

May 2014 | Mitigation Monitoring and Reporting Program

City of Industry General Plan Update

for City of Industry

Prepared for:

City of Industry

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Mitigation Monitoring and Reporting Program

Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.2 AIR QUALITY				
<p>2-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Industry Planning Department will require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to:</p> <ul style="list-style-type: none"> • Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: <ul style="list-style-type: none"> ○ Requiring use of nontoxic soil stabilizers to reduce wind erosion. ○ Applying water every four hours to active soil-disturbing activities. ○ Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. 	<p>City of Industry and applicants for new development projects</p>	<p>During subsequent project-level environmental review and prior to future discretionary project approval</p>	<p>City of Industry Planning Department</p>	

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2-2 New industrial or warehousing land uses that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, will submit a health risk assessment (HRA) to the City of Industry Planning Department prior to future discretionary project approval. The HRA will be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA will be identified as mitigation measures in the environmental document and/or incorporated into the development plan as a component of the proposed project.	City of Industry and applicants for new development projects	During subsequent project-level environmental review and prior to future discretionary project approval	City of Industry Planning Department	
2-3 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to Planning Director review. Facilities that have the potential to generate nuisance odors include but are not limited to: <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities 	City of Industry and applicants for new development projects	During subsequent project-level environmental review and prior to future discretionary project approval	City of Industry Planning Department	

Mitigation Monitoring and Reporting Program

Mitigation Monitoring Requirements

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<p>If an odor management plan is determined to be required through CEQA review, the City will require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan will identify the Best Available Control Technologies for Toxicants (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan will be identified as mitigation measure in the environmental document and/or incorporated into the site plan.</p>				
5.4 CULTURAL RESOURCES				
<p>4-1 Prior to the issuance of grading permits for new development projects on previously undeveloped/graded parcels, the City of Industry will require project applicants to provide studies (e.g., Phase I Records Search) to document the presence/absence of archeological and/or paleontological resources. On properties where resources are identified, such studies will provide a detailed mitigation plan, including a monitoring program and recovery and/or preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan will include the following requirements:</p> <ul style="list-style-type: none"> • An archaeologist and/or paleontologist will be retained for the project and will be on call during grading and other significant ground-disturbing activities. • Should any cultural resources be discovered, no further grading will occur in the area of the discovery until the Planning Director or his/her designee is satisfied that adequate provisions are in place to protect these resources. • Unanticipated discoveries will be evaluated for significance by a Los Angeles County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project applicant will be required to perform data recovery, 	<p>City of Industry and applicants for new development projects</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Industry Planning Department</p>	

Mitigation Monitoring and Reporting Program

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professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.				

5.6 GREENHOUSE GAS EMISSIONS

6-1	<p>The City of Industry will prepare a Climate Action Plan (CAP) within 24 months after adopting the General Plan Update. The goal of the CAP will be to reduce GHG emissions from activities where the City has jurisdictional control within the City boundaries to support the State's efforts under Assembly Bill 32 (AB 32) and to mitigate the impact of climate change. The CAP should include the following:</p> <ul style="list-style-type: none"> • Emission Inventories: The City will establish GHG emissions inventories including emissions from all sectors within the City that the City has jurisdictional control over, using methods approved by, or consistent with guidance from, the California Air Resources Board (CARB); the City will update inventories every five years or as determined by state standards to incorporate improved methods, better data, and more accurate tools and methods, and to assess progress. If the City is not on schedule to achieve the GHG reduction targets, additional measures will be implemented, as identified in the CAP. • Emission Targets: The City will develop a plan to reduce or encourage reductions in community-wide GHG emissions consistent with the GHG reduction goals of AB 32 (i.e., 15 percent below existing emissions or percent reduction below business as usual based on the current state 2020 emissions forecasts). • GHG Reduction Measures: The CAP will include specific measures to achieve the GHG emissions reduction targets. The CAP will quantify the approximate greenhouse gas emissions reductions of each measure and measures will be enforceable. Measures listed below, along with others, will be considered during the development of the CAP. Once adopted, the City of Industry Planning Department will require that applicants for new development projects incorporate feasible mitigation measures to 	City of Industry	Within 24 months after adopting the General Plan Update	City of Industry Planning Department	
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Mitigation Monitoring and Reporting Program

