redevelopment in these areas under the General Plan Update focuses on improving commercial and industrial conditions and transportation routes to create more vibrant and productive areas. Additionally, the General Plan Update also focuses on enhancing and improving City business retention and attraction and the recycling and/or redevelopment of aging structures to meet contemporary market needs. Policies that support this type of growth and redevelopment include LU4-1, LU5-2, C1-4, C2-4, C2-6, C2-7, C3-1, and RM1-1.

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- **Preserving existing, stable, single-family neighborhoods.** Some areas of Industry have a number of single- and multifamily residences that are important for the City's identity and quality of life. The majority of residential units are in Industry Hills and others are scattered in various locations throughout the City (see Figure 3-3, *Existing Land Uses*). All of these residences currently exist in areas that are not designated for residential land use. Although there is no residential land use designation, the proposed General Plan Update would allow for existing single- and multifamily residences to remain as legal nonconforming uses. The City is also committed to retaining, preserving, and improving its existing housing stock. The City's Code Enforcement, Infrastructure Maintenance, Housing Rehabilitation and Maintenance Assistance, and Zoning Consistency programs encourage and support property owners' efforts to maintain or improve their homes. The City's objective is that all 59 of the existing units be preserved, improved and replaced if necessary. Policies that support existing housing and neighborhood preservation are LU1-1, LU3-1, LU3-2, LU5-1, C2-1, RM1-1, RM3-3, RM3-4, S4-3, and S6-3.
- **Protecting important open space, environmentally sensitive areas, and agricultural lands from development.** The majority of the land area in the City has been developed with industrial, commercial, and business-oriented land uses. Open space areas in the City are used as golf courses and for waterways. There are few areas left undeveloped in the City of Industry. The largest is the eastern portion of Industry, designated as the Industry Business Center (IBC). This area is dominated by annual grassland and is not known to have sensitive species but it does contain areas of natural habitat that would support sensitive species. The current land use designation of the IBC site is Industrial, and it would be designated Employment under the General Plan Update. The site is slated for development under previously adopted development plans. However, future development of the IBC site would be required to adhere to the mitigation measures associated with impacts to biological resources, as outlined in the 2004 IBC EIR. The Industry Hills 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. These uses would remain as they exist under the General Plan Update and so would the land use designation of Recreation and Open Space. In western Industry, there 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. There are some parcels of land throughout the City used for agricultural purposes but these areas are not zoned or designated for farmland or agricultural use in any other way. The proposed General Plan Update would allow for existing agricultural uses to continue as an interim use. Additionally, as outlined in implementation measure IMP-1 of the General Plan Implementation Plan, the City would amend the Municipal Code to add a Recreation/Open Space zoning category, which would allow commercial recreation uses such as: golf courses, parks, trails and bikeways, and open space. Policies that support open space preservation and agricultural uses include C2-4, RM3-1, RM3-2, and RM3-3.

As demonstrated in the above analysis, the proposed General Plan Update would be consistent with the applicable and advisory and voluntary RCP policies. Therefore, implementation of the General Plan Update would not result in significant land use impacts related to relevant advisory and voluntary RCP policies.

### SCAG 2012-2035 RTP/SCS Consistency Analysis

Table 5.9-3 provides an assessment of the proposed General Plan Update's relationship to pertinent 2012-2035 SCAG RTP/SCS goals. Relevant policies from the General Plan Update elements are included. The analysis in the table concludes that the proposed General Plan Update would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the General Plan Update would not result in significant land use impacts related to relevant RTP/SCS goals.

**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>RTP/SCS G1</b>	Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.	Not applicable
<b>RTP/SCS G2</b>	Maximize mobility and accessibility for all people and goods in the region.	<p><b>Consistent:</b> The transportation networks in Industry would be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Los Angeles County Congestion Management Program</li> <li>• Los Angeles County Department of Public Works Traffic Impact Analysis Guidelines</li> <li>• Caltrans Traffic Impact Studies Guidelines</li> <li>• Caltrans Highway Capacity Manual</li> <li>• SCAG Regional Transportation Plan</li> </ul> <p>Additionally, the City of Industry is required by the California Government Code to coordinate its Circulation Element with regional transportation plans. The Circulation Element is a comprehensive transportation management strategy that addresses infrastructure capacity.</p> <p>The Circulation Element of the General Plan Update contains policies that provide specific guidance on how to improve mobility in the City.</p> <p>Refer to Section 5.13, <i>Transportation and Traffic</i>, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.</p>	<p><b>C1-1:</b> Roadways in Industry will:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards</li> <li>• Meet the needs of multiple transportation modes and users</li> <li>• Reflect the context and desired character of the surrounding land uses</li> <li>• Be maintained in accordance with best practices and City standards</li> </ul> <p><b>C1-2:</b> Maintain a peak-hour LOS D at intersections identified on the Roadway Classification Plan.</p> <p><b>C1-3:</b> Maintain and rehabilitate the circulation system as necessary and as funding is available, with a focus on identifying and improving roadways and intersections that are approaching or have reached unacceptable levels of service.</p> <p><b>C1-4:</b> Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure.</p> <p><b>C1-5:</b> Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan.</p> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-2:</b> Provide and designate off-street multipurpose sidewalks and trails as the primary paths of bicycle travel.</p> <p><b>C2-3:</b> Upgrade roadways as necessary to the required street section standards through the development review process or as public funding permits.</p>



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**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable  
Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
			<p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-6:</b> Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.</p> <p><b>C2-7:</b> If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.</p> <p><b>C2-8:</b> Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.</p> <p><b>C3-1:</b> Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p> <p><b>C3-2:</b> Help identify and implement feasible solutions to long-term regional transportation problems.</p> <p><b>C3-3:</b> Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.</p> <p><b>C3-4:</b> Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.</p> <p><b>C4-1:</b> Continue to design public roadways to accommodate trucks.</p>

**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
			<p><b>C4-2:</b> Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.</p> <p><b>C4-3:</b> Continue to pursue grade separation for railroad crossings on designated streets.</p>
<b>RTP/SCS G3</b>	Ensure travel safety and reliability for all people and goods in the region.	<p><b>Consistent:</b> All modes of public and commercial transit would be required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Industry, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS G2.</p> <p>The Circulation Element of the General Plan Update provides guidance and policies that promote the safe movement of people and goods with importance placed on pedestrian safety as well as vehicular safety.</p>	Policies listed under RTP/SCS G2 apply to this goal.
<b>RTP/SCS G4</b>	Preserve and ensure a sustainable regional transportation system.	<p><b>Consistent:</b> All new roadway developments and improvements to the existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. Additionally, the regional plans mentioned in the analysis for RTP/SCS G2 would be applicable to the design and development of the regional roadway network.</p> <p>The Circulation Element of the General Plan Update encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system.</p>	<p><b>C1-5:</b> Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan.</p> <p><b>C2-6:</b> Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.</p> <p><b>C2-7:</b> If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.</p>