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<p>reduce GHG during operational activities. Potential measures may include:</p> <ul style="list-style-type: none"> o <i>Area Sector.</i> Implement a Truck Idling Emissions Reduction Program, which includes: <ul style="list-style-type: none"> • Requiring diesel emission reduction strategies, such as electrifying docking bays, to eliminate and/or reduce idling at truck stops, warehouses, and distribution facilities throughout the City. • Monitoring of the California Air Resources Board's five-minute nonessential idling restrictions for trucks and locomotive idling restrictions. • Evaluation of strategies to reduce truck idling during the peak hour period of the roadway network, such as staggered work/delivery schedules, truck routes, and/or intersection improvements. o <i>Transportation and Area Sector.</i> Support and promote the use of low- and zero-emission vehicles, by: <ul style="list-style-type: none"> • Encouraging the necessary infrastructure to facilitate the use of zero- emission vehicles and clean alternative fuels, such as electric vehicle charging facilities and conveniently-located alternative fueling stations. • Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEV) and/or plug in electric hybrids (PHEV). • Encouraging transportation fleet standards to achieve the lowest emissions possible, using a mix of alternate fuels, partial ZEV, or newer fleet mixes. o <i>Transportation Sector.</i> Coordinate with the Union Pacific Railroad to encourage commercial facilities to utilize rail for long haul. o <i>Transportation Sector.</i> Require employers with more than 20 employees— which is equivalent to 9,000 square feet of retail space, 17,000 square feet of big-box retail space, 7,000 square 				

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

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<p>energy production barriers.</p> <ul style="list-style-type: none"> • Work with related agencies, such as fire, water, health, and others, that may have policies or requirements that adversely impact the development or use of renewable energy technologies. • Develop protocols for safe storage of renewable and alternative energy products with the potential to leak, ignite, or explode, such as biodiesel, hydrogen, and/or compressed air. • Promote and encourage renewable energy generation and co-generation projects where feasible and appropriate. <ul style="list-style-type: none"> ○ <i>Water and Wastewater.</i> Establish programs and policies to increase the use of recycled water, including promoting the use of recycled water for industrial and irrigation purposes. ○ <i>Other.</i> Recognize businesses in the City that reduce GHG emissions (e.g., reduced energy use) to encourage GHG reductions and recognize success. ○ <i>Other.</i> Promote reductions in GHG emissions by using the City's purchasing power when choosing suppliers of its goods and services. 				
5.10 NOISE				
<p>10-1 Individual development projects that involve vibration-intensive pile-driving activities during construction, as determined during any accompanying CEQA analysis, will be evaluated for potential vibration impacts to nearby structures. If construction-related vibration is determined to exceed the Federal Transit Administration criteria for architectural damage of 0.2 peak particle velocity (PPV) inches per second (in/sec) for non-engineered timber and masonry buildings, 0.3 PPV in/sec for engineered concrete and masonry buildings, or 0.5 PPV in/sec for reinforced concrete, steel, or timber buildings, additional requirements, such as use of less vibration-intensive equipment or construction techniques, will be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driving).</p>	<p>City of Industry and applicants for new development projects</p>	<p>During subsequent project-level environmental review and prior to future discretionary project approval</p>	<p>City of Industry Planning Department</p>	

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10-2 Construction activities associated with new development that occurs near (nominally within 500 feet) sensitive receptors will be evaluated for potential noise impacts. Mitigation measures such as installing temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes will be incorporated into the construction plans to reduce construction-related noise to the extent feasible.	City of Industry and applicants for new development projects	During subsequent project-level environmental review and prior to future discretionary project approval	City of Industry Planning Department	

5.13 TRANSPORTATION AND CIRCULATION

Existing (Year 2010) With Project and Post (Year 2035) General Plan Buildout Conditions

13-1 To address area-wide intersection deficiencies during the weekday AM and PM peak commute hours under the Existing (Year 2010) With Project and Post-2035 General Plan Buildout Conditions, the City of Industry will develop a prioritization and phasing program to implement the necessary intersection improvements identified in Figures 5.13-14a through 5.13-14c and 5.13-10a through 5.13-10d of this DEIR. In particular, Valley Boulevard will be monitored and operational improvements incorporated as appropriate to maintain mobility along this corridor.	City of Industry	After adopting the General Plan Update	City Engineer	
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Existing (Year 2010) With Project Condition

13-2 To address the City of Industry's proportionate impact on freeway mainline segments under the Existing (Year 2010) With Project Condition, the City of Industry will participate in relevant and applicable programs developed and adopted by Caltrans to pay for I-10, I-605, and SR-60 freeway mainline lane improvements. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in-lieu of fees, state or federal funds or other programs, as appropriate. Contributions required of individual development projects will be determined on a	City of Industry in coordination with Caltrans	Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed	City Engineer	
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<p>project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development projects.</p> <p>The Existing (Year 2010) With Project Condition freeway mainline segment improvements are outlined below:</p> <p>B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 1.1 percent</p> <p>C. I-10, east of I-605 (eastbound) – Project fair-share percentage: 2.0 percent</p> <p>E. SR-60, east of Peck Road (westbound) – Project fair-share percentage: 8.4 percent</p> <p>I. SR-60, east of Hacienda Boulevard (westbound) – Project fair-share percentage: 14.9 percent</p> <p>J. SR-60, east of Azusa Avenue (westbound) – Project fair-share percentage: 14.5 percent</p> <p>P. SR-60, east of Grand Avenue (eastbound) – Project fair-share percentage: 7.0 percent</p> <p>S. I-605, south of SR-60 (northbound) – Project fair-share percentage: 2.8 percent</p>				
Post (Year 2035) General Plan Buildout Condition				
<p>13-3 To address the City of Industry's proportionate impact on freeway mainline segments under the Post-2035 General Plan Buildout Condition, the City of Industry will participate in relevant and applicable programs developed and adopted by Caltrans to pay for I-10, I-605, and SR-60 freeway mainline lane improvements. Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed, the City will coordinate with Caltrans, as appropriate. Contributions may be in the form of developer fees, freeway improvements, development in lieu of fees, state or federal funds, or other programs, as appropriate.</p>	<p>City of Industry in coordination with Caltrans</p>	<p>Once the need for improvements has been identified by Caltrans for a particular freeway mainline segment and a program for implementing the required improvements has been developed</p>	<p>City Engineer</p>	

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<p>Contributions required of individual development projects will be determined on a project-by-project basis at the time of development application review and will be based on a traffic analysis undertaken for individual development projects.</p> <p>The Post-2035 General Plan Buildout Condition freeway mainline segments improvements are outlined below:</p> <p>B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 12.0 percent</p> <p>C. I-10, east of I-605 (eastbound and westbound) – Project fair-share percentage: 12.7 percent eastbound, 12.4 percent westbound</p> <p>F. SR-60, east of I-605 (westbound) – Project fair-share percentage: 22.8 percent</p> <p>G. SR-60, east of Crossroads Parkway (westbound) – Project fair-share percentage: 22.8 percent</p> <p>I. SR-60, east of Hacienda Boulevard (eastbound and westbound) – Project fair-share percentage: 18.6 percent eastbound, 23.1 percent westbound</p> <p>J. SR-60, east of Azusa Avenue (eastbound and westbound) – Project fair-share percentage: 20.7 percent eastbound, 22.8 percent westbound</p> <p>K. SR-60, east of Fullerton Road (eastbound and westbound) – Project fair-share percentage: 20.5 percent eastbound, 22.7 percent westbound</p> <p>L. SR-60, east of Nogales Street (eastbound and westbound) – Project fair-share percentage: 20.4 percent eastbound, 22.3 percent westbound</p> <p>M. SR-60, east of Fairway Drive (eastbound and westbound) – Project fair-share percentage: 19.5 percent eastbound, 21.8 percent westbound</p> <p>N. SR-60, east of Brea Canyon Road (eastbound and westbound) – Project fair-share percentage: 20.5 percent eastbound, 18.8 percent westbound</p>				

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P. SR-60, east of Grand Avenue (eastbound and westbound) – Project fair-share percentage: 16.7 percent eastbound, 16.1 percent westbound Q. I-605, south of Rose Hills Road (northbound and southbound) – Project fair-share percentage: 12.7 percent northbound, 12.3 percent southbound R. I-605, south of Peck Road (southbound) – Project fair-share percentage: 12.3 percent S. I-605, south of SR-60 (northbound) – Project fair-share percentage: 14.6 percent U. I-605, south of I-10 (northbound) – Project fair-share percentage: 20.0 percent				

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