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**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable  
Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
			<p><b>C2-8:</b> Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.</p> <p><b>C3-2:</b> Help identify and implement feasible solutions to long-term regional transportation problems.</p> <p><b>C3-3:</b> Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.</p> <p><b>C3-4:</b> Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.</p> <p><b>C4-2:</b> Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.</p>
<b>RTP/SCS G5</b>	Maximize the productivity of our transportation system.	<p><b>Consistent:</b> The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Engineering Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis.</p> <p>The City also strives to maximize productivity of the region's public transportation system (i.e., bus, rail, and bicycle) for residents, visitors, and workers coming into and out of Industry. As shown in Figure 5.13-7, <i>Bicycle and Pedestrian Plan</i>, certain areas of the City are served by trails and bicycle routes. The figure also depicts a conceptual transportation corridor that could be developed by others. As shown in Figure 5.13-5, <i>Public Transit Plan</i>, the City is served by a number of public transit routes and facilities.</p>	Policies listed under RTP/SCS G2 apply to this goal.

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### LAND USE AND PLANNING

**Table 5.9-3**  
**Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		<p>Additionally, redevelopment in existing areas in need of revitalization focuses on improving commercial and industrial conditions and transportation routes to create more vibrant and productive areas.</p> <p>The Circulation Element of the General Plan Update contains guidance and policies to improve the City's transportation system.</p>	
<b>RTP/SCS G6</b>	Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<p><b>Consistent:</b> The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the new 2010 Green Building Standards Code (CALGreen), which became effective on January 1, 2011.</p> <p>The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, rail, and bicycle) for residents, visitors, and workers coming into and out of Industry. As shown in Figure 5.13-7, <i>Bicycle and Pedestrian Plan</i>, certain areas of the City are served by trails and bicycle routes. The figure also depicts a conceptual transportation corridor that could be developed by others. As shown in Figure 5.13-5, <i>Public Transit Plan</i>, the City is served by a number of public transit routes and facilities.</p> <p>Further, the close proximity of existing and future housing units in the surrounding communities and region to employment and commercial uses envisioned by the General Plan Update would reduce vehicle trips, and thereby reduce air quality and traffic impacts and greenhouse gas emissions.</p>	<p><b>LU2-6:</b> Support the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects.</p> <p><b>LU3-1:</b> Minimize impacts (including noxious fumes, air pollutants, excessive noise, and hazardous materials) to non-business uses through the use of land use regulations, site planning, and design controls.</p> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-5:</b> Encourage and facilitate the use of public transportation to reduce emissions associated with the use of automobiles.</p> <p><b>C3-1:</b> Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p> <p><b>C4-3:</b> Continue to pursue grade separation for railroad crossings on designated streets.</p>



## 5. Environmental Analysis

### LAND USE AND PLANNING

**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable  
Communities Strategy Goals**

<b>Goal Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		The Land Use, Circulation, and Resource Management Elements of the General Plan Update contain guidance and policies to improve and protect the region's air quality and environment and promote energy efficiency.	<p><b>RM1-2:</b> Encourage the use of recycled water.</p> <p><b>RM1-3:</b> Encourage the conservation of water resources through the use of drought-tolerant plants and water-saving irrigation systems.</p> <p><b>RM1-4:</b> Require the control and management of urban runoff, consistent with Regional Water Quality Control Board and Los Angeles County MS4 Permit regulations.</p> <p><b>RM1-7:</b> Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region.</p> <p><b>RM2-2:</b> Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.</p> <p><b>RM2-3:</b> Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve greenhouse gas reduction targets.</p> <p><b>RM3-5:</b> Continue the City's street planting and tree maintenance programs.</p> <p><b>RM4-1:</b> Meet or exceed AB 939 requirements.</p> <p><b>RM4-2:</b> Prohibit the disposal of hazardous and electronic waste into the municipal waste stream.</p> <p><b>S4-1:</b> Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.</p>

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### LAND USE AND PLANNING

**Table 5.9-3**  
**Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

<i>Goal Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
			<b>S4-2:</b> Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
<b>RTP/SCS G7</b>	Actively encourage and create incentives for energy efficiency, where possible.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.	Not applicable
<b>RTP/SCS G8</b>	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent:</b> See response to RTP/SCS G6.	Policies listed under RTP/SCS G6 apply to this goal.
<b>RTP/SCS G9</b>	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<p><b>Consistent:</b> Industry would conduct monitoring of existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Los Angeles County Department of Public Works, Caltrans, SCAG) would work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Los Angeles' emergency management plans developed in accordance with the state and federal mandated emergency management regulations.</p> <p>The Circulation and Safety Elements of the General Plan Update contain guidance and policies for a safe and efficient transportation system.</p>	<p><b>C1-1:</b> Roadways in Industry will:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards</li> <li>• Meet the needs of multiple transportation modes and users</li> <li>• Reflect the context and desired character of the surrounding land uses</li> <li>• Be maintained in accordance with best practices and City standards</li> </ul> <p><b>C1-5:</b> Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan.</p> <p><b>C3-2:</b> Help identify and implement feasible solutions to long-term regional transportation problems.</p> <p><b>C3-3:</b> Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.</p> <p><b>C3-4:</b> Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.</p> <p><b>C4-2:</b> Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.</p>



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### LAND USE AND PLANNING

**Table 5.9-3  
Consistency with SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Goals**

<i>Goal Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
			<p><b>C4-3:</b> Continue to pursue grade separation for railroad crossings on designated streets.</p> <p><b>S5-1:</b> Coordinate with and support the County OEM in preparing and implementing the OAERP.</p>

Source: 2012-2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

### SCAG Compass Growth Vision Consistency Analysis

Table 5.9-4 provides an assessment of the proposed General Plan Update's relationship to advisory SCAG CGV principles. Relevant policies from General Plan Update elements are included. The analysis contained in the table concludes that the General Plan Update would be consistent with the advisory CGV principles. Therefore, implementation of the General Plan Update would not result in significant land use impacts related to the advisory CGV principles.

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<i>Principle Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
<b>Improve Mobility for All Residents</b>			
<b>GV P1.1</b>	Encourage transportation investments and land use decisions that are mutually supportive.	<p><b>Consistent:</b> Land uses and transportation networks would complement each other and would follow overarching goals of local and regional transportation plans. For example, the existing and proposed land uses of the General Plan Update would be near Metro and Foothill Transit lines, stations, and centers (see Figure 5.13-5, <i>Public Transit Plan</i>); thereby, providing residents and employees of the City with a convenient and alternative way to commute to jobs and locations throughout the City and surrounding areas.</p> <p>Additionally, as development continues to mature throughout the City, sufficient demand may be generated to support additional bus lines or a change in existing routes. The City would work with the appropriate transportation agencies to coordinate any changes that would be necessary to the public transit system.</p>	<p><b>C1-1:</b> Roadways in Industry will:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards</li> <li>• Meet the needs of multiple transportation modes and users</li> <li>• Reflect the context and desired character of the surrounding land uses</li> <li>• Be maintained in accordance with best practices and City standards</li> </ul> <p><b>C1-4:</b> Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure.</p> <p><b>C1-5:</b> Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan.</p>

## 5. Environmental Analysis

### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		<p>The City will also work with local and regional transit agencies to develop and enhance the transit corridors in and around the City in order to maintain an acceptable level of service, support the growth and diversity of land uses, and reduce the need for additional vehicle trips.</p>	<p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-2:</b> Provide and designate off-street multipurpose sidewalks and trails as the primary paths of bicycle travel.</p> <p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-6:</b> Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.</p> <p><b>C2-7:</b> If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.</p> <p><b>C2-8:</b> Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.</p> <p><b>C3-1:</b> Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p> <p><b>C3-2:</b> Help identify and implement feasible solutions to long-term regional transportation problems.</p> <p><b>C3-3:</b> Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects.</p>



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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
			<p><b>C3-4:</b> Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP.</p> <p><b>C4-1:</b> Continue to design public roadways to accommodate trucks.</p> <p><b>C4-2:</b> Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.</p> <p><b>C4-3:</b> Continue to pursue grade separation for railroad crossings on designated streets.</p>
<b>GV P1.2</b>	Locate new housing near existing jobs and new jobs near existing housing.	<p><b>Consistent:</b> The majority of the City is built out and consists mostly of industrial-, commercial-, and business-oriented land uses. Pockets of residential areas exist in Industry Hills, and others are scattered in various locations throughout the City (see Figure 3-3, <i>Existing Land Uses</i>). While the 1971 General Plan focused on developing largely vacant land, the General Plan Update focuses on enhancing and improving City business retention and attraction. The efforts of the General Plan Update would improve the City's ability to continue to provide a variety of employment opportunities for existing residents within the City and to those in surrounding communities, which are generally considered housing rich and jobs poor.</p> <p>Additionally, according to the 2010 RTP figures produced by SCAG, the San Gabriel Valley subregion has a jobs-to-housing ratio of 1.25 without the City of Industry and 1.40 with the City. A ratio close to 1.50 is considered a healthy balance. Therefore, the employment opportunities that would be generated by the various employment-inducing land uses under the General Plan Update would further contribute to the improvement of the existing jobs/housing ratio in the San Gabriel Valley subregion, resulting in a significantly more balanced and healthier jobs/housing ratio.</p>	<p><b>LU1-1:</b> Accommodate business and employment uses as the primary land use within Industry.</p> <p><b>LU2-2:</b> Attract the establishment and continuation of businesses that bring new jobs and improve sales tax revenue, particularly those that increase the City's share of growing sectors of the regional and global economy. Encourage businesses that contribute to a professional environment and enhance the overall value of Industry as a place to conduct business.</p>

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### LAND USE AND PLANNING

**Table 5.9-4**  
**Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		<p>Further, implementation of the General Plan Update would further the vision and objective of the City to be an employment base and commercial and business hub for the San Gabriel Valley and Los Angeles metropolitan area by providing employment opportunities to surrounding communities through its various employment-inducing land uses.</p> <p>See Section 5.11, <i>Population and Housing</i>, for a detailed jobs/housing analysis.</p>	
<b>GV P1.3</b>	Encourage transit-oriented development.	<p><b>Consistent:</b> The majority of the City is built out and consists mostly of industrial, commercial, and business-oriented land uses, with some scattered residential. While the 1971 General Plan focused on developing largely vacant land, the General Plan Update focuses on enhancing and improving City business retention and attraction. The land use plan of the General Plan Update (see Figure 3-6, <i>Proposed Land Use Plan</i>) does not include designations or provisions for residential uses in either traditional or mixed-use form or as transit-oriented development. The efforts of the General Plan Update focus on improving the City’s ability to continue to provide a variety of industrial, commercial, and business-oriented employment opportunities for existing residents within the City and to those in surrounding communities.</p> <p>Additionally, one cannot view Industry alone since on a regional basis as it serves as an employment base for the residents of the surrounding communities. Roughly, 70 percent of the employees in the City live in east, southwest and upper San Gabriel Valley and in the City of Whittier.</p> <p>However, the General Plan Update does encourage development and redevelopment that integrates land use and transportation to create compatibility between transportation corridors and networks and land uses that would be supported by them.</p>	<p><b>C2-6:</b> Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.</p> <p><b>C2-7:</b> If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.</p> <p><b>C2-8:</b> Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.</p> <p><b>C3-1:</b> Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p>



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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P1.4</b>	Promote a variety of travel choices.	<p><b>Consistent:</b> Although the majority of the City and its circulation system are built out, the General Plan Update strives to maximize productivity of the regions public transportation system (i.e., bus, rail, and bicycle) for residents, visitors and workers coming into and out of Industry. As shown in Figure 5.13-7, <i>Bicycle and Pedestrian Plan</i>, certain areas of the City are served by trails and bicycle routes. The figure also depicts a conceptual transportation corridor that could be developed by others. As shown in Figure 5.13-5, <i>Public Transit Plan</i>, the City is served by a number of public transit routes and facilities. Public transit networks would be maintained and expanded to meet the needs of all people and employees residing in the City. Existing transit corridors would be maintained and enhanced to promote the use of a variety of travel options, including, but not limited to, the use of bicycle and pedestrian paths, buses, and rail.</p> <p>Additionally, redevelopment in existing areas in need of revitalization focuses on improving transportation routes to create more vibrant and productive areas.</p>	<p><b>C1-1:</b> Roadways in Industry will:</p> <ul style="list-style-type: none"> <li>• Comply with federal, state, and local design and safety standards</li> <li>• Meet the needs of multiple transportation modes and users</li> <li>• Reflect the context and desired character of the surrounding land uses</li> <li>• Be maintained in accordance with best practices and City standards</li> </ul> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-2:</b> Provide and designate off-street multipurpose sidewalks and trails as the primary paths of bicycle travel.</p> <p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-6:</b> Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station.</p> <p><b>C2-7:</b> If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts.</p> <p><b>C2-8:</b> Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry.</p> <p><b>C3-1:</b> Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.</p>

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**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<i>Principle Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
<b>Foster Livability in All Communities</b>			
<b>GV P2.1</b>	Promote infill development and redevelopment to revitalize existing communities.	<p><b>Consistent:</b> Areas in need of revitalization exist through the City. Redevelopment in these areas under the General Plan Update focuses on improving commercial and industrial conditions, and transportation routes to create more vibrant and productive areas.</p> <p>Additionally, the General Plan Update also focuses on enhancing and improving City business retention and attraction, and the recycling and/or redevelopment of aging structures to meet contemporary market needs.</p>	<p><b>LU2-5:</b> Maximize the competitive advantage of locating a business in Industry by (LU2-5):</p> <ul style="list-style-type: none"> <li>• Constructing and maintaining adequate infrastructure and services</li> <li>• Utilizing all available redevelopment agency tools</li> </ul> <p><b>LU2-6:</b> Support the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects.</p> <p><b>LU4-2:</b> Allow flexibility in the application of development standards for those uses that support the Vision and when necessary to minimize impacts on surrounding uses.</p> <p><b>LU5-1:</b> Maintain a high quality appearance and functionality of public lands, properties, and rights-of-way, including sidewalks, street trees/landscaping, curbs, and street lighting.</p> <p><b>LU5-2:</b> Design new and, when necessary, retrofit existing streets and public rights-of-way to maintain a high quality, professional appearance.</p> <p><b>LU5-4:</b> Maintain a professional appearance on private lands through application of standards that address landscape, building, and signage treatments.</p>



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**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P2.2</b>	Promote developments which provide a mix of uses.	<b>Consistent:</b> While the 1971 General Plan focused on developing largely vacant land, the General Plan Update focuses on enhancing and improving City business retention and attraction. The efforts of the General Plan Update focus on improving the City's ability to continue to provide a variety of industrial, commercial, and business-oriented employment opportunities for existing residents within the City and to those in surrounding communities.	<p><b>LU1-2:</b> Permit limited ancillary uses on industrial sites, such as limited office use and showrooms, as necessary to support basic industrial activities.</p> <p><b>LU2-2:</b> Attract the establishment and continuation of businesses that bring new jobs and improve sales tax revenue, particularly those that increase the City's share of growing sectors of the regional and global economy. Encourage businesses that contribute to a professional environment and enhance the overall value of Industry as a place to conduct business.</p> <p><b>LU4-1:</b> Maintain clear development standards but allow flexibility in their application to achieve the Vision.</p>
<b>GV P2.3</b>	Promote "people scaled," walkable communities.	<p><b>Consistent:</b> Although the majority of the City is built out and consists mostly of industrial, commercial, and business-oriented land uses, some areas of Industry have a number of single- and multifamily residences. All of these residences currently exist in areas that are not designated for residential land use. However, although there is no residential land use designation, the proposed General Plan Update would allow for existing single- and multifamily residences to remain as legal nonconforming uses. No expansion of or modifications to the existing residential communities would occur under the General Plan Update.</p> <p>Additionally, one cannot view Industry alone since on a regional basis it serves as an employment base for the residents of the surrounding communities. Roughly, 70 percent of the employees in the City live in east, southwest and upper San Gabriel Valley and in the City of Whittier.</p>	<p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-2:</b> Provide and designate off-street multipurpose sidewalks and trails as the primary paths of bicycle travel.</p>

**Table 5.9-4**  
**Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P2.4</b>	Support the preservation of stable, single-family neighborhoods.	<p><b>Consistent:</b> Although the majority of the City is built out and consists mostly of industrial, commercial, and business-oriented land uses, some areas of Industry Hills have a number of single- and multifamily residences that are important for the City's identity and quality of life. The majority of residential units are in Industry Hills, and others are scattered in various locations throughout the City (See Figure 3-3, <i>Existing Land Uses</i>). All of these residences currently exist in areas that are not designated for residential land use. However, although there is no residential land use designation, the proposed General Plan Update would allow for existing single- and multifamily residences to remain as legal nonconforming uses.</p> <p>The City is also committed to retaining, preserving, replacing, and improving its existing housing stock. The City's Code Enforcement, Infrastructure Maintenance, Housing Rehabilitation and Maintenance Assistance, and Zoning Consistency programs encourage and support property owners' efforts to maintain or improve their homes. The City's objective is that all of the existing units be preserved, improved, and replaced if necessary.</p>	<p><b>LU3-1:</b> Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.</p> <p><b>LU3-2:</b> Consider proposals by others to increase the recreational value of and access to flood control channels.</p> <p><b>LU3-3:</b> Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.</p> <p><b>C2-3:</b> Upgrade roadways as necessary to the required street section standards through the development review process or as public funding permits.</p> <p><b>RM1-1:</b> Work with local water providers to construct, maintain, and upgrade our water supply, transmission, storage, and treatment facilities to support existing and new development.</p> <p><b>RM2-4:</b> Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.</p> <p><b>RM3-3:</b> Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.</p> <p><b>RM3-5:</b> Continue the City's street planting and tree maintenance programs.</p> <p><b>S4-3:</b> Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.</p> <p><b>S6-2:</b> Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.</p>



## 5. Environmental Analysis

### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<i>Principle Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
			<p><b>S6-3:</b> Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.</p> <p>Additional, the following 2008 Housing Element policies would apply.</p> <p><b>Policy 2.1:</b> Enforce zoning and building code requirements to require property owners to maintain dwellings in a safe and sanitary condition to enhance the livability and appearance of neighborhoods.</p> <p><b>Policy 2.2:</b> Continue to maintain infrastructure and provide public services to existing residential areas in a manner that enhances neighborhood stability.</p> <p><b>Policy 2.3:</b> Provide information to homeowners and landlords regarding the Housing Rehabilitation Grant Program and energy conservation techniques possible through retrofitting and rehabilitation.</p> <p><b>Policy 2.4:</b> Provide financial assistance to homeowners and landlords for property maintenance, rehabilitation and improvements.</p> <p><b>Policy 3.1:</b> Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.</p> <p><b>Policy 3.2:</b> Support efforts to ensure that housing is available to all segments of the community without regard to race, color, ancestry or national origin, religion, marital status, age or disability.</p>

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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>Enable Prosperity for All People</b>			
<b>GV P3.1</b>	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<b>Consistent:</b> See response to Goal GV P2.4. Additionally, refer to Section 5.11, <i>Population and Housing</i> , for an assessment of the City's housing needs and how they are being met.	<b>Policy 3.3:</b> Financially assist the elderly and physically disabled in the removal of architectural barriers in existing residential units through the Housing Rehabilitation Grant Program.
<b>GV P3.2</b>	Support educational opportunities that promote balanced growth.	<p><b>Consistent:</b> The City of Industry is within the service area of seven public school districts (see Figure 5.12-2, <i>School Districts and Public School Locations</i>) and five school campuses are located within the City's boundaries. The existing residential units within Industry are minimal and are scattered throughout the City (see Figure 3-3, <i>Existing Land Uses</i>).</p> <p>The General Plan Update does not directly increase residential growth in the City and therefore would not directly increase the need for educational services, facilities, and opportunities. However, opportunities for education would continue to be provided for residents of the City through the various school districts and schools campuses that serve the City. Additionally, the school districts serving Industry would expand their facilities based on the school-aged population projections and needs assessments for the area. The City is also home to a number of private schools and colleges. Furthermore, the City's General Plan Update and Zoning Code would continue to permit the development of public and private schools in certain land use designations.</p> <p>The City also hosts a variety of community programs ranging from festivals to job fairs that serve not only its own residents, but the residents of surrounding communities. Additionally, the City offers a host of education and workforce training opportunities through its many programs.</p>	<p><b>LU3-2:</b> Support the surrounding population through the sponsorship and/or provision of education- and community-building programs.</p> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>RM2-4:</b> Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided.</p> <p><b>M3-1:</b> Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.</p> <p><b>RM3-3:</b> Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.</p> <p><b>RM5-1:</b> Continue to support and enhance the Workman and Temple Family Homestead Museum.</p> <p><b>S6-3:</b> Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.</p>



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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		See Section 5.12, <i>Public Services</i> , for more details on school impacts and services.	
<b>GV P3.3</b>	Ensure environmental justice regardless of race, ethnicity or income class.	<p><b>Consistent:</b> Various elements of the General Plan Update provide policies to improve prosperity of the existing residential communities by facilitating and encouraging balanced growth and minimizing adverse environmental impacts through the use of buffers and land use regulations to prevent the placement of hazardous operations near any area where people live or work.</p> <p>The General Plan Update provides policy direction and guidance regarding noise reduction, safety, and protection from hazards uses, and other types of mitigation to reduce the environmental impacts on these communities.</p>	<p><b>LU3-1:</b> Minimize impacts (including noxious fumes, air pollutants, excessive noise, and hazardous materials) to non-business uses through the use of land use regulations, site planning, and design controls.</p> <p><b>LU3-2:</b> Support the surrounding population through the sponsorship and/or provision of education- and community-building programs.</p> <p><b>S4-1:</b> Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport.</p> <p><b>S4-2:</b> Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.</p> <p><b>S4-3:</b> Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.</p> <p><b>S6-2:</b> Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards.</p> <p><b>S6-3:</b> Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.</p>

**Table 5.9-4**  
**Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P3.4</b>	Support local and state fiscal policies that encourage balanced growth.	<b>Consistent:</b> See response to Goal GV P1.2. Additionally, Industry would follow local and state policies that guide the responsible growth of the region. The City's operating budget organizes the projects and activities funded by the City over a specific time period. Fiscal policies of the City guide the development of this budget and help maintain responsible growth based upon fiscal limitations.	<p><b>LU1-1:</b> Accommodate business and employment uses as the primary land use within Industry.</p> <p><b>LU2-2:</b> Attract the establishment and continuation of businesses that bring new jobs and improve sales tax revenue, particularly those that increase the City's share of growing sectors of the regional and global economy. Encourage businesses that contribute to a professional environment and enhance the overall value of Industry as a place to conduct business.</p>
<b>GV P3.5</b>	Encourage civic engagement.	<b>Consistent:</b> As part of the General Plan Update process, residents and business owners are actively encouraged to participate. The City's General Plan is also easily accessible to the public and includes policies that promote civic engagement. Additionally, the CEQA process and the City's entitlement review process, by their very nature, foster civic involvement and public participation. Furthermore, the City encourages civic engagement through its sponsorship of various civic/community activities and programs, such as the Youth Activities League, job fairs, and the Workman and Temple Family Homestead Museum.	<p><b>LU2-5:</b> Maximize the competitive advantage of locating a business in Industry by:</p> <ul style="list-style-type: none"> <li>• Conducting business development programs such as the Human resources, Management Operations, and Executive training luncheons and job fair</li> <li>• Continuously improve communication with the business community and emphasize service to existing businesses</li> </ul> <p><b>LU3-2:</b> Support the surrounding population through the sponsorship and/or provision of education- and community-building programs.</p> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p>
<b>Promote Sustainability for Future Generations</b>			
<b>GV P4.1</b>	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	<b>Consistent:</b> The majority of the land area in the City has been developed with industrial, commercial, and business-oriented land uses. Open space areas in the City are used as golf courses and for waterways. As shown in Table 3-3, <i>Existing Land Use Statistics</i> , of Chapter 3, <i>Project Description</i> , there are approximately 385 acres of recreation and open space in the City. As shown in Table 3-5, <i>Estimated Buildout Statistics of Proposed Land Use Plan</i> , the General Plan Update would include 794.1 acres	<p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>RM3-1:</b> Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River.</p> <p><b>RM3-2:</b> Consider proposals by others</p>



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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<i>Principle Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Update Policy</i>
		<p>of recreation and open space.</p> <p>There are few areas left undeveloped in the City of Industry. The largest is the eastern portion of Industry, designated as the Industry Business Center (IBC). This area is dominated by annual grassland and is not known to have sensitive species, but it does contain areas of natural habitat that would support sensitive species. The current land use designation of the IBC site is Industrial, and it would be designated Employment under the General Plan Update. The site is slated for development under previously adopted development plans. However, future development of the IBC site would be required to adhere to the mitigation measures associated with impacts to biological resources, as outlined in the 2004 IBC EIR.</p> <p>The Industry Hills 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. These uses would remain as they exist under the General Plan Update and so would the land use designation of Recreation and Open Space.</p> <p>In western Industry, there 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.</p> <p>There are some parcels of land throughout the City used for agricultural purposes but these areas are not zoned or designated for farmland or agricultural use in any other way. The proposed General Plan Update would allow for existing agricultural uses to continue as an interim use.</p>	<p>to increase the recreational value of and access to flood control channels.</p> <p><b>RM3-3:</b> Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan.</p>

**Table 5.9-4**  
**Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P4.2</b>	Focus development in urban centers and existing cities.	<p><b>Consistent:</b> The majority of the City is built out. While the 1971 General Plan focused on developing largely vacant land, the General Plan Update focuses on enhancing and improving City business retention and attraction, and the recycling and/or redevelopment of aging structures to meet contemporary market needs.</p> <p>Additionally, redevelopment in existing areas in need of revitalization focuses on improving commercial and industrial conditions and transportation routes to create more vibrant and productive areas.</p>	<p><b>LU2-1:</b> Focus retail commercial and office uses near major intersections and areas of high visibility.</p> <p><b>C1-4:</b> Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure.</p>
<b>GV P4.3</b>	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	<p><b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.2, <i>Air Quality</i>, 5.6, <i>Greenhouse Gas Emissions</i>, and 5.14, <i>Utilities and Service Systems</i>, appropriately address and mitigate the potential environmental impacts related to resource efficiency, pollution, and solid waste. Additionally, as outlined in these DEIR sections, implementation of the General Plan Update would adhere to local, state, and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste.</p> <p>The Resource Management Element of the General Plan Update provides information as well as goals and policies to ensure the preservation and management of natural resources (e.g., air, water), thereby assuring their long-term viability. For example, as outlined in the element, the City is aiming to continue to improve its waste diversion by meeting or exceeding the requirements of Assembly Bill (AB) 939, the Integrated Waste Management Act. In Industry, recycling and the use of recycled products are encouraged at the home, for commercial and business sectors, and in industrial areas. Methods for reducing waste in Industry include recycling of construction, consumer, green, and liquid waste.</p>	<p><b>LU2-6:</b> Support the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects.</p> <p><b>LU3-1:</b> Minimize impacts (including noxious fumes, air pollutants, excessive noise, and hazardous materials) to non-business uses through the use of land use regulations, site planning, and design controls.</p> <p><b>C2-1:</b> Maintain a multimodal system of trails that connect businesses, schools, and other key destination points.</p> <p><b>C2-4:</b> Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options.</p> <p><b>C2-5:</b> Encourage and facilitate the use of public transportation to reduce emissions associated with the use of automobiles.</p> <p><b>RM1-2:</b> Encourage the use of recycled water.</p> <p><b>RM1-3:</b> Encourage the conservation of water resources through the use of drought-tolerant plants and water-saving irrigation systems.</p> <p><b>RM1-4:</b> Require the control and</p>



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### LAND USE AND PLANNING

**Table 5.9-4  
Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
		<p>Additionally, because waste collection and disposal are considered a matter of great public concern in a city with primarily industrial and warehousing uses, the municipal code covers all aspects of integrated waste management. The current solid waste franchise for solid waste collection in the City operates a Materials Recovery Facility (MRF) for recycling. The City also uses the household hazardous waste collection programs provided by Los Angeles County.</p> <p>Further, the close proximity of existing and future housing units in the surrounding communities and region to employment and commercial uses envisioned by the General Plan Update would reduce vehicle trips, and thereby reduce air quality impacts and greenhouse gas emissions.</p>	<p>management of urban runoff, consistent with Regional Water Quality Control Board and Los Angeles County MS4 Permit regulations.</p> <p><b>RM 1-5:</b> Seek and pursue the most efficient and cost- effective means of implementing NPDES permit requirements. Allow new development projects to creatively implement NPDES standards and requirements.</p> <p><b>RM1-6:</b> Encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.</p> <p><b>RM1-7:</b> Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region.</p> <p><b>RM1-8:</b> Require the management of wastewater discharge and collection consistent with requirements adopted by the Regional Water Quality Control Board.</p> <p><b>RM2-1:</b> Comply with state building codes relative to indoor air quality.</p> <p><b>RM2-2:</b> Support efforts to reduce pollutants to meet State and Federal Clean Air Standards.</p> <p><b>RM2-3:</b> Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets.</p> <p><b>RM1-4:</b> Meet or exceed AB 939 requirements.</p> <p><b>RM4-2:</b> Prohibit the disposal of hazardous and electronic waste into the municipal waste stream.</p>

**Table 5.9-4**  
**Consistency with Compass Blueprint Regional Growth Principles**

<b>Principle Number</b>	<b>SCAG Policy</b>	<b>Compliance with Policy</b>	<b>Sample Related General Plan Update Policy</b>
<b>GV P4.4</b>	Utilize “green” development techniques	<b>Consistent:</b> Green building construction would be used where viable to create green buildings. For example, development projects would be required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the new 2010 Green Building Standards Code (CALGreen), which became effective on January 1, 2011. CALGreen requires major reductions in greenhouse gas emissions, energy consumption, and water use from all projects constructed in the state. Other forms of development that encourage a more green infrastructure would be the increased development of public transit and the inclusion of bikeways and pedestrian walkways, all outlined as policies in the General Plan Update.	The goals listed under RTP/SCS G6 and Compass Growth principle GV P1.4 apply to this principle.

Source: 2008 SCAG Regional Comprehensive Plan.



### Zoning Code Consistency Analysis

The General Plan Update provides a basis for zoning and development standards in the City's Zoning Code (Title 17 of the Municipal Code). The Zoning Code is not being updated with the General Plan; however, the land uses specified in the Zoning Code are based upon, and must be consistent with the land use policies set forth in the Land Use Element. By state law, zoning must be consistent with the general plan. This does not mean that there must be a one-to-one correlation between the general plan and zoning designations, but that the zoning categories should be related to the general plan designations.

The proposed land use plan would incorporate changes to land use designations in the City of Industry (see comparison of current and proposed General Plan land use designations shown in Figures 3-5, *Current Land Use Plan*, and 3-7, *Proposed Land Use Plan*). As shown in Figure 3-5, the existing land use plan consists of a total of four land use designations: Industrial, Commercial, Institutional, and Recreation/Open Space. As shown in Figure 3-6, the proposed land use plan would also consist of a total of four land use designations: Commercial, Employment, Institutional, and Open Space and Recreation. The City's Zoning Code currently conflicts in some areas with the existing land use plan and may conflict in some areas with the proposed land use plan, specifically in Industry Hills and along the San Gabriel River, where the zoning designation is Industrial but the existing and proposed land use designations are Recreation and Open Space. However, as outlined in implementation measure IMP-1 of the General Plan Implementation Plan, the City would amend the Municipal Code to add a Recreation/Open Space zoning category, which would allow commercial recreation uses such as: golf courses, parks, trails and bikeways, indoor and outdoor recreational facilities, and open space. Additionally, no land use conflicts exist due to the inconsistency in the Zoning Code and General Plan land use designations of these two areas, which are fully developed and/or improved.

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The Industry Hills 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. North of Temple Boulevard to Amar Road is a small pocket of the City that contains the William Workman High School (grades 9–12), small-scale industrial uses, and some commercial and storage uses. The land uses in these areas would remain as is under the General Plan Update. The areas surrounding the Industry Hills area consists mostly of residential uses with a small amount of commercial, which are compatible with the nature and uses of the Industry Hills area.

The portion of the San Gabriel River designated by the Zoning Code as Industrial consists of an improved water course that is a part of the San Gabriel River drainage system, and would remain as is under the proposed land use plan of the General Plan Update. The areas surrounding this portion of the San Gabriel River consist mostly of residential and a private golf course, which are compatible with the nature and uses of the San Gabriel River.

Therefore, allowing these two areas of the City to continue to be designated as Open Space and Recreation under the proposed land use plan of the General Plan Update would not create a conflict with the Zoning Code designations or the existing surrounding land uses. Additionally, the Zoning Code provides detailed guidance for development based on and consistent with land use policies established in the General Plan Update. Furthermore, the proposed land use plan and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the City and its SOI.

#### **5.9.4 Relevant General Plan Policies**

The following are relevant policies of the General Plan Update that are designed to reduce potential land use and planning impacts of future development in Industry. Policy number references are provided in parentheses.

#### **Land Use Element**

- Accommodate business and employment uses as the primary land use within Industry (LU1-1).
- Permit limited ancillary uses on industrial sites, such as limited office use and showrooms, as necessary to support basic industrial activities (LU1-2).
- Focus retail commercial and office uses near major intersections and areas of high visibility (LU2-1).
- Attract the establishment and continuation of businesses that bring new jobs and improve sales tax revenue, particularly those that increase the City's share of growing sectors of the regional and global economy. Encourage businesses that contribute to a professional environment and enhance the overall value of Industry as a place to conduct business (LU2-2).
- Encourage large industrial lots to be occupied by a single tenant as opposed to multiple tenants (LU2-3).
- Discourage uses that do not contribute to the sales tax base or promote a professional atmosphere, such as pawn shops, adult entertainment and product stores, check-cashing outlets, scrap metal yards, and tattoo parlors (LU2-4).
- Maximize the competitive advantage of locating a business in Industry by (LU2-5):

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### LAND USE AND PLANNING

- Constructing and maintaining adequate infrastructure and services.
  - Utilizing all available economic development tools.
  - Conducting business development programs such as the Human resources, Management Operations, and Executive training luncheons and job fair.
  - Supporting the Industry Manufacturers Council and its role in spearheading programs such as the yearly business directory, website, and newsletter.
  - Investing in activities and programs that advertise and promote Industry as a quality and desirable location for business.
  - Continuously improve communication with the business community and emphasize service to existing businesses.
- Support the use of energy-saving designs and equipment in all new development and rehabilitation or reconstruction projects (LU2-6).
  - Minimize impacts (including noxious fumes, air pollutants, excessive noise, and hazardous materials) to non-business uses through the use of land use regulations, site planning, and design controls (LU3-1).
  - Support the surrounding population through the sponsorship and/or provision of education- and community-building programs (LU3-2).
  - Maintain clear development standards but allow flexibility in their application to achieve the Vision (LU4-1).
  - Allow flexibility in the application of development standards for those uses that support the Vision and when necessary to minimize impacts on surrounding uses (LU4-2).
  - Maintain a high quality appearance and functionality of public lands, properties, and rights-of-way, including sidewalks, street trees/landscaping, curbs, and street lighting (LU5-1).
  - Design new and, when necessary, retrofit existing streets and public rights-of-way to maintain a high quality, professional appearance (LU5-2).
  - Prohibit outside storage and mechanical equipment that is visible from the street (LU5-3).
  - Maintain a professional appearance on private lands through application of standards that address landscape, building, and signage treatments (LU5-4).



#### **Circulation Element**

- Roadways in Industry will:
  - Comply with federal, state, and local design and safety standards
  - Meet the needs of multiple transportation modes and users
  - Reflect the context and desired character of the surrounding land uses
  - Be maintained in accordance with best practices and City standards C1-1)
- Maintain a peak-hour LOS D at intersections identified on the roadway classification plan (C1-2).

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### LAND USE AND PLANNING

- Maintain and rehabilitate the circulation system as necessary and as funding is available, with a focus on identifying and improving roadways and intersections that are approaching or have reached unacceptable levels of service (C1-3).
- Ensure that the location, intensity, and timing of development are consistent with the provision of adequate transportation infrastructure (C1-4).
- Coordinate with Caltrans, SCAG, neighboring jurisdictions, and others to identify, fund, and implement needed improvements to roadways identified in the roadway classification plan (C1-5).
- Maintain a multimodal system of trails that connect businesses, schools, and other key destination points (C2-1).
- Provide and designate off-street multipurpose sidewalks and trails as the primary paths of bicycle travel (C2-2).
- Upgrade roadways as necessary to the required street section standards through the development review process or as public funding permits (C2-3).
- Explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, drainage corridors, road rights-of-way, and other potential options (C2-4).
- Encourage and facilitate the use of public transportation to reduce emissions associated with the use of automobiles (C2-5).
- Maintain a proactive working partnership with Metro and Foothill Transit to ensure the continued improvement of transit services provided to Industry. Encourage the extension of Metro and/or Foothill Transit service lines to provide a direct stop at the Industry Metrolink Station (C2-6).
- If dictated by Metro or Foothill Transit, require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts (C2-7).
- Encourage the development and expansion of the Metro Rail Gold Line, Metrolink, and high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Industry (C2-8).
- Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City (C3-1).
- Help identify and implement feasible solutions to long-term regional transportation problems (C3-2).
- Coordinate with the railroads, Caltrans, SCAG, Metro, ACE, and other transportation agencies when necessary to design, fund, and complete regional projects (C3-3).
- Work with Caltrans, the Metro, and surrounding jurisdictions to implement the RTP, Master Plan of Arterial Highways, and CMP (C3-4).
- Continue to design public roadways to accommodate trucks (C4-1).

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- Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system (C4-2).
- Continue to pursue grade separation for railroad crossings on designated streets (C4-3).

#### Resource Management Element

- Work with local water providers to construct, maintain, and upgrade our water supply, transmission, storage, and treatment facilities to support existing and new development (RM1-1).
- Encourage the use of recycled water (RM1-2).
- Encourage the conservation of water resources through the use of drought-tolerant plants and water-saving irrigation systems (RM1-3).
- Require the control and management of urban runoff, consistent with Regional Water Quality Control Board and Los Angeles County MS4 Permit regulations (RM1-4).
- Seek and pursue the most efficient and cost-effective means of implementing NPDES permit requirements. Allow new development projects to creatively implement NPDES standards and requirements (RM1-5).
- Encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems (RM1-6).
- Protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer. Cooperate with federal, state, and local agencies that are charged with improving water quality in the region (RM1-7).
- Require the management of wastewater discharge and collection consistent with requirements adopted by the Regional Water Quality Control Board (RM1-8).
- Comply with state building codes relative to indoor air quality (RM2-1).
- Support efforts to reduce pollutants to meet State and Federal Clean Air Standards (RM2-2).
- Collaborate with the CARB and other agencies within the South Coast Air Basin to improve regional air quality and achieve GHG reduction targets (RM2-3).
- Prohibit siting of sensitive land uses within distances defined by CARB unless sufficient mitigation is provided (RM2-4).
- Cooperate with regional efforts to upgrade the resource and recreational value of the San Gabriel River (RM3-1).
- Consider proposals by others to increase the recreational value of and access to flood control channels (RM3-2).



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- Explore opportunities to maximize the recreational value, use, and access of the areas designated for recreation and open space on the land use plan (RM3-3).
- Require property owners to establish and maintain private landscaped areas as directed in the municipal code (RM3-4).
- Continue the City's street planting and tree maintenance programs (RM3-5).
- Meet or exceed AB 939 requirements (RM4-1).
- Prohibit the disposal of hazardous and electronic waste into the municipal waste stream (RM4-2).
- Continue to support and enhance the Workman and Temple Family Homestead Museum (RM5-1).
- Support the proper handling and documentation of historically or archaeologically significant sites, burial sites, and objects that may be discovered (RM5-2).
- Comply with federal and state requirements when considering nominations for or modifications to resources of significant historical or cultural merit (RM5-2).

### **Safety Element**

- Require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading (S1-1).
- Conform to state law regarding unreinforced masonry structures (S1-2).
- Cooperate and coordinate with public and quasi-public agencies to assure seismically strengthened or relocated facilities and other appropriate measures to safeguard water, electricity, natural gas, and other transmission and distribution systems (S1-3).
- Coordinate with the LACFCD to ensure that updated and effective master drainage plans are implemented in a timely fashion for the short- and long-term protection of the community (S2-1).
- Cooperate in securing FEMA map amendments recognizing the appropriate redesignation of flood plains within the City boundaries (S2-2).
- Comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented to the satisfaction of the Engineering and Planning Departments (S2-3).
- Comply with and enforce applicable building codes when reviewing plans and issuing building permits (S3-1).
- Cooperate with the County of Los Angeles to conduct long-range fire safety planning, including enforcement of stringent building, fire, subdivision, and other municipal code standards (S3-2).
- Support area-wide mutual aid agreements and communication links with Los Angeles County authorities and other participating jurisdictions (S3-3).

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### LAND USE AND PLANNING

- Coordinate with the LACFD to identify and enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport (S4-1).
- Require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases (S4-2).
- Discourage new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials (S4-3).
- Coordinate with and support the County OEM in preparing and implementing the OAERP (S5-1).
- Coordinate with Caltrans, San Gabriel Valley Council of Governments, Southern California Association of Governments, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of transportation and land use plans to minimize noise impacts and provide appropriate mitigation measures (S6-1).
- Address noise impacts through the effective enforcement of the noise ordinance, project and environmental review, and compliance with state and federal noise standards (S6-2).
- Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities (S6-3).

The following are relevant policies of the existing 2008 Housing Element that are designed to reduce impacts on existing residences and to maintain, preserve and improve the existing housing stock. Policy number references are provided in parentheses.

#### **Housing Element**

- Enforce zoning and building code requirements to require property owners to maintain dwellings in a safe and sanitary condition to enhance the livability and appearance of neighborhoods (Policy 2.1).
- Continue to maintain infrastructure and provide public services to existing residential areas in a manner that enhances neighborhood stability (Policy 2.2).
- Provide information to homeowners and landlords regarding the Housing Rehabilitation Grant Program and energy conservation techniques possible through retrofitting and rehabilitation (Policy 2.3).
- Provide financial assistance to homeowners and landlords for property maintenance, rehabilitation and improvements (Policy 2.4).
- Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing (Policy 3.1).
- Support efforts to ensure that housing is available to all segments of the community without regard to race, color, ancestry or national origin, religion, marital status, age or disability (Policy 3.2).



## 5. Environmental Analysis

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### LAND USE AND PLANNING

- Financially assist the elderly and physically disabled in the removal of architectural barriers in existing residential units through the Housing Rehabilitation Grant Program (Policy 3.3).

#### **General Plan Implementation Plan**

The following implementation measure from the General Plan Implementation Plan is relevant to the proposed project. The implementation measure number is provided in parentheses.

- Amend the Municipal Code to add a Recreation/Open Space zoning category, which would allow commercial recreation uses such as (IMP-1):
  - Golf courses
  - Parks, public and private
  - Resorts
  - Trails and bikeways
  - Equestrian facilities
  - Indoor and outdoor recreational facilities
  - Exposition centers
  - Open space
  - Commercial nurseries
  - Interpretive centers

#### **5.9.5 Existing Regulations**

- City of Industry Municipal Code
- State planning law (California Government Code Section 65300)

#### **5.9.6 Level of Significance Before Mitigation**

Upon implementation of regulatory requirements and compliance with the General Plan Update policies, the following impacts would be less than significant: 5.9-1.

#### **5.9.7 Mitigation Measures**

No significant impacts were identified and no mitigation measures are required.

#### **5.9.8 Level of Significance After Mitigation**

No significant impacts were identified with regard to land use and planning.